Final Environmental Impact Report

Landmark Tower Mixed-Use Development

SCH# 2007062074

City of Milpitas

August 2008

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PREFACE

This document, together with the April 2008 Draft Environmental Impact Report (Draft EIR) for the Landmark Tower Mixed-Use Development, constitutes the Final Environmental Impact Report (Final EIR) for the proposed project. Under the California Environmental Quality Act (CEQA), the Final EIR is an informational document prepared by the Lead Agency that must be considered by the decision-makers before approving the proposed project. CEQA Guidelines Section 15132 specifies that a Final EIR shall consist of the following:

- The Draft EIR or a revision of the draft;
- Comments and recommendations received on the Draft EIR either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the Lead Agency to the significant environmental points raised in the review and consultation process; and
- Any other information added by the Lead Agency.

This Final EIR will be used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the Final EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the Final EIR by making written findings for each of those significant effects before it approves a project.

According to Section 21081 of the California Public Resources Code, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(A) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

(B) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (A), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

The Final EIR will be made available to the public and commenting public agencies 10 days prior to the EIR certification hearing.

All documents referenced in this EIR are available for public review at the Milpitas City Hall 455 East Calaveras Boulevard, Milpitas, California, on weekdays during normal business hours.

SECTION 1 LIST OF AGENCIES AND INDIVIDUALS RECEIVING THE DRAFT EIR OR NOTICE OF AVAILABILITY OF THE DRAFT EIR

State of California

- Regional Water Quality Control Board, Region 2
- Department of Parks and Recreation
- Native American Heritage Commission
- Public Utilities Commission
- Office of Historic Preservation
- Department of Fish and Game, Region 3
- Department of Water Resources
- Department of Conservation
- California Highway Patrol
- Caltrans, District 4
- San Francisco Bay Conservation and Development Commission
- State Water Resources Control Board, Clean Water Program
- Caltrans, Division of Aeronautics

Federal Agencies

- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service

County and Regional Agencies

- Association of Bay Area Governments
- Bay Area Air Quality Management District
- Santa Clara County Planning Department
- Santa Clara County Open Space Authority
- Santa Clara County Roads and Airports Department
- Santa Clara Valley Transportation Authority
- Santa Clara Valley Water District
- Metropolitan Transportation Commission
- San Francisco Water Department
- San Francisco PUC
- San Jose/Santa Clara Water Pollution Control Plant

Local Governments

- City of Fremont
- City of Santa Clara
- City of San Jose
- County of Santa Clara

School Districts

- Berryessa Unified School District
- East Side Union High School District
- Milpitas Unified School District

Organizations, Companies, and Individuals

- Pacific Gas and Electric
- Union Pacific Railroad
- SBC Telephone
- Adams, Broadwell, Joseph & Cardozo
- Milpitas Chamber of Commerce

The Draft EIR was also on file at City Hall and available for review at the Milpitas Community Library and on the City of Milpitas web site at www.ci.milpitas.ca.gov

SECTION 2 LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

Comment Received From		Date of Letter	Response on Page
State Agencies			
A.	Department of Transportation	June 10, 2008	7
County and Regional Agencies			
B.	County of Santa Clara Roads and Airports Department	May 29, 2008	15
C.	Santa Clara Valley Transportation Authority	June 16, 2008	17
Local Governments			
D.	City of Milpitas Bicycle Pedestrian Advisory Commission	June 16, 2008	21
School Districts			
E.	Milpitas Unified School District	May 28, 2008	23
Persons			
F.	Davis, Roger	May 19, 2008	25
G.	Le, Patrick Phu #1	May 18, 2008	27
H.	Le, Patrick Phu #2	May 20, 2008	29
I.	Mac, David	May 19, 2008	31
J.	Manassau, Dan	May 09, 2008	33
K.	Nguyen, Helen	May 20, 2008	36
L.	Nickham, Alex	May 19, 2008	38
M.	Pham, An Thi	May 19, 2008	40
N.	Warney, Tom	May 09, 2008	42

SECTION 3 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes all of the comments requiring responses contained in letters received by the City of Milpitas during the noticed 45-day review period for this Draft EIR. The comments are organized under headings containing the source of the letter and its date. The specific comments have been excerpted from the letters and are presented as "comment" with each response directly following. The original comment letter is included after the responses to its comments.

A. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE DEPARTMENT OF TRANSPORTATION DATED JUNE 10, 2008

COMMENT A-1: No Internal Trip Reduction

People who will work in the offices will not necessarily live in the condominiums. The AM peak hour trips occur between 8 to 9 AM, one hour earlier than the opening of retail. Therefore, we recommend the elimination of internal trip reductions for housing-employment, AM housing-retail, and AM employment-retail.

RESPONSE A-1: Internal trip reductions for mixed-use developments are an accepted industry practice. The Institute of Transportation Engineers is currently developing a best practice to provide guidance in their application. The Santa Clara Valley Transportation Authority (VTA) has adopted the use of internalization reductions in their Transportation Impact Analysis guidelines. Because the project is a mixed-use development and is located in Santa Clara County, the VTA reductions were applied.

It is the professional opinion of the traffic engineer that a small percentage of employees will choose to live in close proximity to their jobs. Thus, the use of the relatively low housing-office reduction (3 percent) is appropriate. Many retailers open before 9:00 am, such as dry cleaners and coffee shops. Therefore the AM peak-hour reduction is appropriate.

COMMENT A-2: Double Counts on Internal Trip Reductions

Trip generation calculations should avoid double counts in terms of internal trip reductions. Table 8 shows double count reductions for housing-retail mixed use (13% under retail and 13% under condominium land uses.) Again, Table 8 shows double count reductions for housing-employment reduction (3% under office and 3% under condominium land uses) and employment-retail reduction (3% under retail and 3% under office land uses.) Please explain how and why double internal reductions are used within the same peak hour or eliminate the double reductions and revise the trip generations in Table 8.

RESPONSE A-2: Because the residential and retail trips occur on-site, the mixed-use reductions are applied to both land uses to account for linked trip ends. The residential trip generation rate assumes project residents would travel off-site to go to work. Similarly, the retail trip generation rate project employees would arrive to work from an off-site location. It is estimated that three percent of the project residents would work on-site. Therefore, the AM peak hour outbound

residential trips are reduced three percent and the inbound office trips are reduced three percent. This methodology was applied to the other mixed-use reductions.

COMMENT A-3: The following on-ramps either have existing ramp meters or will have meters installed and become operational in the near future. (Peak Period, Status, No. of Lanes at Meter)

a) NB I 880/ Calaveras Loop on-ramp ---------- (PM, active, 1 mixed)
b) NB I 880/ Tasman Drive Loop on-ramp ---------- (PM, active, 2 mixed)
c) SB I 880/ Route 237-Calaveras Collector on-ramp------ (PM, future, 2 mixed)
d) SB I 880/ Tasman Drive Diagonal on-ramp ---------- (PM, future, 1 mixed)

Currently the NB I 880 ramp meters are active during the PM peak period (3 to 7PM, Monday Friday), and the SB I 880 meters are to be implemented in PM peak period (3 to 7PM) by the end of 2008.

The mitigation measures for impacted on-ramps and intersections to I 880 and SR 237 will also need to be evaluated with metering operations considered. These mitigation measures may include widening of the on-ramps for storage or High Occupancy Vehicle (HOV) bypass lanes. Local street storage approaching the on-ramps may need to be added also.

RESPONSE A-3 Consistent with the City of Milpitas and VTA traffic impact analysis guidelines, the transportation impact analysis (TIA) prepared for the proposed project analyzed freeway ramps using the ramp intersection operations (refer to Appendix A of the Draft EIR). The City of Milpitas is beginning the preparation of a Citywide Deficiency Plan (CDP) in the Fall 2008. During development of the CDP, the City will solicit input from Caltrans regarding planned ramp metering improvement projects.

COMMENT A-4 Provide queuing analysis at the intersections of southbound (SB) I 880/ Tasman Dr. (Study intersection (IS) Joint #13) and at northbound (NB) I 880/ Great Mall Pkwy (I/S Joint #14) for our review and comment.

RESPONSE A-4 The intersection queues (refer to the bottom line of the individual LOS calculation sheets in Appendix B of the transportation impact analysis, which reports the queues by lane group) immediately upstream or downstream of freeway on- and off-ramps indicate that vehicles heading eastbound through the intersection of I-880 NB Ramps/Great Mall Parkway would queue back to the I-880 SB Ramps/Tasman Drive intersection during the PM peak hour. This queue spillback is also projected under Background Conditions without the project. Vehicles making a westbound left at the intersection of I-880 SB Ramps/Tasman would queue back to the I-880 NB Ramps/Great Mall Parkway intersection during the PM peak hour. This queue is also projected under Background Conditions. Draft EIR mitigation measures MM TR-4.1 and MM TR-5.1 (refer to page 49 of the Draft EIR) are the design and implementation of signal coordination at the I-880/Tasman and Great Mall Parkway ramps, which will improve operations and reduce queue spillback.

The off-ramp queues at these two intersections were also reviewed to determine if the projected off-ramp queues would extend back to the freeway mainline. The results indicate that sufficient storage is provided on the off-ramp to accommodate the projected queues.

COMMENT A-5 Mitigation/ fair share fees are recommended on the following segments (a-b) and intersections (c-g) of freeways:

a) SR 237, eastbound (EB) between McCarthy Blvd. and I 880
b) SR 237, westbound (WB) between I 880 and Zanker Rd.
c) SR 237/ I 880 NB ramps
d) SR 237 (E. Calaveras Blvd.)/S Milpitas Blvd.
e) SR 237/ Abel St.
f) I 880 SB ramps/ Tasman Dr.
g) I 880NB ramps/ Great Mall Pkwy.

RESPONSE A-5 Widening the freeway is necessary to reduce the project freeway segment impacts on SR 237 (SR 237 EB between McCarthy Boulevard and I-880 and SR 237 WB between I-880 and Zanker Road), which is beyond the scope of an individual development. Therefore, the mitigation is not considered feasible. There is no program or mechanism in place for the project to make a fair-share contribution to this mitigation, because the improvements are not identified in an adopted Capitol Improvements Program (CIP) or other funding mechanism that allows for a fair-share contribution.

To avoid this issue in the future, the City of Milpitas is currently preparing a Citywide Deficiency Plan (CDP) that will identify local and regional transportation improvements (refer to **Section 4.2.4.10 Freeway Segment Impacts**), which will provide the mechanism needed to allow fair-share contribution towards these improvements as mitigation. The CDP will include the "Immediate Actions" list in Appendix D of the Transportation Impact Analysis Guidelines.

Pending final approval of the CDP, the City of Milpitas will require the project applicant to implement, the "Immediate Actions" list in Appendix D of the Transportation Impact Analysis Guidelines (May 1998), as part of the project's approval. These actions include measures to encourage alternative modes of transportation and site design guidelines for new development.

- Improve Pedestrian Facilities (A-4)
- Shuttle (B-3)
- Bus Stop Improvements (B-8)
- Traffic signal timing and synchronization program (F-3)
- HOV parking preference program (G-1)
- Bike facilities (G-2)
- Pedestrian circulation system (G-4)

Mitigation and/or fair share fees are proposed by the project for impacts to freeway segments and intersections.

Mitigation measure MM TR-2.1 identified on page 48 of the Draft EIR (i.e., converting the northbound center left turn lane to a shared left and right turn lane) and proposed by the project reduces the project impact at the intersection of SR 237 and the I-880 NB ramp to a less than significant level. Mitigation measure MM TR-8.1 identified on page 50 of the Draft EIR (i.e., adding a third westbound thru lane) and proposed by the project reduces the project impact at the Calaveras Boulevard/Milpitas Boulevard intersection to a less than significant level.

Mitigation measure MM TR-10.1 on page 51 of the Draft EIR states that the project would pay the Calaveras Boulevard, Montague Expressway and Milpitas Business Park traffic impact fees. The Calaveras Boulevard traffic impact fee will fund the widening of the Calaveras bridge over the railroad tracks from four to six lanes and increasing the number of lanes between I-680 and I-880. This will improve roadway operations for intersections on Calaveras Boulevard (Items c, d, & e above). Traffic mitigation measures MM TR-4.1 and MM TR-5.1 (i.e., provide all funding necessary for the design and implementation of signal coordination at the I-880/Tasman and Great Mall Parkway ramps) identified on page 49 of the Draft EIR and proposed by the project will improve operation of these intersections (Items f & g above).

The transportation impact analysis completed for the proposed project determined that project-generated traffic would not result in a significant impact at the SR 237/Abel Street intersection (refer to Table 8 on page 40 of the Draft EIR). Therefore, mitigation is not required or proposed at this intersection. Payment of the Calaveras Boulevard traffic impact fee, however, will improve operations at this intersection (see above).

For the reasons described above, the project would mitigate its impacts traffic impacts to the greatest extend feasible.

COMMENT A-6 Mitigation/fair share fees are recommended, at a minimum, at the following freeway segments:

a) I 880 NB between SR 237 and Mission Blvd. (SR 262)
b) I 880 SB between Great Mall Pkwy and Brokaw Rd.
c) I 680 NB between Calaveras Blvd! SR 237 and Mission Blvd. (SR 262)
d) 1680 SB between Yosemite Dr. and Capitol Ave.

RESPONSE A-6 According to the traffic impact analysis (TIA) prepared for the proposed project (refer to Appendix A of the Draft EIR), the project does not have a significant impact on any of these freeway segments. For this reason, mitigation, in the form of fees or physical improvements, is not required or proposed by the project.

COMMENT A-7 The DEIR states on page viii that the developer will add a northbound left turn lane, which will result in an acceptable PM peak hour operation at the intersection of Bellew Drive/Barber Lane. As this will require the removal of the existing bike lanes on Barber Lane, we suggest that this proposal be reconsidered in order to provide equal access to the road for all modes of transportation. The Department suggests that a fully interconnected pedestrian and bicycle network be integrated in the surrounding area of the project to promote alternative modes of transportation and to lessen impacts to 1-880.

RESPONSE A-7 Please refer to Response D-1 in this Final EIR.

COMMENT A-8 The I-880/Milpitas Santa Clara Valley Transportation Authority (VTA) station and local bus 33 are less than a mile away from the project, consequently parking requirements should be reduced with the expectation that people will live, shop, and potentially work within the area. In addition, providing less parking could make housing units more affordable and attractive to households with lower rates of auto ownership. This may enhance the use of mass transit and reduce vehicle trips, therefore lessening traffic on the State and local facilities.

RESPONSE A-8 The parking supply proposed by the project is reduced to account for the mixed-use development and is less than the City of Milpitas's Code requirement for mixed-use projects. A shared-parking analysis was completed for the proposed project. The analysis shows that the proposed parking supply is adequate since the different land uses reach their peak parking demands at different times of the day. The project site is not within 2,000 feet of a transit station; therefore, the project does not meet VTA's definition of transit oriented development and does not qualify for further parking rate reductions.

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

June 10, 2008

SCL-880-7.87
SCL880228
SCH2007062074

Ms. Judie Gillie
City of Milpitas
455 E. Calaveras Boulevard
Milpitas, CA 95035

Dear Ms. Gillie:

Landmark Tower Mixed Use Development – Draft Environmental Impact Report (DEIR)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. The following comments are based on our review of the proposed project DEIR.

Traffic Forecasting

No Internal Trip Reduction

People who will work in the offices will not necessarily live in the condominiums. The AM peak hour trips occur between 8 to 9 AM, one hour earlier than the opening of retail. Therefore, we recommend the elimination of internal trip reductions for housing-employment, AM housing-retail, and AM employment-retail.

Double Counts on Internal Trip Reductions

Trip generation calculations should avoid double counts in terms of internal trip reductions. Table 8 shows double count reductions for housing-retail mixed use (13% under retail and 13% under condominium land uses.) Again, Table 8 shows double count reductions for housing-employment reduction (3% under office and 3% under condominium land uses) and employment-retail reduction (3% under retail and 3% under office land uses.) Please explain how and why double internal reductions are used within the same peak hour or eliminate the double reductions and revise the trip generations in Table 8.

Traffic Systems

1) The following on-ramps either have existing ramp meters or will have meters installed and become operational in the near future. (Peak Period, Status, No. of Lanes at Meter)
   a) NB I 880/ Calaveras Loop on-ramp ---------- (PM, active, 1 mixed)
   b) NB I 880/ Tasman Drive Loop on-ramp ---------- (PM, active, 2 mixed)

c) SB I 880/ Route 237-Calaveras Collector on-ramp ------ (PM, future, 2 mixed)
d) SB I 880/ Tasman Drive Diagonal on-ramp ---------- (PM, future, 1 mixed)

2) Currently the NB I 880 ramp meters are active during the PM peak period (3 to 7PM, Monday - Friday), and the SB I 880 meters are to be implemented in PM peak period (3 to 7PM) by the end of 2008.

3) The mitigation measures for impacted on-ramps and intersections to I 880 and SR 237 will also need to be evaluated with metering operations considered. These mitigation measures may include widening of the on-ramps for storage or High Occupancy Vehicle (HOV) bypass lanes. Local street storage approaching the on-ramps may need to be added also.

Highway Operations

1) Provide queuing analysis at the intersections of southbound (SB) I 880/ Tasman Dr. (Study intersection (IS) Joint #13) and at northbound (NB) I 880/ Great Mall Pkwy (I/S Joint #14) for our review and comment.

2) Mitigation/ fair share fees are recommended on the following segments (a-b) and intersections (c-g) of freeways:
   a) SR 237, eastbound (EB) between McCarthy Blvd. and I 880
   b) SR 237, westbound (WB) between I 880 and Zanker Rd.
   c) SR 237/ I 880 NB ramps
   d) SR 237 (E. Calaveras Blvd.)/S Milpitas Blvd.
   e) SR 237/ Abel St.
   f) I 880 SB ramps/ Tasman Dr.
   g) I 880 NB ramps/ Great Mall Pkwy.

3) Mitigation/ fair share fees are recommended, at a minimum, at the following freeway segments:
   a) I 880 NB between SR 237 and Mission Blvd. (SR 262)
   b) I 880 SB between Great Mall Pkwy and Brokaw Rd.
   c) I 680 NB between Calaveras Blvd/ SR 237 and Mission Blvd. (SR 262)
   d) I 680 SB between Yosemite Dr. and Capitol Ave.

Community Planning

The DEIR states on page viii that the developer will add a northbound left turn lane, which will result in an acceptable PM peak hour operation at the intersection of Bellew Drive/Barber Lane. As this will require the removal of the existing bike lanes on Barber Lane, we suggest that this proposal be reconsidered in order to provide equal access to the road for all modes of transportation. The Department suggests that a fully interconnected pedestrian and bicycle network be integrated in the surrounding area of the project to promote alternative modes of transportation and to lessen impacts to I-880.

The I-880/Milpitas Santa Clara Valley Transportation Authority (VTA) station and local bus 33 are less than a mile away from the project, consequently parking requirements should be reduced with the expectation that people will live, shop, and potentially work within the area. In addition, providing less parking could make housing units more affordable and attractive to households with

lower rates of auto ownership. This may enhance the use of mass transit and reduce vehicle trips, therefore lessening traffic on the State and local facilities.

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Lisa Carboni

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

B. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE COUNTY OF SANTA CLARA ROADS AND AIRPORT DEPARTMENT DATED MAY 29, 2008

COMMENT B-1: The existing LOS shown is not CMA approved LOS.

RESPONSE B-1: It is not clear if the comment pertains to one specific intersection or all of the Congestion Management Program (CMP) intersections. The CMP intersections were evaluated using the VTA CMP methodology and thresholds of significance. Traffic impacts were evaluated using the most recent intersection count information available. If available counts were older than one year, then new counts were completed. For those CMP locations that have shared jurisdiction with San Jose, traffic/vehicle counts were obtained from the San Jose Traffix database. For those CMP locations with shared jurisdiction with Milpitas, the count information was obtained from the City of Milpitas Transit Area Plan. For these reasons, the LOS presented in the Draft EIR for CMP intersections are considered current and accurate.

COMMENT B-2: Please use proper existing condition analysis to calculate the impacts to the County intersections.

RESPONSE B-2: Please refer to Response B-1. Existing conditions are based on the most recent intersection count information available. If available counts were older than one year, then new counts were completed. This methodology was used for all intersections to ensure a consistent, comparable analysis.

From: Bill Yeung [mailto:Bill.Yeung@rda.sccgov.org]
Sent: Thursday, May 29, 2008 10:06 AM
To: Judie Gilli
Subject: Landmark Tower Mixed-Use Development - DEIR

Judie

The review of the FEIR for the subject project is complete and we have the following comments:

1.. The existing LOS shown is not CMA approved LOS.
2.. Please use proper existing condition analysis to calculate the impacts to the County intersections and provide mitigations.

If you have any questions concerning the above, please contact me.

William K. Yeung, PE

Associate Civil Engineer

Land Development, Survey and Property

County of Santa Clara

Roads and Airports Department

101 Skyport Drive

San Jose, CA 95110

Phone (408)573-2463

Fax (408)441-0276

Email:bill.yeung@rda.sccgov.org

C. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY DATED JUNE 16, 2008

COMMENT C-1: Bus Service
We understand that the Milpitas Square development will be providing a new bus stop with a duckout just north of the Landmark Towers project. Assuming this bus stop improvement is provided, VTA will not request bus stop improvements for the Landmark Towers project.

RESPONSE C-1: The comment is noted. As stated in **Section 4.2.2.1 Bus Service** in the Draft EIR, Bus Route 33 operates on Barber Lane adjacent to the project site. The existing bus stop will be reconstructed to provide a bus pad and duc-out to compliment the planned bus stop improvements of the Milpitas Square development.

COMMENT C-2: Mitigation Measures
VTA agrees with the requirement for the project to make a fair-share contribution towards the East-West Corridor Study, Calaveras Boulevard (SR 237) Widening, and Montague Expressway improvements projects.

RESPONSE C-2: The comment supports the analysis in the EIR. No further response is necessary.

COMMENT C-3 Bicycle Parking
The project does not address provisions for bicycle parking. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the development. Bicycle parking facilities can include bicycle lockers for long-tern parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting, and design for bicycle parking facilities. This document may be downloaded from vww.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development and Congestion Management Division, at (408) 321-5716.

RESPONSE C-3: The proposed project includes bicycle racks and lockable bicycle storage rooms. Bicycle racks are proposed near the entrance to the retail uses and on the first, second, and third floors of the above-grade parking garage. The lockable bicycle storage rooms are proposed on the second and third floors of the above-grade parking garage. The lockable bicycle storage rooms would provide a total of approximately 60 Class I bicycle parking spaces and the bicycle racks would provide a total of approximately 43 Class II bicycle parking spaces. According to the VTA's Bicycle Technical Guidelines, the recommended bicycle parking supply is approximately 133 Class I and 46 Class II bicycle parking spaces. Although the number of bicycle parking spaces proposed by the project does not meet VTA's recommendations, the proposed supply is considered adequate because it substantially exceeds the bicycle parking space requirement in the City of Milpitas Zoning Code (see table below) for mixed-use developments. Per the Zoning Code, a total of 37 bicycle parking spaces is required for the 375 residences (223 one-bedroom units, 132 two-bedroom units, and 20 three-bedroom units) proposed by the project.

XI-10-38.06 Off-Street Parking
(1) Studio: one (1) covered automobile stall per unit.
(2) One (1) bedroom: one and one-half (1 1/2) covered automobile stalls per unit.
(3) Two (2) or more bedrooms: two (2) covered automobile stalls per unit.
(4) Guest parking: fifteen percent (15%) of automobile stalls required in (a) through (c) above.
(5) Bicycle parking: five percent (5%) of automobile stalls required in (1) through (4) above.

Section 4.2.3.2 Parking in the Draft EIR has been revised to include the above information (refer to Section 4, Text Revisions, of this Final EIR).

SANTA CLARA
Valley Transportation Authority

June 16, 2008

City of Milpitas
Planning Division
455 East Calaveras Boulevard
Milpitas, CA 95035-5479

Attention: Judie Gilli

Subject: Landmark Tower Mixed Use

Dear Ms. Gilli:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for 148,805 square feet of retail, 48,960 square feet of office, and 375 residential condominiums at 600 Barber Lane, adjacent to I-880. We have the following comments.

Bus Service

We understand that the Milpitas Square development will be providing a new bus stop with a duckout just north of the Landmark Towers project. Assuming this bus stop improvement is provided, VTA will not request bus stop improvements for the Landmark Towers project.

Transportation System Planning and Design

Mitigation Measures
VTA agrees with the requirement for the project to make a fair-share contribution towards the East/West Corridor Study, Calaveras Boulevard (SR 237) Widening, and Montague Expressway improvements projects.

On-Site Planning and Design

Bicycle Parking
The project does not address provisions for bicycle parking. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the development. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting, and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development and Congestion Management Division, at (408) 321-5716.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA

ML0702

D. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE CITY OF MILPITAS BICYCLE PEDESTRIAN ADVISORY COMMISSION DATED JUNE 16, 2008

COMMENT D-1: The City of Milpitas Bicycle Pedestrian Advisory Commission (BPAC) reviewed the Draft Environmental Impact Report (DEIR) and noted the removal of bicycle lanes along Barber Lane to accommodate diagonal parking. As the advisory body to the Milpitas City Council for bicycle and pedestrian facilities, the BPAC historically receives presentations and provides input on any changes to these facilities, especially removal of bicycle lanes.

Barber Lane is a great bicycle facility that can safely accommodate cars, pedestrians, and bicycles. It is important to maintain the existing bicycle lanes as part of the greater City and regional network. With the development of Landmark Towers and the McCarthy Ranch business area, it is important to provide multimodal transportation, especially one that benefits both future residents and existing employers within the area. The removal of bike lanes or fragmenting the network to accommodate parking in one segment of Barber Lane leaves the current bicycle system inconsistent and unsafe for bicyclists, which is disagreeable for the greater bicycling community.

The BPAC is excited to be involved in the Milpitas Bikeway Master Plan Update as it will increase awareness of bicycling and provide recommendations for new policies to increase bicycle safety in the City. BPAC would appreciate being involved in the development process when it impacts any bicycle or pedestrian facilities in the future, as all modes of travel to new and existing development is important.

RESPONSE D-1: The Draft EIR states that a northbound left turn lane is needed to reduce the project impact at the intersection of Barber Lane and Bellew Drive to a less than significant level (refer to MM TR-6.1). The final design of the intersection will be prepared as part of the off-site improvement plans for the Milpitas Square Project. There are no impacts to the existing bicycle lane facilities along Barber Lane as part of this project.

Section 4.2.3.2 Pedestrian, Bicycle and Pedestrian Facilities in the Draft EIR has been revised to include the above information (refer to Section 4, Text Revisions, of this Final EIR).

From: thebunnells [mailto:thebunnells@comcast.net]
Sent: Monday, June 16, 2008 10:18 AM
To: Judie Gilli
Subject: Landmark Tower Mixed Used Development EIR

Judie Gilli
Milpitas Planning Division
455 East Calaveras Blvd
Milpitas, CA 95035

Landmark Tower Mixed Used Development EIR

Ms. Gilli,

The City of Milpitas Bicycle Pedestrian Advisory Commission (BPAC) reviewed the Draft Environmental Impact Report (DEIR) and noted the removal of bicycle lanes along Barber Lane to accommodate diagonal parking. As the advisory body to the Milpitas City Council for bicycle and pedestrian facilities, the BPAC historically receives presentations and provides input on any changes to these facilities, especially removal of bicycle lanes.

Barber Lane is a great bicycle facility that can safely accommodate cars, pedestrians, and bicycles. It is important to maintain the existing bicycle lanes as part of the greater City and regional network. With the development of Landmark Towers and the McCarthy Ranch business area, it is important to provide multimodal transportation, especially one that benefits both future residents and existing employers within the area. The removal of bike lanes or fragmenting the network to accommodate parking in one segment of Barber Lane leaves the current bicycle system inconsistent and unsafe for bicyclists, which is disagreeable for the greater bicycling community.

The BPAC is excited to be involved in the Milpitas Bikeway Master Plan Update as it will increase awareness of bicycling and provide recommendations for new policies to increase bicycle safety in the City. BPAC would appreciate being involved in the development process when it impacts any bicycle or pedestrian facilities in the future, as all modes of travel to new and existing development is important.

Should you have any questions, please contact me at 263-9406. Thank you.

Sincerely,

Cheryl Bunnell
Milpitas BPAC Chair
2110 Seacliff Drive
Milpitas, CA 95035

E. MILPITAS UNIFIED SCHOOL DISTRICT

COMMENT E-1: The proposed Landmark Tower mixed-use development will be located outside of the current Milpitas Unified School District student transportation scope of services. Therefore, there will be student transportation (busing) provided by the Milpitas Unified School District for Special Education students only who live in the proposed Landmark Tower Development. There will be no regular education student transportation provided.

RESPONSE E-1: The comment is noted. This information about student transportation does not affect the analysis in the Draft EIR and would not result in any new significant environmental impact. Therefore, no further response is required.

Milpitas Unified School District

1331 E. Calaveras Blvd., Milpitas, CA 95035
Web site: www.musd.org

Valued ☆ Challenged ☆ Successful

Karl N. Black, Ed.D.
Superintendent
Tel: (408) 945-2310 Fax: (408) 945-2421
E-mail: kblack@musd.org

May 28, 2008

Ms. Judie Gilli
Milpitas Planning Division
455 East Calaveras Blvd.
Milpitas, CA 95035

Dear Ms. Gilli:

The proposed Landmark Tower mixed-use development will be located outside of the current Milpitas Unified School District student transportation scope of services. Therefore, there will be student transportation (busing) provided by the Milpitas Unified School District for Special Education students only who live in the proposed Landmark Tower Development. There will be no regular education student transportation provided.

Sincerely,

Karl N. Black, Ed.D.
Superintendent

F. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM ROGER DAVIS DATED MAY 19, 2008

COMMENT F-1: I'm very happy to hear this project. Congratulation! Welcome the Landmark Tower Project in Milpitas. Milpitas shall be a beautiful city in the future with this project. While seating in the traffic jam during rush hour commuting to work from my house, I'm dreaming that one day some developer will come up with some idea to build a condo around my work place so I can buy one to live in and do not have to go through all these traffic's congestion. I can leave my car at home and walk to my work place so I can SAVE a lot commuting time and money on GAS. This project I would say is my dream come true and I guess is the same thing for all other 375 future residents too. I love to see it happen.

RESPONSE F-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

From: roger davis [mailto:rogerdavisev@yahoo.com]
Sent: Monday, May 19, 2008 2:34 PM
To: Judie Gilli
Subject: Welcome New Project Lanmark Tower

Dear Mrs Gilli,

I'm very happy to hear this project.

Congratulation ! Welcome the Lanmark Tower Project in Milpitas. Milpitas shall be a beautiful city in the future with this project. While seating in the traffic jam during rush hour commuting to work from my house, I'm dreaming that one day some developper will come up with some idea to build a condo around my work place so I can buy one to live in and do not have to go through all these traffic's congestion. I can leave my car at home and walk to my work place so I can SAVE a lot commuting time and money on GAS.

This project I would say is my dream come true and I guess is the same thing for all other 375 future residents too.

I lovev to see it happen

Thanks God

G. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM PATRICK PHU LE DATED MAY 18, 2008

COMMENT G-1: I'm writing in favor of this Landmark Project, a high rise complex completed with luxury offices at lower levels and condos at higher levels. I do think this fits the model of "Smart Growth" being advocated for future metropolitan projects to deal with traffic jams and dependence on foreign oil.

We are soon reaching the retirement age and even though we currently own a home in Milpitas (1138 Belbrook Wy, Ca 95035), it's our intention to move in some kind of luxury condo that save us the time to not worry about maintaining our front and back yard, so we can spend time traveling. Our children are grow-up and it's harder to maintain a house these days. Of course, this kind of development doesn't need schooling to back up since most occupants are empty nested!

We also think this fits well with the surrounding manufacturing companies that require housing for young and single workers.

This would be a big project that brings jobs to the City.

RESPONSE G-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

Landmark Project

May18, 2008

I'm writing in favor of this Landmark Project, a high rise complex completed with luxury offices at lower levels and condos at higher levels. I do think this fits the model of "Smart Growth" being advocated for future metropolitan projects to deal with trafic jams and dependence on foreign oil.

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We also think this fits well with the surrounding manfacturing companies that require housing for young and single workers.

This would be a big project that brings jobs to the City.

Sincerely yours:

Patrick Phu Le, Ph..D.

An Thi Pham, M.D.

H. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM PATRICK PHU LE #2 DATED MAY 20, 2008

COMMENT H-1: Honorable Council Members:

It's a privilege for me to write to you in favor of the proposed Landmark Project. I am resident of the City in the last 8 years. I am also a general contractor and a developer in the last 17 years. I have been a community activist for more than a quarter of a century. I had been serving in the Board of Santa County Family Resources and currently I am serving in the Board of Health Advisory. My other occupational activities are in the medical field: I am the owner of a Medical Clinic, founder and partner of a small retail pharmaceutical Corporation.

As a leader of the Vietnamese American community and a businessman, I strongly urge the City to approve this project that would bring jobs to the City. This project fits the kind of smart growth that many cities have been advocating. That is to bring work, residence and shopping in a close proximity to avoid traffic and save energy. This latter part is now very crucial for the US economy to lessen our extreme dependence on foreign oil.

The Landmark Project has found a similar model in Santana Row Project that has proved to be very successful in San Jose with the shops and offices at lower levels of the complex and condos at higher levels that now are occupied by many senior residents who find at the place a very convenient and enjoyable living style.

RESPONSE H-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

From: PAT LE [mailto:pathle8@yahoo.com]
Sent: Tuesday, May 20, 2008 12:18 PM
To: Judie Gilli
Subject: Landmark Project

RE: Landmark Project

Dear Ms Gilli:

I really appreciate your help in bringing this letter to the City Council Members' attention.

Much Thankful:

Patrick Phu Le, Ph. D.

Honorable Council Members:

It's a privilege for me to write to you in favor of the proposed Landmark Project. I am resident of the City in the last 8 years. I am also a general contractor and a developer in the last 17 yeras. I have been a community activist for more than a quarter of a century. I had been serving in the Board of Santa County Family Resources and currently I am serving in the Board of Health Advisory. My other occupational activities are in the medical field: I am the owner of a Medical Clinic, founder and partner of a small retail pharmaceutical S Corporation.

As a leader of the Vietnamese American community and a businessman, I strongly urge the City to approve this project that would bring jobs to the City. This project fits the kind of smart growth that many cities have been advocating. That is to bring work, residence and shopping in a close proximity to avoid traffic and save energy. This latter part is now very crucial for the US economy to lessen our extreme dependence on foreign oil.

The Landmark Project has found a similar model in Santana Row Project that has proved to be very successful in San Jose with the shops and offices at lower levels of the complex and condos at higher levels that now are occupied by many senior residents who find at the place a very convenient and enjoyable living style.

Respectfully yours:

Patrick Phu Le, Ph. D.

I. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM DAVID MAC DATED MAY 19, 2008

COMMENT I-1: I like to live in the Milpitas city, a small and beautiful city. However, it needs to have more high building to show a muscle of the city. Many of my cousins are living in this city.

I just learn this new project from the POST. Congratulation! What a great location for the Landmark Tower project. It's really a convenient location for people who work and do business in the area. Milpitas will have this kind of project for new babyboomers like me. I hate to think about one day I have to leave Milpitas to live somewhere else that has luxury high rise, but with this project I can remain my cousins and to live in Milpitas , close their family members, parents, because this project offers everything my family and I need.

This project has everything under one roof plus the view. I do need to use my car. I used to visit my friends who are living in San Francisco Bay luxury high -rise close to HW 101. They lives in the 57th floors. Wow ! what a magnificent view ! I wish someday Milpitas city will have a luxury high-rise like that. I am so happy to hear about the Landmark Tower Project. It has only 18 floors which is really not considered a high rise by San Francisco high-rise standard but at least, it's better to have it than nothing at all. I can see this as the first step in the right direction to develop Milpitas that Milpitas has embarked on.

San Francisco and Sunnyvale have already developed the high rise to follow the new trend of urban cities living style and the demand of new young professional baby boomers. If not, we will lose this future generation to other cities and Milpitas will stay behind other cities.

Again, please don't forget as we are proud to be the Center of High Tech Silicon Valley. I'm so proud to see the Landmark Tower project built in Milpitas, and I'll buy one for my retirement and enjoy.

Welcome to Landmark

RESPONSE I-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

From: david [mailto:thuanmac@earthlink.net]
Sent: Monday, May 19, 2008 11:11 AM
To: Judie Gilli
Subject: Congratulation for Milpitas City

Hi Judie,

I like to live in the Milpitas city, a small and becautiful city. However, it needs to have more high building to show a muscle of the city. Many of my cousins are living in this city.

I hust learn this new project from the POST. Congratulation !What a great location for the Landmark Tower project. It's really a convenient location for people who work and do business in the area. Milpitas will have this kind of project for new babyboomers like me. I hate to think about one day I have to leave Milpitas to live somewhere else that has luxury high rise, but with this project I can remain my cousins and to live in Milpitas , close their family members, parents, because this project offers everything my fanily and I need.

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Again, please don't forget as we are proud to be the Center of High Tech Silicon Valley. I'm so proud to see the Landmark Tower project built in Milpitas, and I'll buy one for my retirement and enjoy.

Wecome to Landmark

David Mac

408-313-7831

J. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM DAN MANASSAU DATED MAY 09, 2008

COMMENT J-1: I saw the article in the post. I don't think building a high rise next to a freeway is a smart use of the land.

RESPONSE J-1: The opinion in this comment is acknowledged and may be considered by the City Council during their deliberation on the proposed project. The environmental impacts of the proposed use and location are identified in the Draft EIR and mitigation measures are identified for impact, if feasible.

COMMENT J-2: It should stop at floor five and not put up the residential condos.

RESPONSE J-2: This alternative was not evaluated in the Draft EIR because it does not meet the project's basic objective to build housing on the project site.

COMMENT J-3: There is no place to build a school and no money to build it.

RESPONSE J-3: **Section 5.3 Schools** of the Draft EIR evaluates the impacts of the proposed project on school facilities. In accordance with state law (Government Code Section 65996), the developer shall provide payment of a school impact fee prior to issuance of a building permit. The school impact fees and the school district's methods of implementing measures specified by Government Code 65996 would offset project-related increases in student enrollment.

COMMENT J-4: Think about all the little kids playing outside breathing in all that exhaust from the freeway.

RESPONSE J-4: The air quality impact that could result from the proposed project, including exposure to vehicle exhaust from the freeway, is evaluated in **Section 4.4 Air Quality** of the Draft EIR. Diesel particulate matter (DPM) generated by diesel-powered vehicles on the freeway is the greatest health risk to occupants of the proposed project. The DPM analysis prepared for the proposed project determined that future occupants of the proposed project would not be exposed to hazardous DPM levels, based on the thresholds established by the Bay Area Air Quality Management District (BAAQMD).

COMMENT J-5: Where is the park for them?

RESPONSE J-5: As stated in **Section 5.5 Parks** of the Draft EIR, the nearest park to the project site is Starlite Park, located at the intersection of Rudyard Drive and North Abbott Avenue, approximately 1.7 miles northeast of the project site. Starlite Park is a four-acre park with horseshoe pits, play equipment, three barbeque pits, and five tables. Onsite, the proposed project includes three common open-space areas that would provide a total of approximately 72,193 sf of open-space for use by the residents of the proposed project. In addition to these common open-space areas, each of the proposed units include a private balcony or patio.

COMMENT J-6: What a lousy idea. The city is built out. No more condos!!!

RESPONSE J-6: The opinion in this comment is acknowledged and may be considered by the City Council during their deliberation on the proposed project. No further response is necessary, as it does not provide any comment or question on the Draft EIR.

From: Dan Manassau [mailto:dmanassau@comcast.net]
Sent: Friday, May 09, 2008 9:15 AM
To: Judie Gilli
Cc: Rob Means
Subject: Billings Tower

I saw the article in the post. I don't think building a high rise next to a freeway is a smart use of the land. It should stop at floor five and not put up the rediential condos. There is no place to build a school and no money to build it. Think about all the little kids playing outside breathing in all that exhast from the freeway. Where is the park for them? What a loosy idea. The city is built out. No more condos!!!

K. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM HELEN NYGUYEN DATED MAY 20, 2008

COMMENT K-1: Congratulation ! my dream comes true, I like it, a high-rise project at Milpitas.

In fact, this area, Milpitas is on the way to build more beauty for people who wanted, the high-rise project. My kids, living in Milpitas, and I really wanted to move into this urban to enjoy my life, I'm going to move into the Milpitas when this Landmark project get done, of course I'll buy one.

This is the most convenient location. Our city needs this kind of project for a long time ago to compete with other surrounding cities like San Jose, Sunnyvale, San Francisco which are now developing many high-rise for their residents. This is to improve the urban aspect of living for our residents. It's the new trend for new babyboomers's generation. Single and couples with no children will love to see it built. This project offers all the thing we need for the daily life with its variety of retail stores, restaurants, luxury offices, fitness centers and park gardens. This is a pedestrian oriented project. This location is so convenient. I'm sure as a future resident I will not have to use car at all because everything is at walking distance mostly to my needs. I hope this is a luxury high-rise so I can enjoy all the remedies and the magnificent view it offers that no previous project in the area has before. It's so unique.

Please go for it, Milpitas will be a beautiful city in the future.

RESPONSE K-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

From: Helen Nguyen [mailto:helennguyen@earthlink.net]
Sent: Tuesday, May 20, 2008 11:42 AM
To: Judie Gilli
Subject: My dream comes true

Dear Judie
Congratulation ! my dream comes true, I like it, a high-rise project at Milpitas.

In fact, this area, Milpitas is on the way to buid more beauty for people who wanted, the high-rise project. My kids, living in Milpitas, and I really wanted to move into this urban to enjoy my life, I'm going to move into the Milpitas when this Landmark project get done, of course I'll buy one.

This is the most convenient location. Our city needs this kind of project for a long time ago to compete with pther surrounding cities like San Jose, Sunnyvale, San Francisco which are now developing many high-rise for their residents. This is to improve the urban aspect of living for our residents. It's the new trend for new babyboomers's generation. Single and couples with no children will love to see it built. This project offers all the thing we need for the daily life with its variety of retail stores, restaurants, luxury offices, fitness centers and park gardens. This is a pedestian oriented project. This location is so convenient . I'm sure as a future resident I will not have to use car at all because everything is at walking distance mostly to my needs. I hope this is a luxury high-rise so I can enjoy all the remedies and the magnificent view it offers that no previous project in the area has before . It's so unique.

Please go for it, Milpitas will be a beautiful city in the furure.

God Bless You
Helen Nguyen

L. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM ALEX NICKAM DATED MAY 19, 2008

COMMENT L-1: I'm writing in support of the proposed new high rise building planned at the former Billings site.

This is an excellent opportunity for Milpitas to free itself from San Jose's unwritten rule, which has virtually, if not literally, forced a low rise limit on the entire county except its multi-billion dollar downtown boondoggle. This would be fitting in face of the 2 million dollar law suit, when San Jose prevented a development project on McCarthy ranch, which ensured continuous suffering for another generation of Milpitans from its filthy 400 ton per day solid waste facility in Alviso.

As a matter of fact, I'd like to suggest that the architect and the developer increase the building height to just over 300 feet to create a building taller than any in San Jose (perhaps even Campbell).

RESPONSE L-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

From: Alex Nicknam [mailto:alex_nicknam@yahoo.com]
Sent: Monday, May 19, 2008 9:44 PM
To: Judie Gilli
Cc: James Lindsay
Subject: New Tower at former Billings Chevrolet location

Greetings,

I'm writing in support of the proposed new high rise building planned at the former Billings site.

This is an excellent opportunity for Milpitas to free itself from San Jose's unwritten rule, which has virtually, if not literally, forced a low rise limit on the entire county except its multi-billion dollar downtown boondoggle. This would be fitting in face of the 2 million dollar law suit, when San Jose prevented a development project on McCarthy ranch, which ensured continuous suffering for another generation of Milpitans from its filthy 400 ton per day solid waste facility in Alviso.

As a matter of fact, I'd like to suggest that the architect and the developer increase the building height to just over 300 feet to create a building taller than any in San Jose (perhaps even Campbell).

Cheers!
Alex

M. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM AN THI PHAM DATED MAY 19, 2008

COMMENT M-1: We're writing in support of the Landmark Project in Milpitas.

I'm a pediatrician residing in Milpitas; I have been practicing in San Jose for quite some time. However, it's always my goal to bring my practice close to home. I've learned about this interesting project that advocates for the kind of office I'd prefer to have during a recent visit to a close friend of mine in France, that is she has her medical office on the ground floor while she lives on the upper floor. I hate the traffic that why I find that this kind of arrangement is very well fitted for professionals like me.

My daughter just completed her 4 yr residency at Cedar Sinai Med Center in Beverly Hills, Los Angeles. She's holding a board of specialty in pediatrics and another board in internal medicine at the same time. She's planning to join my practice so I can slow down my work a little bit. We do need the kind of luxury professional offices that this project is going to provide.

That's why we're writing this letter in support of the project that hopefully would happen soon in our Milpitas community.

RESPONSE M-1: This comment letter supports the proposed project. No response is necessary, as it does not provide any comment or question on the Draft EIR.

From: an pham [mailto:dranpham@yahoo.com]
Sent: Monday, May 19, 2008 5:05 PM
To: Judie Gilli
Subject: Landmark Project

Dear Ms Gilli:

We're writing in support of the Landmark Project in Milpitas.

I'm a pediatrician residing in Milpitas; I have been praciticing in San Jose for quite some time. However, it's always my goal to bring my practice close to home. I've learned about this interesting project that advocates for the kind of office I'd prefer to have during a recent visit to a close friend of mine in France, that is she has her medical office on the ground floor while she lives on the upper floor. I hate the traffic that why I find that this kind of arrangement is very well fitted for professionals like me.

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That's why we're writing this letter in support of the project that hopefully would happen soon in our Milpitas community.

Faihfully yours:

An Thi Pham, M.D. 408 274-1339 (W) 408 568-0253 (C)

Kim Le, M.D.

1134 Belbrook Wy

Milpitas Ca 95035

N. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM TOM WARNEY DATED MAY 09, 2008

COMMENT N-1: My name is Tom Warney and I have lived in Milpitas since 1960. I want to voice my concerns over the proposed Landmark Tower. I know that the city needs revenue and that many of our leaders form both on the city council and various committees are real estate agents. Building an 18 story building is not needed it our city.

RESPONSE N-1: The opinion in this comment is acknowledged and may be considered by the City Council during their deliberation on the proposed project. No further response is necessary, as it does not provide any comment or question on the Draft EIR.

COMMENT N-2: Has any of our elected officials or planning committee members tried to get around Milpitas in the morning now. We have traffic crawling through our city sometimes all the way till 11AM. We only have two major roads that move the traffic out of the city. When the state designed the 237 exchange they totally messed it up. We have four lanes narrowing to two lanes. We have cars going straight as if to go to McCarthy Blvd only to go straight back onto 237 which create additional problems.

RESPONSE N-2: The project's traffic impacts are discussed in **Section 4.2 Transportation and Traffic** of the Draft EIR, which is based upon a Transportation Impact Analysis (TIA) prepared for the proposed project by a qualified traffic engineer. The opinion in this comment is acknowledged and may be considered by the City Council during their deliberation on the proposed project. The comment does not raise any issues regarding the adequacy of the Draft EIR. No further response is required.

COMMENT N-3: This city does not have enough revenue to take care of the streets we currently have. Many of them have serious damage and have not been repaired. Drive on South Park Victoria just before Montague, or North Temple, Kennedy Drive or any of the residential areas we have, the list goes on and on. It took me over three years of calling to have my street repaired. Having more cars will just create bigger problems with the roadways that aren't being taken care of now.

RESPONSE N-3: The Draft EIR evaluates the traffic impacts of the project in terms of added congestion resulting from project-generated traffic. Street maintenance is a fiscal impact that is not specifically evaluated in the Draft EIR. The project would not cause traffic that would significantly worsen roadway damage. No further response is necessary, as this comment does not raise any issues regarding the adequacy of the Draft EIR.

COMMENT N-4: We have the major development along Abbott. We have new development near the light rail, we have over 300 units going onto the property where Big Lots sits. We have Shappel building behind the Town Center. The city just approved, by the way against recommendation of the planning committee another residential area inside an industrial area. Now you want almost 375 more units in this 18 story building. What about being to close to the earth quake fault?

RESPONSE N-4: As stated in **Section 4.7.2.3 Fault Rupture**, The project site is not located within a currently designated Alquist-Priolo Fault Zone or a Santa Clara County Fault Hazard Zone.

COMMENT N-5: I am guessing that 375 units will probably add 550 cars to the roads. Where and how are they going to move anywhere? What are people thinking?

RESPONSE N-5: The project's traffic impacts are discussed in **Section 4.2 Transportation and Traffic** of the Draft EIR, which is based upon a Transportation Impact Analysis (TIA) prepared for the proposed project by a qualified traffic engineer.

COMMENT N-6: Now let's address the schools. Both of my children received an excellent education here in Milpitas. How is the District going to handle these extra children in a school system that has to rely on portables?

RESPONSE N-6: Project impacts to the public school system are discussed in **Section 5.3 Schools** of the Draft EIR. As stated on page 134 of the Draft EIR (MM SC-1), the project's impact to the public school system will be mitigated through payment of a school impact fee.

COMMENT N-7: Building an 18 story building in a small town such as ours is just WRONG!

By sending this email, I am hoping my one voice can be heard.

RESPONSE N-7: The opinion in this comment is acknowledged and may be considered by the City Council during their deliberation on the proposed project. The comment does not raise any issues regarding the adequacy of the Draft EIR. No further response is required.

From: Tom & Connie [mailto:tjwarney@sbcglobal.net]
Sent: Friday, May 09, 2008 4:12 PM
To: Judie Gilli
Subject: Landmark Tower

My name is Tom Warney and I have lived in Milpitas since 1960. I want to voice my concerns over the proposed Landmark Tower. I know that the city need revenue and that many of our leaders form both on the city council and various committees are real estate agents. Building an 18 story building is not needed it our city.

Has any of our elected officials or planning committee members tried to get around Milpitas in the morning now. We have traffic crawling through our city sometimes all the way till 11AM. We only have two major roads that move the traffic out of the city. When the state designed the 237 exchange they totally messed it up. We have four lanes narrowing to two lanes. We have cars going straight as if to go to McCarthy Blvd only to go straight back onto 237 which create additional problems.

This city does not have enough revenue to take care of the streets we currently have. Many of them have serious damage and have not been repaired. Drive on South Park Victoria just before Montague, or North Temple, Kennedy Drive or any of the residential areas we have, the list goes on and on. It took me over three years of calling to have my street repaired. Having more cars will just create bigger problems with the roadways that aren't being taken care of now.

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Now lets address the schools. Both of my children received an excellent education here in Milpitas. How is the District going to handle these extra children in a school system that has to rely on portables?

Building and 18 story building in a small town such as ours is just WRONG!

By sending this email, I am hoping my one voice can be heard.

Thank You

Tom Warney
315 Park Hill Drive
Milpitas

SECTION 4 TEXT REVISIONS

The following section contains revisions to the text of the Draft Environmental Impact Report, Landmark Tower Mixed-Use Development, dated April 2008. Text additions are underlined and text deletions are ~~crossed-out~~.

Page viii Summary, Transportation and Traffic, Mitigation and Avoidance Measures, **Revise** the text, as shown below:

MM TR-6.1: *Bellew Drive/Barber Lane* - The developer shall add a northbound left turn lane ~~(which requires removal of the existing bike lanes and on-street parallel parking on a section of Barber Lane)~~. This improvement would provide acceptable PM peak hour operations at this intersection. This improvement, in conjunction with optimizing signal operations, would also provide acceptable midday operations at this intersection. **[Less than Significant Impact with Mitigation]**

Page 36 4.2.2.3, Background Traffic Operations, **Revise** the text in Table 6, as shown below:

10. McCarthy Blvd/Tasman Dr [M]	AM PM	~~108.0~~ 59.8 ~~43.1~~ 41.9	~~F~~ E+ D

Page 41 4.2.3.2, Project Traffic Operations, **Revise** the text in Table 6, as shown below (only the added text is shown):

10. McCarthy Blvd/Tasman Dr [M]	AM PM	59.8 41.9	E+ D	60.3 42.1	E D	0.002 0.006	0.5 0.2

Page 46 Section 4.2.3.2, Pedestrian, Bicycle, and Public Transit Facilities – **Revise** the following text:

Pedestrian, Bicycle, and Public Transit Facilities

The project would generate pedestrian, bicycle, and transit demand. The project site is well served by existing pedestrian, bicycle, and transit services. Existing sidewalks and a path that connects Barber Lane to Tasman Drive are provided adjacent to and in the vicinity of the site. Sidewalks and the path provide direct links to adjacent land uses and to the VTA light rail station on Tasman Drive. Crosswalks are provided at all major intersections in the project area. Bicycle lanes are provided on Barber Lane and bicycle facilities are provided on other roadways near the site. The project site is served by fixed-route bus service with stops located immediately south of the project site. These existing facilities would accommodate the increased demand generated by the proposed development.

A northbound left turn lane is needed to reduce the project impact at the intersection of Barber Lane and Bellew Drive to a less than significant level (refer to MM TR-6.1). The final design of the intersection will be prepared as part of the off-site improvement plans for the Milpitas Square Project. There are no impacts to the existing bicycle lane facilities along Barber Lane as part of this project.

The proposed project would not interfere with the operation of existing or planned pedestrian, bicycle, or public transit facilities. **[Less than Significant Impact]**

Page 47 Section 4.2.3.2, Parking – **Add** the following text:

Parking

The project proposes 1,392 total parking spaces. The proposed project includes bicycle racks and lockable bicycle storage rooms. Bicycle racks are proposed near the entrance to the retail uses and on the first, second, and third floors of the above-grade parking garage. The lockable bicycle storage rooms are proposed on the second and third floors of the above-grade parking garage. The lockable bicycle storage rooms would provide a total of approximately 60 Class I bicycle parking spaces and the bicycle racks would provide a total of approximately 43 Class II bicycle parking spaces. According to the VTA's Bicycle Technical Guidelines, the recommended bicycle parking supply is approximately 133 Class I and 46 Class II bicycle parking spaces. Although the number of bicycle parking spaces proposed by the project does not meet VTA's recommendations, the proposed supply is considered adequate because it substantially exceeds the bicycle parking space requirement in the City of Milpitas Municipal Code (§XI-10-38.06) for mixed-use developments. The bicycle parking space requirement in the Municipal Code is five percent of the total number of automobile parking spaces required for the residential uses. As shown in Table 11, 735 automobile parking spaces is required. Therefore, a total of 37 bicycle parking spaces is required for the proposed project. The proposed project includes Retail, Commercial, and Residential uses; therefore, the Mixed-Use District parking rate in the City of Milpitas Municipal Code (§XI-10-38.06) is applicable to the proposed project. The rates and respective parking requirement for the proposed project are identified in Table 11.

Page 49 Section 4.2.4.4, Tasman Drive/I-880 SB Ramps and Great Mall Parkway /I-880 NB Ramps – **Add** the following text:

There are no feasible mitigation measures available to reduce project impacts at the intersections of Tasman Drive/I-880 SB Ramps and Great Mall Parkway /I-880 NB Ramps to a less than significant level.

Traffic from the proposed project exacerbates LOS E operations at the Tasman Drive/I-880 SB Ramps during the PM peak hour. The addition of a free right-turn movement from eastbound Tasman Drive to the southbound I-880 on-ramp would mitigate the impact. However, this improvement is considered infeasible due to right-of-way constraints. The overpass would require widening to accommodate the channelized eastbound right-turn movement and the elevated on-ramp would require widening to receive vehicles from the eastbound approach. These improvements are beyond the scope of an individual development and the improvement is not identified in an adopted Capitol Improvements Program or other funding mechanism that would allow for a fair-share contribution to this mitigation.

Traffic from the proposed project exacerbates LOS E operations at the Great Mall Pkwy/I880 NB Ramps during the AM peak hour. Widening of the northbound I-880

Ramp approach to provide a third dedicate left-turn lane would mitigate the impact. This mitigation is considered infeasible, because implementation of this mitigation would require relocation of Valley Transportation Authority Light Rail Transit system tracks and centenary power systems, reconstruction of the Great Mall Pkwy bridges over I-880, relocation of existing sound walls and fences along the east-side of the off-ramp, and reduce neighborhood open space within the Pines Neighborhood of Milpitas that is adjacent to the off-ramp. This improvement is not identified in an adopted Capitol Improvements Program or other funding mechanism that would allow for a fair-share contribution to this mitigation.

The following measures are included in the proposed project to reduce project impacts at these signalized intersections to the greatest extent feasible. These measures shall be printed on all construction documents, contracts, and project plans:

Page 50 Section 4.2.4.5, Bellew Drive/Barber Lane – **Revise** the following text:

MM TR-6.1: ***Bellew Drive/Barber Lane***

The developer shall add a northbound left turn lane ~~(which requires removal of the existing bike lanes and on-street parallel parking on a section of Barber Lane)~~. This improvement would provide acceptable PM peak hour operations at this intersection. This improvement, in conjunction with optimizing signal operations, would also provide acceptable midday operations at this intersection.

Page 50 Section 4.2.4.6, McCarthy Boulevard-O'Toole Avenue/Montague Expressway – **Revise** the following text:

There are three options that would mitigate the project's impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway to a less than significant level. The developer shall implement one of the following measures, which would reduce the project's impact at the intersection ~~of McCarthy Boulevard-O'Toole Avenue /Montague Expressway~~ to a less than significant level. The~~is~~ measure to be implemented shall be printed on all construction documents, contracts, and project plans:

MM TR-7.1: ***McCarthy Boulevard-O'Toole Avenue/Montague Expressway (Option 1)***

Widen the northbound approach approximately three feet to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway. With this improvement, the intersection would operate at LOS D during the AM peak hour and LOS E during the PM peak hour. The dedicated right turn lane would extend from Rincon Avenue to Montague Expressway, approximately 250 feet. Preliminary engineering drawings indicate that this mitigation can be implemented within the existing right-of-way. This would be accomplished by shifting the existing lanes on the south leg of this intersection approximately three feet to the west. The south half of the intersection is within the jurisdiction of the City of San Jose and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement.

MM TR-7.2: *McCarthy Boulevard-O'Toole Avenue/Montague Expressway (Option 2)*

If subsequent evaluation of the mitigation proposed in Option 1 determines that the proposed lane shift is not feasible, then right-of-way acquisition along the east side of the north approach would be necessary. The south half of the intersection is within the jurisdiction of the City of San Jose and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement. Mitigation that reduces sidewalk widths below the City standard is not allowed under City of San Jose Transportation Impact Policy 5-3. The standard sidewalk width in North San Jose is five feet. The existing sidewalk is five and one-half feet wide. Therefore, in order to implement this mitigation consistent with adopted policy, approximately two and one-half feet of right-of-way behind the sidewalk would need to be acquired from the adjacent private property for the length of the dedicated right turn lane. This equates to the acquisition of approximately 513 square feet of right-of-way (i.e., 2.5 square feet x 250 feet = 625 square feet). The mitigation would also require relocating existing utilities (e.g., a light pole). The landscape reduction and utility relocation would not result in a significant impact.

MM TR-7.3: *McCarthy Boulevard-O'Toole Avenue/Montague Expressway (Option 3)*

A square-loop interchange is planned to be constructed at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway under Phase 3 of the North San Jose Area Development Policy (NSJADP). With this planned roadway improvement, the intersection will operate at LOS XX and project's impact at this intersection will be less than significant. The City of San Jose has stated that payment of an in-lieu fee towards the planned square-loop interchange is acceptable and is the preferred mitigation for the project impact at this intersection. The dollar amount of the in-lieu fee would be equal to the cost to implement the lane shift (Option 1) or the appraised value of the right-of-way needed to construct the dedicated right turn lane (625 square feet, described in Option 2, above). The NSJADP is the adopted program that would allow for a fair-share contribution to this mitigation. The NSJADP does not establish a timeline for the development phases. The amount of development and its timing will be determined by the economy, markets, and the decisions made by private sector property owners and developers. Therefore, if the City of Milpitas accepts the City of San Jose's timeline for implementation of the mitigation (i.e., unknown), then payment of the in-lieu fee would mitigate the project's traffic impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway.

~~The developer shall widen or pay a fair share contribution towards the widening of the northbound approach to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway, which would provide LOS D operations during the AM peak hour and LOS E operations during the PM peak hour.~~

Page 148 7.2.2.1, Interim Peak Hour Scenario LOS Analysis, **Revise** the text in Table 24, as shown below (only the added text is shown):

10. **McCarthy Blvd/Tasman** [M]	**AM** PM	59.8 41.9	E+ D	**65.1** 44.1	**E** D	**0.016** 0.049	**6.6** 3.7

21. Montague Expy/N. 1st St. [CMP/SJ]	AM PM	106.4 107.4	F F	108.3 110.4	F F	+0.009 +0.008	+3.5 +3.1

Page 149 7.2.2.2, Interim Peak Hour Scenario Impacts – **Revise** the following text:

The level of service calculations for the Interim Peak Hour Scenario were compared to Background Conditions. The thresholds of significance used to identify project impacts (refer to **Section 4.2 Transportation and Traffic**) were also used to identify Interim Peak Hour Scenario impacts. The proposed project in combination with the three other pending projects in the project area would impact the following 12~~4~~ intersections during the AM and/or PM peak hours:

City of Milpitas Intersections

- ~~**Impact CMTR-2:**~~ *SR 237/I-880 NB Ramps* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the PM peak hour.

- ~~**Impact CMTR-3:**~~ *McCarthy Boulevard/Bellew Drive* – Under the Interim Peak Hour Scenario, LOS D- operations would degrade to F during the PM peak hour.

- ~~**Impact CMTR-4:** *Bellew Drive/Barber Lane* – Under the Interim Peak Hour Scenario, LOS B- operations would degrade to LOS E during the PM peak hour.~~

- ~~**Impact CMTR-5:**~~ *McCarthy Boulevard/Alder Drive* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the PM peak hour.

- ~~**Impact CMTR-6:**~~ *McCarthy Boulevard/Tasman Drive* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the AM peak hour.

- ~~**Impact CMTR-7:**~~ *Alder Drive/Tasman Drive* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the PM peak hour.

- ~~**Impact CMTR-8:**~~ *Tasman Drive/I-880 SB Ramps* – Under the Interim Peak Hour Scenario, LOS E operations would be exacerbated during the PM peak hour.

- ~~**Impact CMTR-9:**~~ *Great Mall Parkway/I-880 NB Ramps* – Under the Interim Peak Hour Scenario, LOS E operations would

be exacerbated during both the AM and PM peak hours.

- *Dixon Landing Road/N. Milpitas Boulevard* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the both the AM and PM peak hours.

CMP Intersections

- ~~**Impact CMTR-10:**~~ *Calaveras Boulevard/Abel Street* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the AM peak hour.

- ~~**Impact CMTR-11:**~~ *E. Calaveras Boulevard/S. Milpitas Boulevard* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the AM peak hour.

- ~~**Impact CMTR-12:**~~ *McCarthy Boulevard-O'Toole Avenue/Montague Expressway* – Under the Interim Peak Hour Scenario, LOS D- operations would degrade to LOS E during the AM peak hour and LOF F operations would be exacerbated during the PM peak hour.

- ~~**Impact CMTR-13:**~~ *Great Mall Parkway-Capitol Ave/Montague Expressway* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during both the AM and PM peak hours.

- ~~**Impact CMTR-14:** *First Street/Montague Expressway* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the both the AM and PM peak hours.~~

San Jose Intersections

- ~~**Impact CMTR-15:** *McCarthy Boulevard-O'Toole Avenue/Montague Expressway* – Under the Interim Peak Hour Scenario, LOS D- operations would degrade to LOS E during the AM peak hour and LOF F operations would be exacerbated during the PM peak hour.~~

- ~~**Impact CMTR-16:** *First Street/Montague Expressway* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the both the AM and PM peak hours.~~

~~**Fremont Intersections**~~

- ~~**Impact CMTR-17:** *Dixon Landing Road/N. Milpitas Boulevard* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the both the AM and PM peak hours.~~

* The south half of the McCarthy Boulevard-O'Toole Avenue/Montague Expressway intersection is within the City of San Jose.

Table 24A shows the percent contribution that each of the four projects included in the interim cumulative analysis would make to each of the interim cumulative impacts listed above. For this interim peak hour impact analysis, a contribution equal to or greater than 25 percent is considered a cumulatively considerable contribution. Based on the information contained in Table 24A, the proposed project would make a cumulatively considerable contribution and, therefore, result in an interim cumulative impact at the following intersections:

City of Milpitas Intersections

- **Impact CMTR-2:** *SR 237/I-880 NB Ramps* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the PM peak hour.

- **Impact CMTR-3:** *McCarthy Boulevard/Bellew Drive* – Under the Interim Peak Hour Scenario, LOS D- operations would degrade to F during the PM peak hour.

CMP Intersections

- **Impact CMTR-4:** *Calaveras Boulevard/Abel Street* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during the AM peak hour.

- **Impact CMTR-5:** *McCarthy Boulevard-O'Toole Avenue /MontagueExpressway* * – Under the Interim Peak Hour Scenario, LOS D- operations would degrade to LOS E during the AM peak hour and LOF F operations would be exacerbated during the PM peak hour.

- **Impact CMTR-6:** *Great Mall Parkway-Capitol Ave/Montague Expressway* – Under the Interim Peak Hour Scenario, LOS F operations would be exacerbated during both the AM and PM peak hours.

* The south half of the McCarthy Boulevard-O'Toole Avenue/Montague Expressway intersection is within the City of San Jose.

Table 24A
Interim Cumulative Impact Contribution

		Percent Contribution			
Intersection	**Peak Hour**	**Landmark Tower**	**Milpitas Square**	**Campus at McCarthy Ranch**	**Peery-Arrillaga**
SR 237/I-880 NB Ramp	**PM**	**39.5%**	33.9%	10.7%	15.9%
McCarthy Boulevard/Bellew Drive	**PM**	**31.3%**	36.4%	14.6%	17.7%
McCarthy Boulevard/Alder Drive	PM	1.8%	6.8%	62.6%	28.8%
McCarthy Boulevard/Tasman Drive	AM	10.4%	31.2%	35.8%	22.6%
Alder Drive/Tasman Drive	PM	23.5%	20.9%	31.5%	24.1%
Tasman Drive/I-880 SB Ramps	PM	21.8%	19.4%	33.2%	25.6%
Great Mall Parkway/I-880 NB Ramps	AM	18.3%	14.1%	46.8%	20.8%
	PM	24.0%	22.0%	37.0%	17.0%
Calaveras Boulevard/Abel Street	**AM**	**25.0%**	25.4%	20.4%	29.2%
E. Calaveras Boulevard/S. Milpitas Boulevard	AM	23.1%	27.7%	21.9%	27.3%
McCarthy Boulevard-O'Toole Avenue/Montague Expressway	**AM**	**28.1%**	49.0%	15.8%	7.1%
	PM	**35.5%**	47.8%	11.4%	5.3%
Great Mall Parkway-Capitol Ave/Montague Expressway	AM	20.9%	26.1%	32.9%	20.1%
	PM	**26.8%**	30.9%	26.2%	16.1%
First Street/Montague Expressway	**AM**	**27.8%**	51.5%	9.3%	11.4%
	PM	**36.6%**	49.3%	6.0%	8.1%
Dixon Landing Road/N. Milpitas Boulevard	AM	11.9%	29.7%	6.8%	51.6%
	PM	13.6%	31.8%	7.6%	47.0%

* The proposed project's significant interim cumulative impacts are shown in **BOLD.**

Page 152 7.2.5, Mitigation for Interim Peak Hour Scenario Traffic Impacts – **Revise** the following text:

7.2.5 Mitigation for Interim Peak Hour Scenario Traffic Impacts

The Interim Peak Hour Scenario traffic impact analysis is provided for informational purposes. Due to the speculative nature of the Interim Peak Hour Scenario traffic impact (i.e., all projects included in this interim analysis would need to be approved and developed as currently proposed for the impact to be as significant as shown) mitigation measures are not proposed by the project for Interim Peak Hour Scenario traffic impacts. This is also one of the reasons why, typically, most jurisdictions do not attempt to mitigate cumulative impacts. Mitigation measures identified for each of the project's impacts, however, would also reduce some of the project's Interim Peak Hour Scenario traffic impacts:

Milpitas Intersections

MM CMTR-2: *SR 237/I-880 NB Ramps* – The mitigation measure identified for the project impact to this intersection (i.e., conversion of the northbound center left turn lane to a shared left- and right turn lane) would also reduce this Interim Peak Hour Scenario impact to a less than significant level.

MM CMTR-3: *McCarthy Boulevard/Bellew Drive* – The mitigation measure identified for the project impact to this intersection (i.e., restriping of the eastbound approach to provide two left turn lanes and one shared through/right turn lane) plus increasing the cycle length to 80 seconds would reduce this Interim Peak Hour Scenario impact to a less than significant level.

~~**MM CMTR-4:** *Bellew Drive/Barber Lane* – The improvements proposed by the pending Milpitas Square project (i.e., addition of northbound left turn lane and westbound through lane) would reduce this impact to a less than significant level.~~

~~**MM CMTR-5:** *McCarthy Boulevard/Alder Drive* – The addition of a second southbound left turn lane (from McCarthy Boulevard to Alder Drive) would reduce this impact to a less than significant level, but this mitigation is infeasible due to right-of-way constraints.~~

~~**MM CMTR-6:** *McCarthy Boulevard/Tasman Drive* – Restriping the second southbound through lane (McCarthy Boulevard) into a dedicated right turn lane with an overlap traffic signal phase would reduce this impact to a less than significant level.~~

~~**MM CMTR-7:** *Alder Drive/Tasman Drive* – There are no feasible mitigation measures that would reduce this impact to a less than~~

~~significant level or otherwise improve operation of this intersection.~~

~~**MM CMTR-8:** *Tasman Drive/I-880 SB Ramps* – There are no feasible mitigation measures that would reduce this impact to a less than significant level. Signal coordination with adjacent intersections (i.e., Tasman Drive/Alder Drive and Great Mall Parkway/I-880 NB Ramps) is the primary method of improving operations.~~

~~**MM CMTR-9:** *Great Mall Parkway/I-880 NB Ramps* – There are no feasible mitigation measures that would reduce this impact to a less than significant level. Signal coordination with adjacent intersections (i.e., Tasman Drive/I-880 SB Ramps) is the primary method of improving operations.~~

CMP Intersections

MM CMTR-4: *Calaveras Boulevard/Abel Street* – There are no feasible mitigation measures that would reduce this impact to a less than significant level or otherwise improve operation of this intersection.

~~**MM CMTR-11:** *E. Calaveras Boulevard/S. Milpitas Boulevard* – The mitigation measure identified for the project impact to this intersection (i.e., addition of a third westbound through lane) would reduce this impact to a less than significant level.~~

MM CMTR-5: *McCarthy Boulevard-O'Toole Avenue/Montague Expressway**– The mitigation measure identified for the project impact to this intersection (i.e., widening of the northbound approach to provide a dedicated right turn lane) would reduce this impact to a less than significant level.

MM CMTR-6: *Great Mall Parkway-Capitol Ave/Montague Expressway* – There are no feasible mitigation measures that would reduce this impact to a less than significant level or otherwise improve operation of this intersection.

~~**MM CMTR-7:** *First Street/Montague Expressway* – The Montague Expressway widening project, which is identified to be completed under Phase I of the North San Jose Area Development Policy would reduce this impact to a less than significant level.~~

~~**San Jose Intersections**~~

~~**MM CMTR-15:** *McCarthy Boulevard-O'Toole Avenue/Montague Expressway* – The mitigation measure identified for the project impact to~~

~~this intersection (i.e., widening of the northbound approach to provide a dedicated right turn lane) would reduce this impact to a less than significant level.~~

~~**MM CMTR-16:** *First Street/Montague Expressway* – There are no feasible mitigation measures that would reduce this impact to a less than significant level or otherwise improve operation of this intersection.~~

~~**Fremont Intersections**~~

~~**MM CMTR-17:** *Dixon Landing Road/N. Milpitas Boulevard* – There are no feasible mitigation measures that would reduce this impact to a less than significant level or otherwise improve operation of this intersection.~~

[*] The south half of the McCarthy Boulevard-O'Toole Avenue/Montague Expressway intersection is within the City of San Jose.

Page 154 7.2.6, Cumulative Traffic Impact Conclusion – **Revise** the following text:

As described in Section 4.2 Transportation and Traffic, the developer shall contribute its fair share towards the Montague Expressway, Milpitas Business Park, and Calaveras Boulevard traffic fees, and the Bellew/McCarthy Boulevard and Tasman/I-880 traffic management enhancements fees. Fair share contribution to these fees will help improve overall traffic circulation in the project area; however, it will not fund specific improvements necessary to mitigate the project's cumulative traffic impact to a less than significant level. Thus, the project's year 2030 cumulative traffic impact is significant and unavoidable. **[Significant Unavoidable Year 2030 Cumulative Traffic Impact]**

As discussed above, the mitigation measures identified for project intersection impacts, ~~an improvement proposed by the pending Milpitas Square project,~~ and increasing the cycle length at one intersection would reduce three ~~seven~~ of the project's Interim Peak Hour Scenario traffic impacts to a less than significant level. There are no feasible measures for the remaining two ~~eight~~ intersections (i.e., ~~Alder Drive/Tasman Drive, Tasman Drive/I-880 SB Ramps, Great Mall Parkway/I-880 NB Ramps,~~ Calaveras Boulevard/Abel Street~~,~~ and Great Mall Parkway-Capitol Ave/Montague Expressway~~, First Street/Montague Expressway, First Street/Montague Expressway, and Dixon Landing Road/N. Milpitas Boulevard~~) that operate unacceptably under the Interim Peak Hour Scenario. **[Significant Unavoidable Interim Peak Hour Scenario Impact]**

As discussed above, the mitigation measures identified for project intersection impacts, an improvement proposed by the pending Milpitas Square project, and increasing the cycle length at the two impacted intersections, would reduce the Interim Midday Scenario traffic impact to a less than significant level. **[Less than Significant Interim Midday Scenario Impact with Mitigation]**

SECTION 5 REVISED FINAL TRANSPORTATION IMPACT ANALYSIS (TIA)

Final Transportation Impact Analysis

Landmark Tower

TRANSPORTATION

& PLANNING

FEHR & PEERS
TRANSPORTATION CONSULTANTS

160 W. Santa Clara St., Ste. 675
San Jose, CA 95113

SJ06-869

July 31, 2008

Final Report

Landmark Tower

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JULY 31, 2008

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for the proposed Landmark Tower mixed-use development located in the City of Milpitas, California. The proposed project includes 375 condominium units, 48,960 square feet of office space, and 148,805 square feet of retail space. The project is located on the east side of Barber Lane, south of Bellew Drive and adjacent to I-880.

The analysis was conducted to identify potential transportation impacts of the proposed project on the surrounding roadway system and to recommend appropriate improvements to mitigate any significant impacts. The roadway system was evaluated under Existing, Background, Project, Interim Cumulative, and Year 2030 Conditions.

PROJECT TRAFFIC ESTIMATES

The amount of traffic added to the surrounding roadway system by the proposed project was estimated by applying the appropriate trip generation rates to the development proposal. Trip generation rates for Condominium, Office, and Specialty Retail land uses identified in *San Diego Traffic Generators* (San Diego Association of Governments, April 2002) were used to estimate project trip generation. Reductions were applied for the mixed-used nature of the development.

The proposed project is estimated to generate 9,454 net new daily trips, 449 net new AM peak-hour trips (224 inbound and 225 outbound) and 736 net new PM peak-hour trips (389 inbound and 347 outbound).

INTERSECTIONS

Project Impacts

The proposed project will have a significant impact to three CMP (one of the three intersections is also under City of San Jose jurisdiction) and six City of Milpitas intersections. Impacts and potential mitigation are shown on Figure ES-1

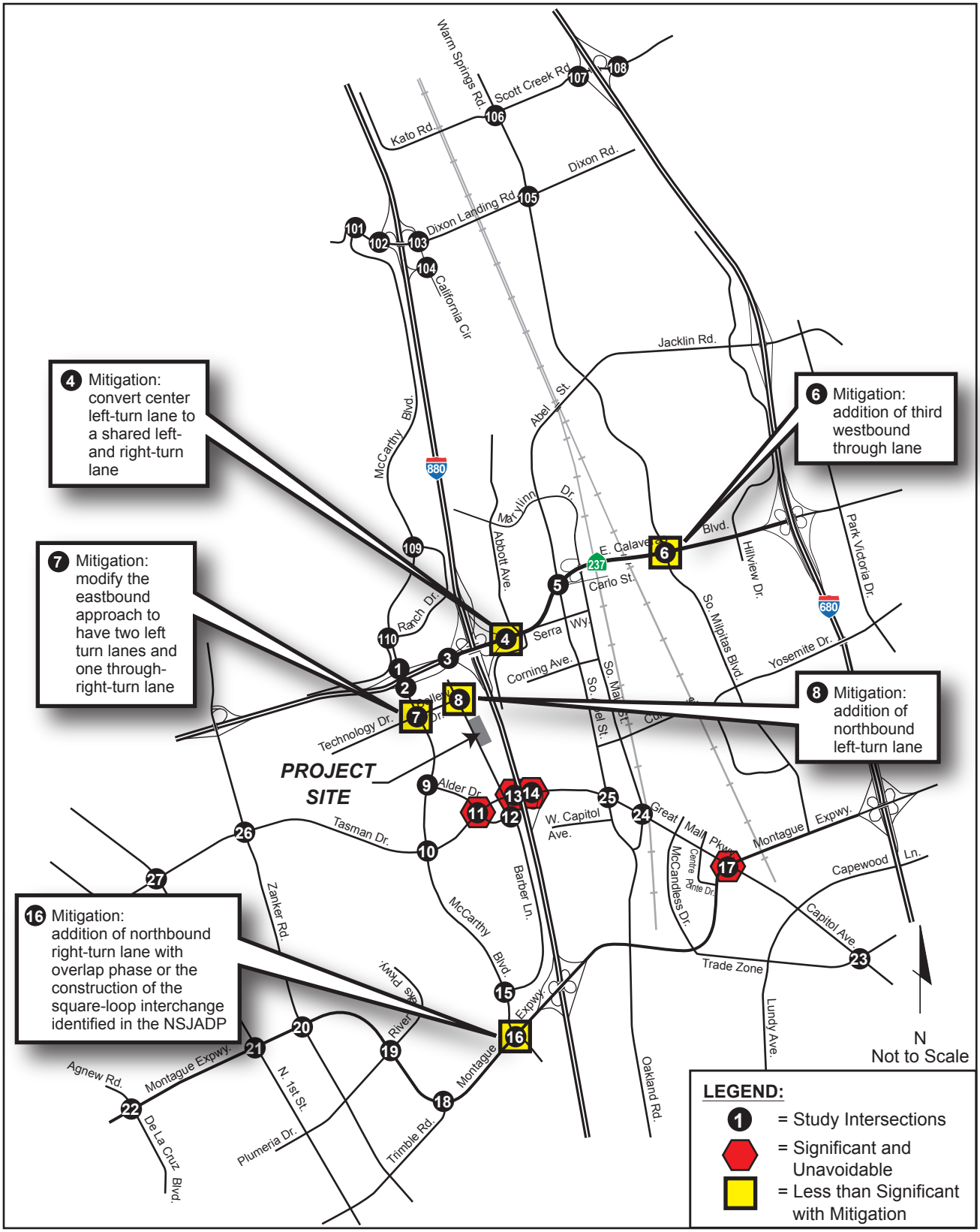
Significant and unavoidable impacts are expected at four (4) study intersections:

- Alder Drive / Tasman Drive
- Tasman Drive / I-880 SB Ramps
- Great Mall Parkway / I-880 NB Ramps
- Great Mall Parkway-Capitol Avenue / Montague Expressway

Project Mitigation Measures

The following mitigation measures were identified at the other locations:

- *SR 237 / I-880 NB Ramps* – Conversion of the northbound center left-turn lane to a shared left- and right-turn lane



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PROJECT-LEVEL INTERSECTION IMPACTS AND MITIGATION

FIGURE ES-1

- *McCarthy Boulevard / Bellew Drive* – Modification of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane.
- *Bellew Drive / Barber Lane* – Addition of a northbound left-turn lane.
- *E. Calaveras Boulevard / S. Milpitas Boulevard* – Addition of a third westbound through lane (requires conversion of the separate right-turn lane to a shared through/right-turn lane and a third receiving lane past the intersection), which is consistent with improvements identified in the *Valley Transportation Plan 2030.*
- *McCarthy Boulevard-O'Toole Avenue / Montague Expressway* – Three options to mitigate this impact are proposed: (1) Shift the existing lane geometry on the northbound approach to provide a dedicated right-turn lane from northbound O'Toole Avenue to eastbound Montague Expressway; (2) Widening of the northbound approach to accommodate the northbound right-turn lane; (3) Construct the square-loop interchange identified in Phase 3 of the North San Jose Area Development Policy.

Interim Cumulative Impacts

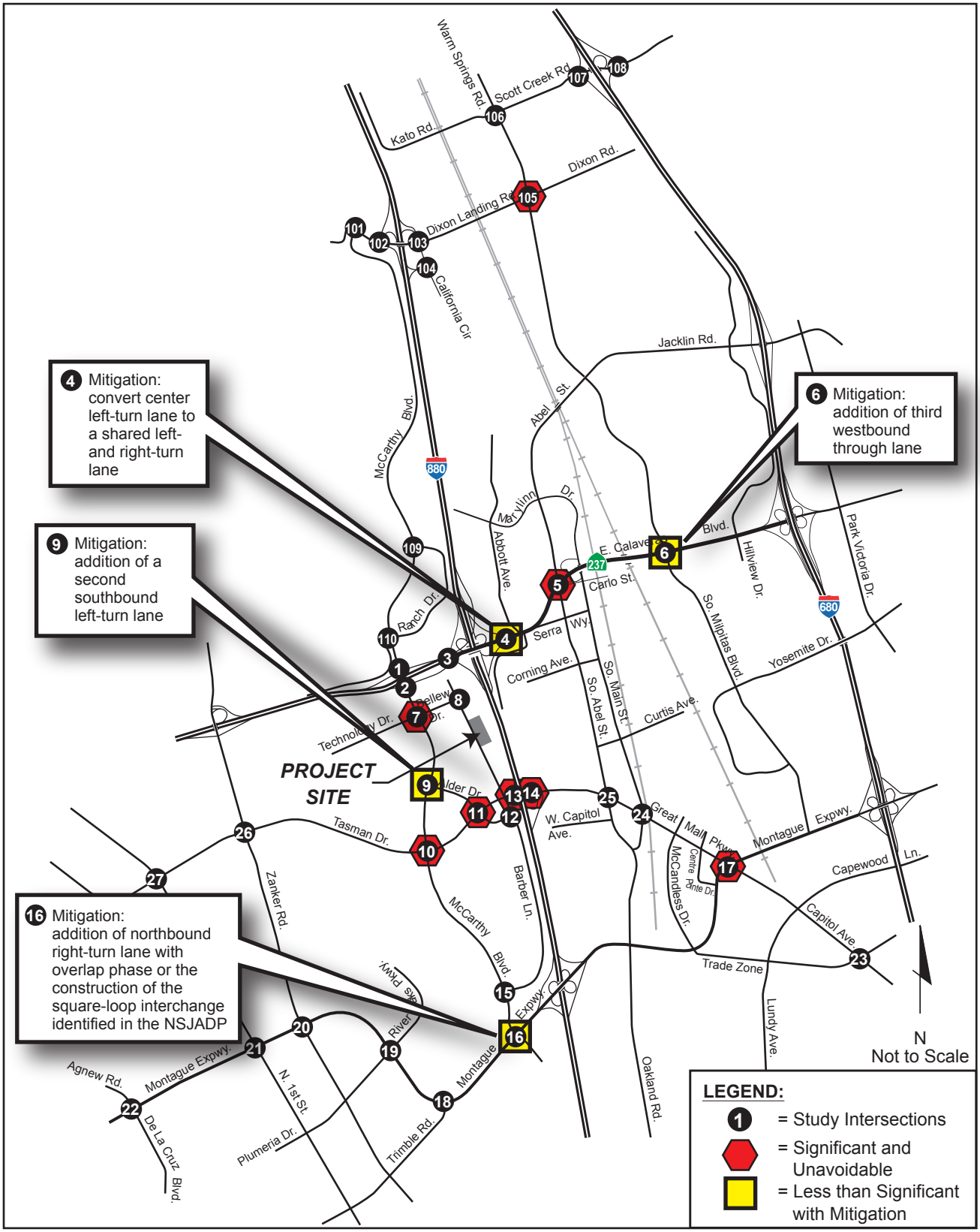
The addition of traffic from three other nearby pending developments will result in Interim Cumulative impacts at 13 intersections and are shown on Figure ES-2. Significant and unavoidable impacts are expected at nine (9) of these 13 study intersections:

- McCarthy Boulevard / Bellew Drive
- Alder Drive / Tasman Drive
- Tasman Drive / I-880 SB Ramps
- Great Mall Parkway / I-880 NB Ramps
- Great Mall Parkway-Capitol Avenue / Montague Expressway
- Calaveras Boulevard / Abel Street
- Dixon Landing Road / N. Milpitas Boulevard
- McCarthy Boulevard / Tasman Drive

Interim Cumulative Mitigation Measures

In addition to the mitigation measures identified under Project Conditions, the following mitigation measures under Interim Cumulative Conditions were identified:

- *Bellew Drive / Barber Lane* – Addition of a westbound through lane (proposed improvements as part of Milpitas Square redevelopment).
- *McCarthy Boulevard / Alder Drive* – Addition of a second southbound left-turn lane.



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INTERIM CUMULATIVE INTERSECTION IMPACTS AND MITIGATION

FIGURE ES-2

Mid-day Project Impacts & Mitigation Measures (With Landmark Tower and With Milpitas Square)

An analysis of mid-day operations was conducted for three nearby intersections: McCarthy Boulevard/Bellew Drive, Bellew Drive/Barber Lane, and Barber Lane/Alder Drive. The analysis was conducted with traffic from Landmark Towers and with traffic from future redevelopment of the adjacent Milpitas Square project. Significant impacts and mitigation measures were identified at one location:

- *McCarthy Boulevard / Bellew Drive* - Modification of the eastbound approach (recommended under Project Conditions.

This mitigation measures would provide acceptable mid-day operations.

ROADWAY SEGMENTS

Year 2030 Impacts

The addition of project traffic is estimated to have an impact on six roadway segments during the AM peak hour and fourteen roadway segments during the PM peak hour.

Mitigation Measures

The City of Milpitas requires projects to pay their fair share of the improvement costs to mitigate the anticipated cumulative impacts of traffic from new developments on future deficient intersections. The proposed project will be conditioned to contribute to traffic mitigation fees where appropriate.

FREEWAY SEGMENTS

Based on the VTA's Congestion Management Program guidelines, the proposed project will have a significant and unavoidable impact on the mixed-flow lanes of the following three (3) freeway segments:

- Eastbound SR 237, McCarthy Boulevard to I-880;
- Westbound SR 237, I-880 to McCarthy Boulevard; and
- Westbound SR 237, McCarthy Boulevard to Zanker Road.

The City of Milpitas is currently preparing a deficiency plan to identify local and regional improvements.

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

The proposed project does not directly conflict with any existing or planned pedestrian, bicycle, or transit facilties along Barber Lane. A new bus duc-out and bus pad along southbound Barber Lane immediately south of the project's main entrance is proposed. The existing facilities can reasonably accommodate the demand created by the project; therefore, the proposed project will not significantly impact pedestrian or transit facilities in the project area.

SITE ACCESS AND ON-SITE CIRCULATION

Access to the site is provided via two driveways and a drop-off/pick-up loop. A detailed review of site access and on-site circulation will be provided at a later date.

PARKING

The project proposes 1,392 parking spaces, which falls 100 spaces short of meeting the City's mixed-use parking requirements. A shared parking analysis following the Urban Land Institute methodology indicates that approximately 1,286 parking spaces are needed during the December peak time and 1,154 parking spaces are needed during the "late December" peak time. Based on the shared parking analysis, the garage should provide a minimum of between 1,154 to 1,286 spaces. The final decision on the amount of parking provided will be determined by City staff.

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) for the proposed Landmark Tower of Milpitas mixed-use development located in the City of Milpitas, California. The proposed project includes 375 condominium units, 148,805 square feet of retail space, and 48,960 square feet of office space. The project is located on the east side of Barber Lane, south of Bellew Drive and adjacent to I-880.

The analysis was conducted to identify potential transportation impacts of the proposed project on the surrounding roadway system and to recommend appropriate improvements to mitigate any significant impacts. Figure 1 presents the project location, surrounding roadway system, and study intersections. The site plan is shown on Figure 2.

Project impacts were estimated following the guidelines of the City of Milpitas, City of San Jose, City of Santa Clara, City of Fremont, and the Santa Clara Valley Transportation Authority (VTA), which is the congestion management agency for Santa Clara County. The analysis evaluated the operations of the following key intersections:

1. McCarthy Boulevard / SR 237 Westbound Ramps (M)
2. McCarthy Boulevard / SR 237 Eastbound Ramps (M)
3. SR 237 Ramps/ I-880 Southbound Ramps (M)
4. SR 237 Ramps/ I-880 Northbound Ramps (M)
5. W. Calaveras Boulevard / S Abel Street (CMP/M)
6. E. Calaveras Boulevard / S. Milpitas Boulevard (CMP/M)
7. Bellew Drive / McCarthy Boulevard (M)
8. Bellew Drive / Barber Lane (M)
9. McCarthy Boulevard / Alder Drive (M)
10. McCarthy Boulevard / Tasman Drive (M)
11. Tasman Drive / Alder Drive (M)
12. Barber Lane / Alder Drive (M)
13. Tasman Drive / I-880 SB Ramps (M)
14. Great Mall Parkway / I-880 Northbound Ramps (M)
15. McCarthy Boulevard / Barber Lane (M)
16. McCarthy Boulevard-O'Toole Avenue / Montague Expressway (CMP/SJ/M)
17. Great Mall Parkway-E. Capitol Avenue / Montague Expressway (CMP/M)
18. Montague Expressway/ Trimble Road (CMP/SJ)
19. Montague Expressway/ River Oaks Parkway – E. Plumeria Road (SJ)
20. Montague Expressway/ Zanker Road (CMP/SJ)
21. Montague Expressway/ North First Street (CMP/SJ)
22. Montague Expressway/ De La Cruz Boulevard (CMP/SC)

23. Capitol Avenue/ Cropley Drive – Trade Zone Boulevard (SJ)
24. Great Mall Parkway/ Main Street (M)
25. Great Mall Parkway/ Abel Street (M)
26. Tasman Drive/ Zanker Road (SJ)
27. Tasman Drive/ North First Street (SJ)
101. Dixon Landing Road/ McCarthy Boulevard (F)
102. Dixon Landing Road/ I-880 Southbound Ramps (M)
103. Dixon Landing Road/ I-880 Northbound Ramps/California Circle (M)
104. California Circle/ I-880 Northbound Ramps (M)
105. Dixon Landing Road/ N. Milpitas Boulevard (M)
106. Scott Creek Road/ Warm Springs Boulevard (F)
107. Scott Creek Road/ I-680 Southbound Ramps (F)
108. Scott Creek Road/ I-680 Nouthbound Ramps (F)
109. McCarthy Boulevard/ North Ranch Drive (M)
110. McCarthy Boulevard/ South Ranch Drive (M)

(CMP) Congestion Management Program intersection
(F) City of Fremont intersection
(M) City of Milpitas intersection
(SC) City of Santa Clara intersection
(SJ) City of San Jose intersection

The analysis also evaluated the operations of the following key freeway segments:

1. I-880, between Mission Boulevard and Brokaw Road
2. I-680, between Mission Boulevard and Capitol Avenue
3. SR 237, between Zanker Road and I-880

The operations of the key intersections were evaluated during the weekday morning (AM) and afternoon (PM) peak hours for the following four scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed developments in the area.

Scenario 3: *Project Conditions* – Background volumes plus the net new traffic generated by the proposed project.

Scenario 4: *Interim Cumulative Conditions* – Project volumes plus traffic generated by other nearby pending developments in the area.

Freeway segments were evaluated under existing and project conditions following VTA guidelines.

Year 2030 cumulative traffic operations were evaluated using a peak-hour roadway segment analysis per City of Milpitas Guidelines. Year 2030 Cumulative Conditions were evaluated using volumes from the City's travel demand model and the project trip assignment.

The remainder of this report is divided into five chapters. The existing transportation system serving the property and the current operating conditions of the key intersections and freeway segments are described in Chapter 2. Chapter 3 discusses operations with traffic from approved but not yet constructed developments under Background Conditions. Chapter 4 describes Project Conditions, including the method used to estimate the amount of traffic added to the surrounding roadways by the proposed project and its impacts on the transportation system. This chapter also includes a discussion of site access, on-site circulation, and parking. The Interim Cumulative scenario is included in Chapter 5, and Cumulative Year 2030 Conditions are described in Chapter 6.

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PROJECT LOCATION

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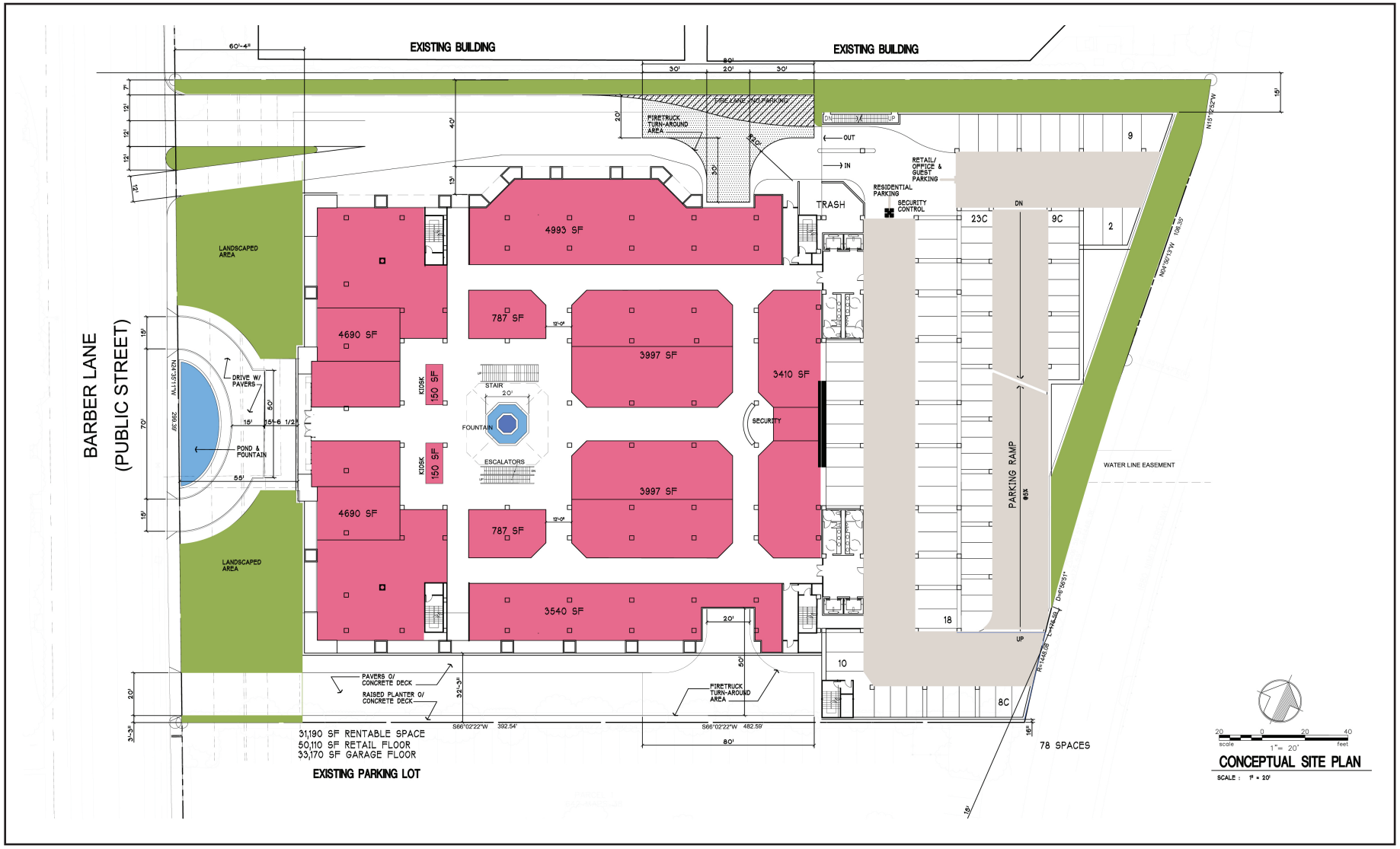
FIGURE 1



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SITE PLAN

FIGURE 2

2. EXISTING CONDITIONS

This chapter describes the existing conditions of the roadway facilities, pedestrian and bicycle facilities, transit service, traffic volumes, and intersection operations. This chapter also includes a discussion of the methods used to calculate intersection levels of service and the corresponding results.

EXISTING ROADWAY NETWORK

Regional access to the project site is provided by I-880, I-680, SR 237, Montague Expressway, and Tasman Drive/Great Mall Parkway. Local access to the site is provided by McCarthy Boulevard and Barber Lane. This section describes the existing roadway network, which is illustrated on Figure 1.

I-880 is a north-south freeway east of the project site extending south to the City of San Jose and north to the City of Oakland. In the vicinity of the project site, the freeway includes eight lanes north of State Route (SR) 237/Calaveras Boulevard and six lanes to the south. The I-880/SR 237 interchange includes direct ramp connections for High Occupancy Vehicle (HOV) lanes between the west and north legs of the interchange. Regional access to the project site is provided via the interchange at Tasman Drive/Great Mall Parkway. The peak direction of travel is southbound during the AM peak hour and northbound during the PM peak hour; though both travel directions are congested during the PM peak hour.

I-680 is a north-south freeway east of the project site extending south to the City of San Jose and north to Solano County. In the vicinity of the project site, the freeway includes six mixed-flow lanes plus a southbound HOV lane north of Calaveras Boulevard (SR 237) and eight mixed-flow lanes to the south. Access to the site is provided via an interchange at Calaveras Boulevard. Southbound I-680 is the commute direction during the AM peak hour, and northbound I-680 is the commute direction during the PM peak hour.

SR 237 is an east-west roadway that includes two distinct facilities: a six-lane freeway extending from I-880 west to US 101, and a four- to six-lane arterial roadway between I-880 and I-680 with an elevated section over the Union Pacific Railroad tracks. The arterial section is locally designated as *Calaveras Boulevard*, which is six lanes except on the bridge over the Union Pacific railroad tracks and Main Street, where it is four lanes. Calaveras Boulevard serves as a major commute route with heavy directional travel during the peak hours (westbound in the morning and eastbound in the afternoon). Regional access to the project site is provided via the interchange at McCarthy Boulevard.

Montague Expressway is an east-west, six- to eight-lane divided arterial roadway extending from US 101 east to I-680. This facility is designated San Tomas Expressway west of US 101 and Landess Avenue east of I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). Montague Expressway connects with I-880 via a full cloverleaf interchange.

Tasman Drive is an east-west, six-lane divided arterial roadway extending from I-880 west into the Cities of San Jose, Santa Clara, and Sunnyvale. Tasman Drive is designated *Great Mall Parkway* east of I-880 and extends to Montague Expressway. *Great Mall Parkway* is an east-west, six-lane divided arterial roadway extending from I-880 east to Montague Expressway. Great Mall Parkway becomes *Capitol Avenue* east of Montague Expressway and continues south through the City of San Jose. VTA operates light-rail transit (LRT) service along the median of Tasman Drive/Great Mall Parkway/Capitol Avenue.

McCarthy Boulevard is a north-south, four- to six-lane arterial roadway extending from Dixon Landing Road (north of Ranch Drive) south to Montague Expressway. McCarthy Boulevard is designated as O'Toole Avenue south of Montague Expressway.

Bellew Drive is an east-west, four-lane roadway extending from McCarthy Boulevard east to Barber Lane. This roadway is designated Technology Drive west of McCarthy Boulevard. At its intersection with Barber Lane, Bellew Drive is the main driveway to the project site.

Barber Lane is a north-south, two-lane collector roadway extending from Bellew Drive south to McCarthy Boulevard (near Montague Expressway). Barber Lane runs parallel to and between McCarthy Boulevard and I-880. Barber Lane crosses under Tasman Drive, which is accessed via Alder Drive.

Alder Drive is an east-west, four-lane collector roadway extending from McCarthy Boulevard east to Barber Lane. Alder Drive serves as the connection between Barber Lane and Tasman Drive.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks, crosswalks, and off-street paths. Sidewalks are provided on both sides of Bellew Drive and on Barber Lane from Bellew Drive to north of Tasman Drive. As shown on Figure 3, a pedestrian path, parallel to Tasman Drive, provides a connection from Alder Drive to the sidewalk on the west side of Barber Lane. There are no sidewalks on Barber Lane south of the Tasman Drive overpass. Sidewalks are also provided on one or both sides of Alder Drive and McCarthy Boulevard near the site. Crosswalks are located at all signalized intersections in the study area.

Bicycle Facilities

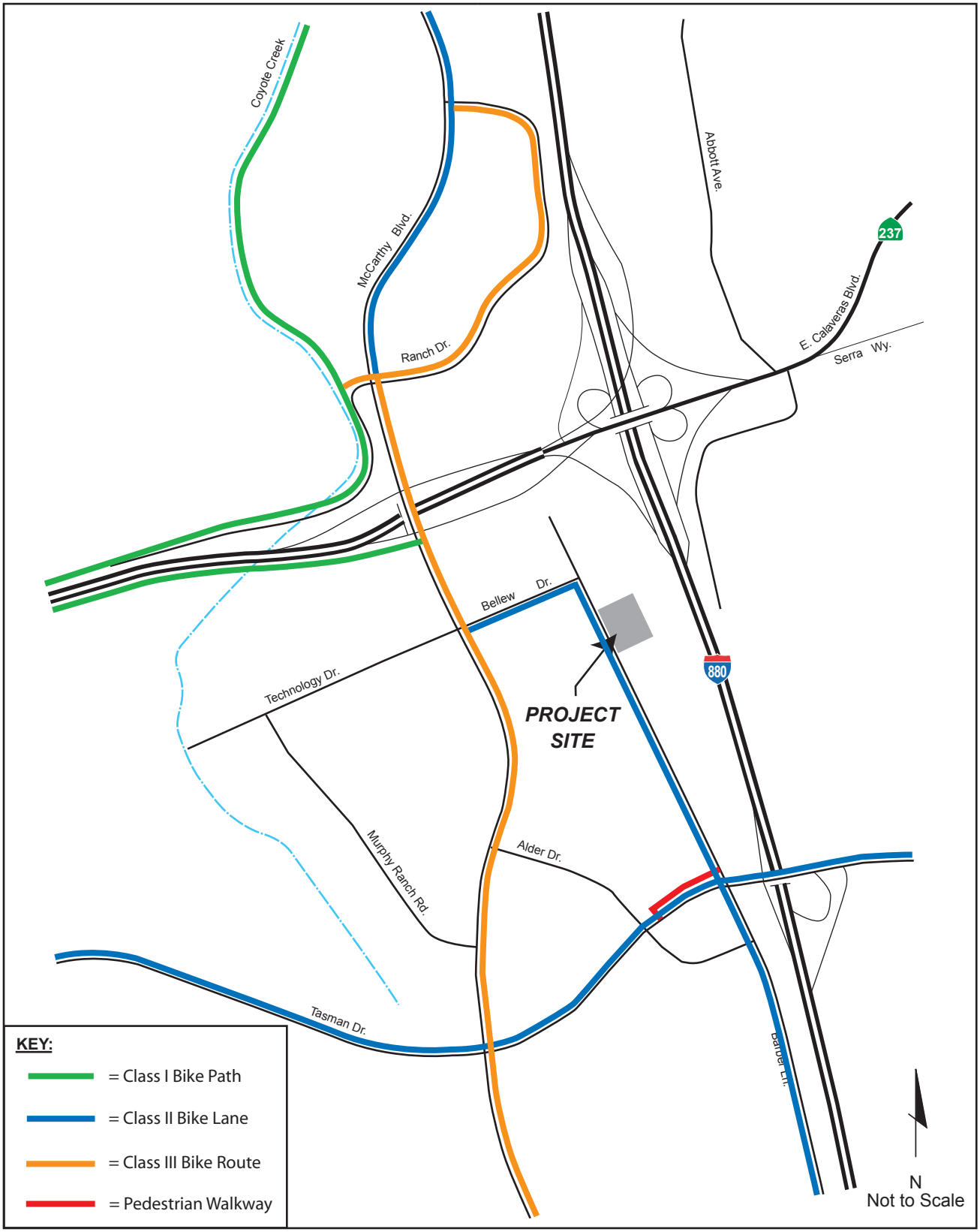
Bicycle facilities are comprised of paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails that are separate from roadways. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only. Figure 3 presents existing bicycle facilities in the study area.

Class I bicycle paths are located on the north and south sides of SR 237 west of McCarthy Boulevard and the east side of Coyote Creek north of SR 237. Class II bicycle lanes are located on Barber Lane, Bellew Drive, McCarthy Boulevard (from Dixon Landing Road to Ranch Drive), and Tasman Drive/Great Mall Parkway. Class III bicycle routes are located on McCarthy Boulevard (from Ranch Road south to Montague Expressway) and Ranch Drive.

EXISTING TRANSIT SERVICE

The Santa Clara Valley Transportation Authority (VTA) operates bus and light rail service in Santa Clara County. Figure 4 shows the existing transit facilities in the study area.

Route 33 operates on Barber Lane adjacent to the project site. The Altamont Commuter Express (ACE) Purple Shuttle (route 825) and ACE Violet Shuttle (route 831) operate along portions of McCarthy Ranch Boulevard with stops located at Bellew Drive for both routes. Routes 140 and 330 and the Santa Teresa-Alum Rock light rail line operate along Tasman Drive with stops located at Alder Drive. Bus routes 180 and 181 pass through the I-880/Tasman Drive interchange without making stops in the project area. Bus routes 104 and 120 operate along SR 237 without making stops in the project area. Table 1 summarizes the destinations, hours and days of operation, and service frequencies for the bus routes and light-rail line.



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EXISTING PEDESTRIAN AND BICYCLE FACILITIES

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FIGURE 3

TABLE 1
EXISTING TRANSIT SERVICE

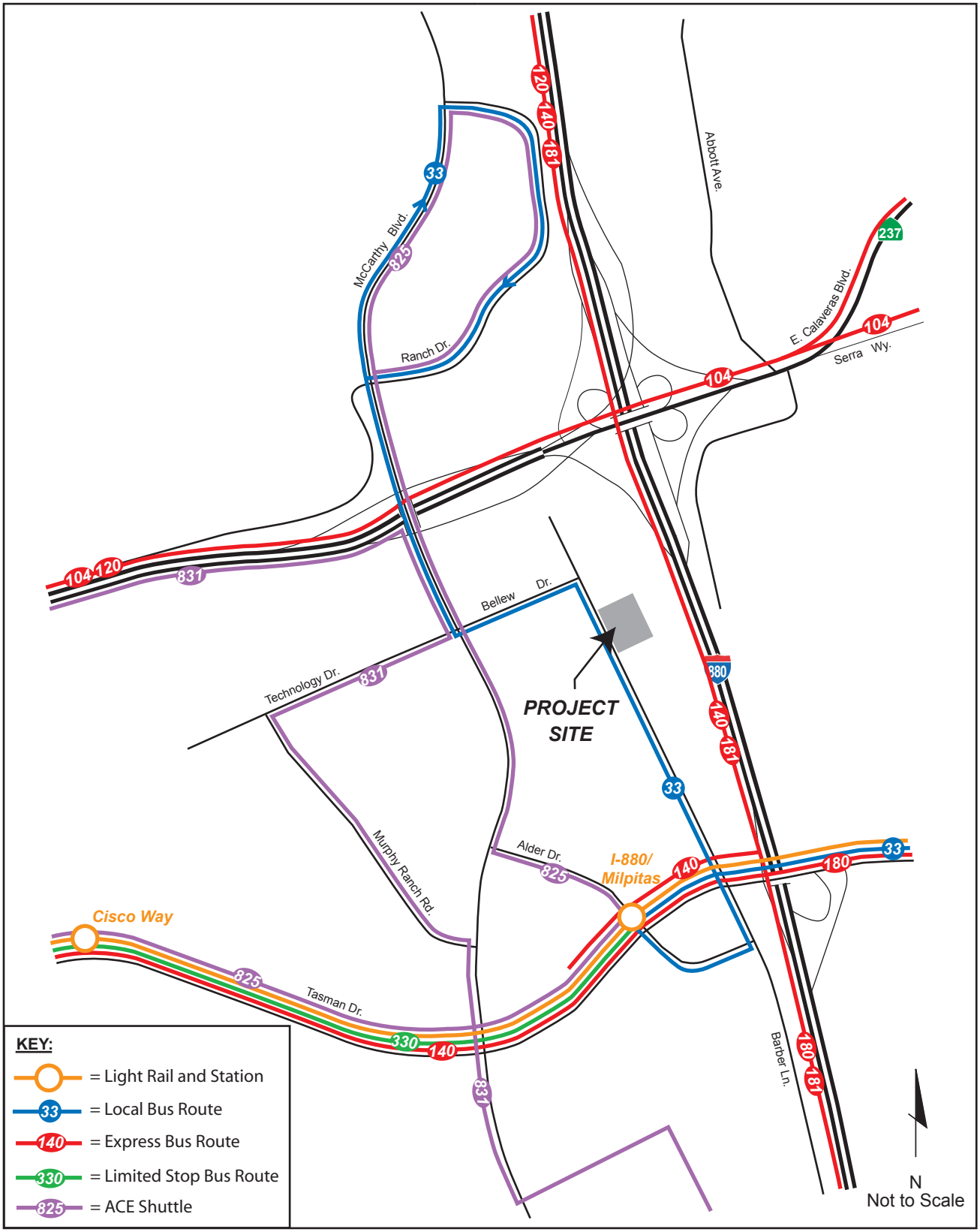
Route	From	To	Weekdays			Weekends	
			Operating Hours	Peak	Midday	Operating Hours	Midday
LRT	Santa Teresa	Alum Rock	4:20a – 2:15a	15	15	4:20a – 2:15a	15
33	Baypointe Station	Great Mall/Main Station	6:10a – 9:20p	30	30	8:10a – 8:25p	30-45
104	Penetencia Creek Station	Palo Alto	5:20a – 7:45a 3:15p – 5:50p	35-45	–	No Service	–
120	Fremont BART Station	Lockheed Martin	6:15a – 9:00a 4:00p – 7:00p	60-75	–	No Service	–
140	Fremont BART Station	Sunnyvale Caltrain Station	6:00a – 9:25a 4:00p – 7:20p	30-60	–	No Service	–
180	Fremont BART Station	San Jose Diridon Station	5:10a – 12:30a	15-20	15	7:10a – 12:30a	30
181	Fremont BART Station	San Jose Diridon Station	6:00a – 6:45p	15-20	–	No Service	–
330	Almaden/Camden	I-880/Milpitas Station (Tasman/Alder)	6:25a –9:05a 4:20p – 7:10p	40-55	–	No Service	–
825	Great America ACE/Amtrak Station	McCarthy Ranch (Tasman/Alder)	6:35a – 9:00a 3:20p – 5:30p	60-75	–	No Service	–
831	Great America ACE/Amtrak Station	McCarthy Ranch (McCarthy/Barber)	6:40a – 9:00a 3:10p – 5:15p	60-75	–	No Service	–

Source: VTA, January 2008.

EXISTING VOLUMES AND LANE CONFIGURATIONS

The operations of the key intersections were evaluated during the weekday AM and PM peak hours. Intersection operations were evaluated for the highest one-hour volume counted between 7:00 and 9:00 AM and between 4:00 and 6:00 PM. Available intersection turning movement count data from 2007 and 2008 was used in this analysis. Cities of Milpitas and San Jose staff provided count data where available. For intersections where recent count data was not available, new turning movement counts were conducted in 2008. Traffic counts are included in Appendix A.

Figure 5 presents the existing AM and PM peak-hour turning movement volumes at the study intersections. Figure 6 presents the existing intersection lane configurations and traffic control devices.



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EXISTING TRANSIT SERVICE

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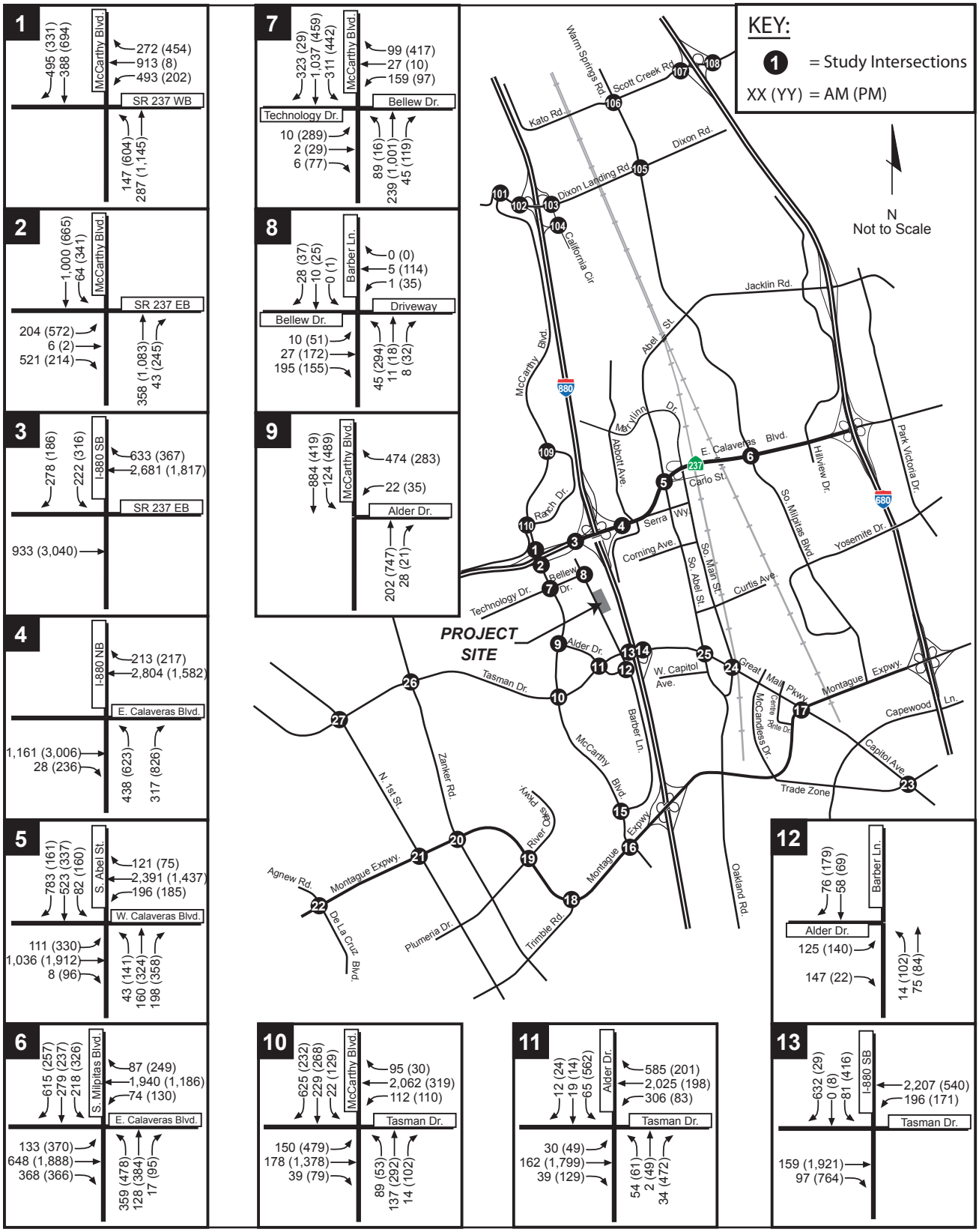
FIGURE 4



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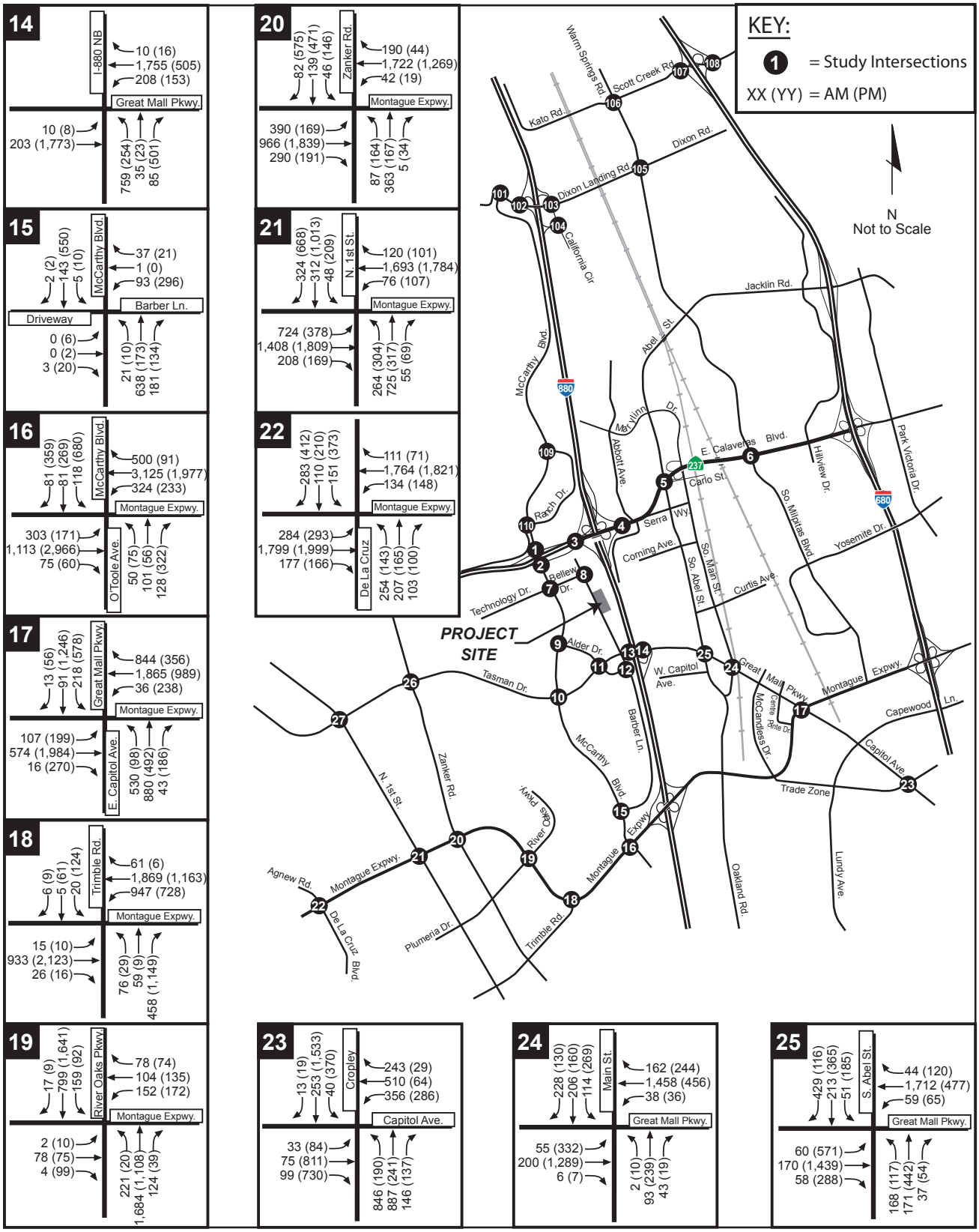
EXISTING PEAK-HOUR INTERSECTION VOLUMES

FIGURE 5A



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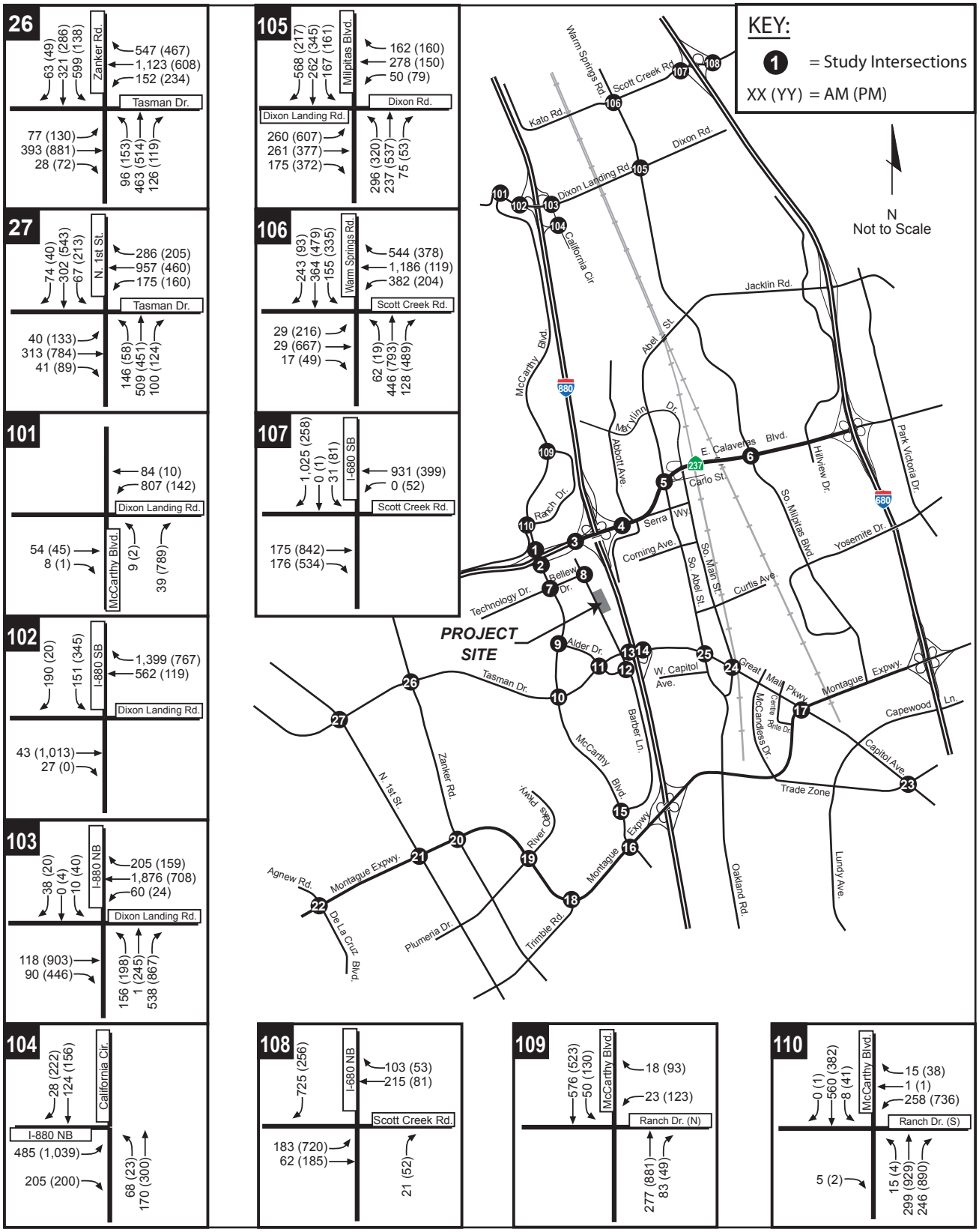
EXISTING PEAK-HOUR INTERSECTION VOLUMES

FIGURE 5B



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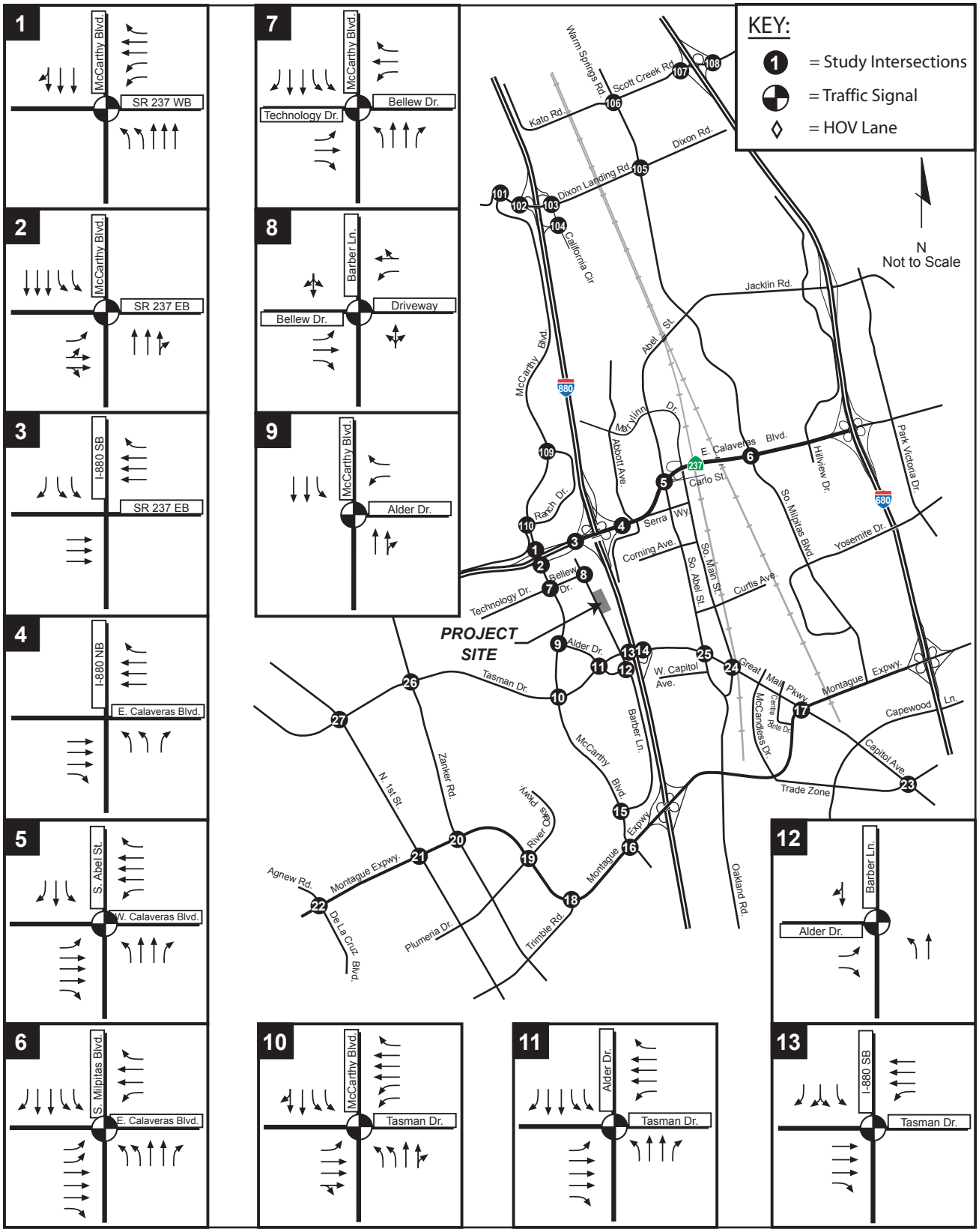
EXISTING PEAK-HOUR INTERSECTION VOLUMES

FIGURE 5C



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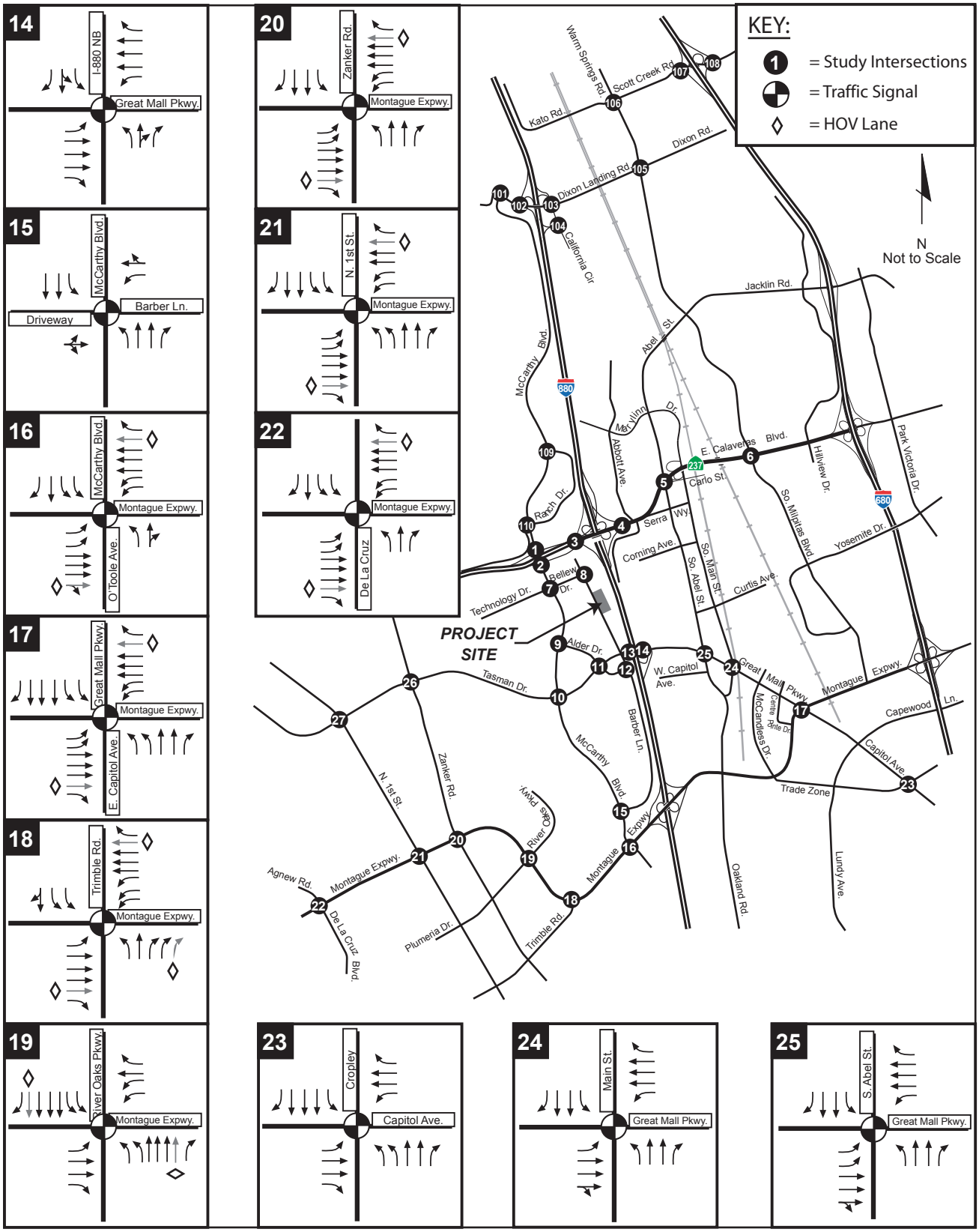
EXISTING INTERSECTION LANE GEOMETRIES

FIGURE 6A



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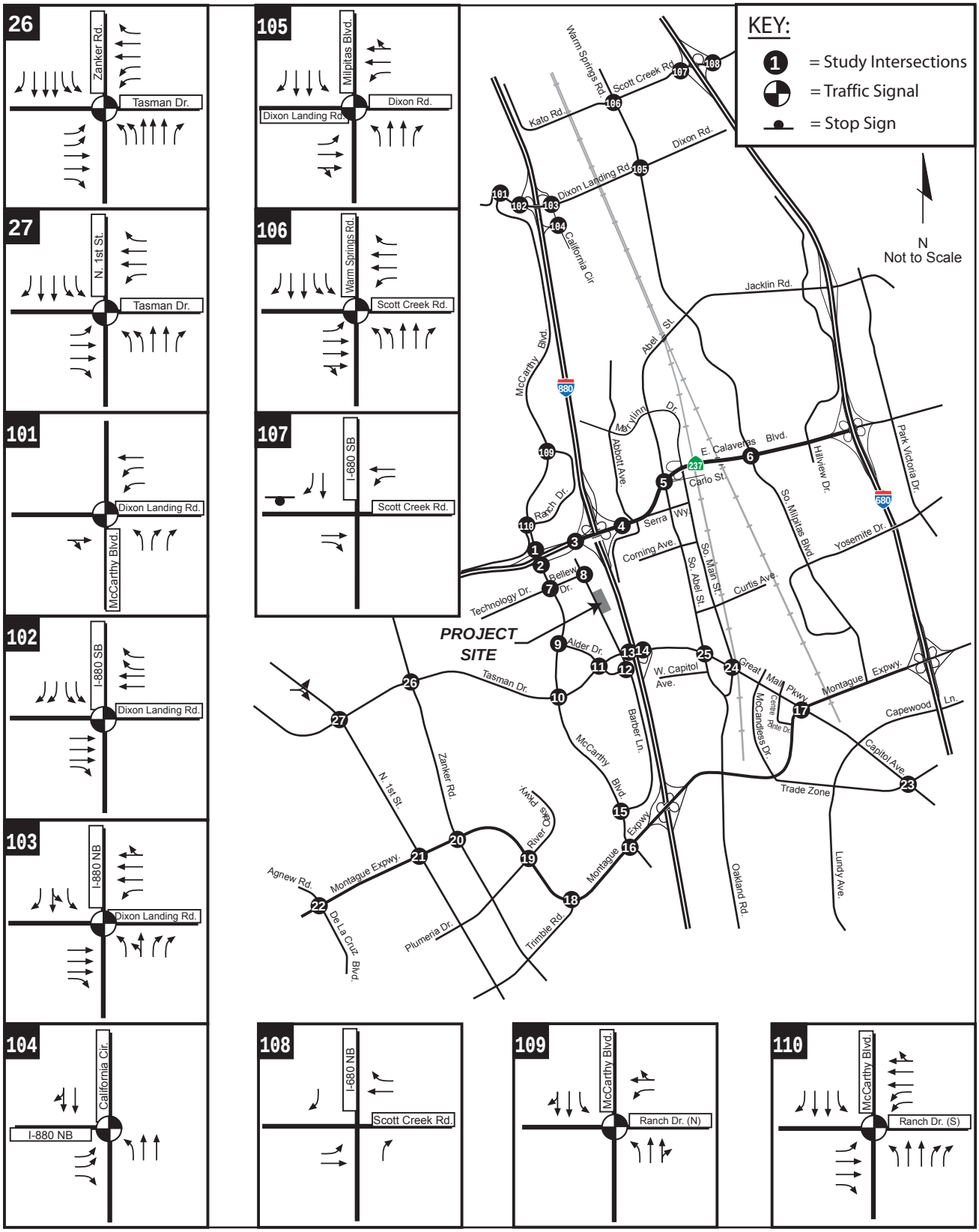
EXISTING INTERSECTION LANE GEOMETRIES

FIGURE 6B



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EXISTING INTERSECTION LANE GEOMETRIES

FIGURE 6C

LEVEL OF SERVICE METHODS

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. LOS E represents "at-capacity" operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

The Cities of Milpitas and Santa Clara have established a minimum acceptable operating level of LOS D for intersections excluded from the Congestion Management Program (CMP). The minimum acceptable standard for San Jose and Fremont intersections is LOS D. The minimum acceptable level for CMP-monitored intersections is LOS E.

Signalized Intersections

The level of service method approved by the Cities of Milpitas, Santa Clara, San Jose, and VTA analyzes a signalized intersection's operation based on average control vehicular delay, as calculated using the method described in Chapter 16 of the *2000 Highway Capacity Manual* (*HCM*) by the Transportation Research Board, with adjusted saturation flow rates to reflect conditions in Santa Clara County. The City of Fremont intersections were also evaluated using these adjusted saturation flow rates. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in Table 2.

Unsignalized Intersections

Operations of the unsignalized study intersections are evaluated using the method contained in Chapter 17 of the *2000 HCM* and calculated using TRAFFIX analysis software. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-stop controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, control delay is computed as the average of all movements in that lane. For all-way stop-controlled locations, a weighted average delay for the entire intersection is presented. Table 3 summarizes the relationship between delay and LOS for unsignalized intersections.

Freeway Segments

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program range of densities for freeway segment level of service is shown in Table 4. The LOS standard for the freeway segments is LOS E.

TABLE 2
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS USING AVERAGE CONTROL VEHICULAR 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
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

TABLE 3
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

TABLE 4
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used as inputs for the levels of service calculations. The results of the LOS analysis for Existing Conditions are presented in Table 5. Appendix B contains the corresponding calculation sheets.

The majority of the study intersections operate at acceptable levels of service according to their designated level of service standard. The intersection of SR 237/I-880 Northbound Ramps is operating at LOS E (LOS D standard) during the PM peak hour. Three intersections on Montague Expressway operate below City of San Jose's LOS D standard but are considered acceptable based on the CMP LOS E standard.

TABLE 5
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Count Date	Delay[1]	LOS[2]
1. McCarthy Blvd / SR 237 WB Ramps [M]	AM	07/2007	16.4	B
	PM	06/2007	18.1	B-
2. McCarthy Blvd / SR 237 EB Ramps [M]	AM	07/2007	16.3	B
	PM	06/2007	15.1	B
3. SR 237 / I-880 SB Ramps [M]	AM	08/2007	11.3	B+
	PM	08/2007	8.4	A
4. Calaveras Blvd (SR237) / I-880 NB Ramps [M]	AM	08/2007	22.9	C+
	PM	08/2007	69.4	E
5. Calaveras Blvd / Abel Street [CMP/M]	AM	11/2006	55.4	E+
	PM	11/2006	43.5	D
6. Calaveras Blvd / Milpitas Blvd [CMP/M]	AM	11/2006	70.2	E
	PM	11/2006	41.6	D
7. McCarthy Blvd / Bellew Dr [M]	AM	06/2007	20.3	C+
	PM	06/2007	32.2	C-
8. Bellew Dr / Barber Ln [M]	AM	10/2007	11.8	B+
	PM	10/2007	17.2	B
9. McCarthy Blvd / Alder Dr [M]	AM	06/2007	20.5	C+

TABLE 5
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Count Date	Delay[1]	LOS[2]
	PM	06/2007	16.4	B
10. McCarthy Blvd / Tasman Dr [M]	AM	06/2007	51.3	D-
	PM	06/2007	37.5	D+
11. Tasman Dr / Alder Dr [M]	AM	07/2007	14.5	B
	PM	06/2007	46.6	D
12. Barber Ln / Alder Dr [M]	AM	09/2006	13.1	B
	PM	09/2006	15.9	B
13. Tasman Dr / I-880 SB Ramps [M]	AM	08/2007	20.4	C+
	PM	08/2007	19.7	B-
14. Great Mall Parkway / I-880 NB Ramps [M]	AM	08/2007	23.0	C
	PM	08/2007	27.4	C
15. McCarthy Blvd / Barber Ln [M]	AM	10/2007	15.3	B
	PM	10/2007	21.6	C
16. McCarthy Blvd-O'Toole / Montague Expy [CMP/SJ/M]	AM	10/2007	40.8	D
	PM	10/2006	65.1	E
17. Montague Expy / Great Mall Parkway-Capitol Ave [CMP/M]	AM	09/2005	46.6	D
	PM	10/2006	53.6	D-
18. Montague Expy / Trimble Rd [CMP/SJ]	AM	10/2006	27.2	C
	PM	09/2006	38.9	D+
19. Montague Expy / River Oaks Parkway-E. Plumeria Rd [SJ]	AM	03/2008	33.0	C-
	PM	03/2008	28.1	C
20. Montague Expy / Zanker Rd [CMP/SJ]	AM	10/2006	39.9	D-
	PM	09/2006	56.5	E
21. Montague Expy / N. 1st St. [CMP/SJ]	AM	10/2006	54.6	D
	PM	09/2006	72.5	E+
22. Montague Expy / De la Cruz Blvd – Agnew Rd [CMP/SC]	AM	09/2007	40.1	D
	PM	09/2007	41.0	D
23. Capitol Ave / Cropley Dr-Trade Zone Blvd [SJ]	AM	04/2007	35.8	D+
	PM	032007	56.1	E+
24. Great Mall Parkway / Main Street [M]	AM	09/2007	27.9	C
	PM	09/2007	40.7	D
25. Great Mall Parkway / Abel St [M]	AM	09/2007	40.6	D
	PM	09/2007	39.3	D
26. Tasman Dr. / Zanker Rd [SJ]	AM	04/2007	33.5	C-
	PM	04/2007	31.3	C
27. Tasman Dr. / N. 1st St. [SJ]	AM	03/2007	31.2	C
	PM	03/2007	37.0	D+
101. Dixon Landing Rd / McCarthy Blvd [F]	AM	06/2007	9.7	A
	PM	06/2007	7.9	A
102. Dixon Landing Rd / I-880 SB Ramps [M]	AM	05/2007	9.5	A
	PM	04/2007	9.2	A
103. Dixon Landing Rd / I-880 NB Ramps – California Circle [M]	AM	04/2007	16.6	B
	PM	04/2007	20.8	C+
104. California Circle / I-880 NB Ramps [M]	AM	06/2007	12.2	B
	PM	06/2007	14.6	B
105. Dixon Landing Rd / N. Milpitas Blvd [M]	AM	03/2007	52.3	D-
	PM	03/2007	50.1	D

TABLE 5
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Count Date	Delay[1]	LOS[2]
106. Scott Creek Rd. / Warm Springs Blvd. [F]	AM PM	06/2007 06/2007	27.5 36.0	C D+
107. Scott Creek Rd. / I-680 SB Ramps [Unsignalized] [F]	AM PM	03/2007 03/2007	18.4 13.5	C B
108. Scott Creek Rd. / I-680 NB Ramps [Unsignalized] [F]	AM PM	03/2007 03/2007	8.0 9.4	A A
109. McCarthy Blvd / Ranch Dr North [M]	AM PM	06/2007 06/2007	6.8 11.3	A B+
110. McCarthy Blvd / Ranch Dr South [M]	AM PM	06/2007 06/2007	12.8 15.6	B B

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

(CMP) Congestion Management Program intersection, (F) City of Fremont intersection, (M) City of Milpitas intersection,

(SC) City of Santa Clara intersection, (SJ) City of San Jose intersection

EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway segment densities reported in VTA's *2006 Monitoring and Conformance Report* were used to calculate the levels of service for the key freeway segments during the AM and PM peak hours. The results of the LOS analysis for Existing Conditions are presented in Table 6.

The following eleven (11) segments are operating at unacceptable levels (LOS F):

- I-880 Northbound, Dixon Landing Road to Mission Boulevard (PM peak hour)
- I-880 Northbound, SR 237 to Dixon Landing Road (PM peak hour)
- I-880 Southbound, Great Mall Parkway to Montague Expressway (PM peak hour)
- I-880 Southbound, Montague Expressway to Brokaw Road (PM peak hour)
- SR 237 Westbound, I-880 to Zanker Road (AM peak hour)
- SR 237 Westbound, McCarthy Boulevard to Zanker Road (AM and PM peak hours)
- I-680 Northbound, Calaveras Boulevard to Jacklin Road (PM peak hour)
- I-680 Northbound, Jacklin Road to Scott Creek Road (PM peak hour)
- I-680 Northbound, Scott Creek Road to Mission Boulevard (PM peak hour)
- I-680 Southbound, Yosemite Drive to Montague Expressway (PM peak hour)

- I-680 Southbound, Montague Expressway to Capitol Avenue (PM peak hour).

TABLE 6
EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway	Direction	From	To	Peak Hour	Lanes	Density[1]	LOS[2]
I-880	Northbound	Brokaw Road	Montague Expressway	AM	3	31	D
				PM	3	26	C
		Montague Expressway	Great Mall Parkway	AM	3	26	C
				PM	3	26	C
		Great Mall Parkway	SR 237	AM	3	31	D
				PM	3	46	D
		SR 237	Dixon Landing Road	AM	4	35	D
				PM	4	112	F
		Dixon Landing Road	Mission Blvd. (SR 262)[3]	AM	3	38	D
				PM	3	107	F
	Southbound	Mission Blvd. (SR 262)	Dixon Landing Road[3]	AM	3	43	D
				PM	3	24	C
		Dixon Landing Road	SR 237	AM	4	45	D
				PM	4	23	C
		SR 237	Great Mall Parkway	AM	3	22	C
				PM	3	21	C
		Great Mall Parkway	Montague Expressway	AM	3	29	D
				PM	3	85	F
		Montague Expressway	Brokaw Road	AM	3	26	C
				PM	3	80	F
SR 237[4]	Eastbound	Zanker Road	McCarthy Boulevard	AM	2	26	C
				PM	2	42	D
		McCarthy Boulevard	I-880	AM	2	15	B
				PM	2	54	E
	Westbound	I-880	McCarthy Boulevard	AM	2	164	F
				PM	2	29	D
		McCarthy Boulevard	Zanker Road	AM	2	147	F
				PM	2	94	F
I-680[4]	Northbound	Capitol Avenue	Montague Expressway	AM	4	39	D
				PM	4	22	C
		Montague Expressway	Yosemite Drive	AM	4	30	D
				PM	4	28	D
		Yosemite Drive	Calaveras Blvd. (SR 237)	AM	4	48	E
				PM	4	44	D

TABLE 6
EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway	Direction	From	To	Peak Hour	Lanes	Density[1]	LOS[2]
		Calaveras Blvd. (SR 237)	Jacklin Road	AM PM	3 3	41 95	D F
		Jacklin Road	Scott Creek Road	AM PM	3 3	35 80	D F
		Scott Creek Road	Mission Blvd. (SR 262)[3]	AM PM	3 3	33 73	D F
	Southbound	Mission Blvd. (SR 262)	Scott Creek Road[3]	AM PM	3 3	38 28	D D
		Scott Creek Road	Jacklin Road	AM PM	3 3	33 29	D D
		Jacklin Road	Calaveras Blvd. (SR 237)	AM PM	3 3	36 28	D D
		Calaveras Blvd. (SR 237)	Yosemite Drive	AM PM	4 4	25 53	C E
		Yosemite Drive	Montague Expressway	AM PM	4 4	31 92	D F
		Montague Expressway	Capitol Avenue	AM PM	4 4	23 98	C F

Notes:

1 Measured in passenger cars per mile per lane.

2 LOS = level of service.

3 Density is calculated by using the travel speed from the adjacent segment, as well as the volume (flow) from the adjacent segment adjusted by the volume entering/exiting the freeway at the interchange.

4 The high-occupancy vehicle (HOV) lanes were not analyzed because project traffic is expected to utilize the mixed-flow lanes while entering and exiting the freeway.

Source: VTA, December 2006.

FIELD OBSERVATIONS

Field observations of the key intersections were conducted in August, September, and December 2007 to verify the calculated operations. In general, the observations indicated that most of the study intersections are operating at or near the calculated levels of service.

During the AM peak period, westbound traffic on Calaveras Boulevard queued back from the I-880 northbound and southbound interchange intersections to the upstream intersections. The high traffic volume limited the ability of vehicles on the I-880 southbound off-ramp to turn right on red. Queues at the other study intersections were less substantial.

During the PM peak period, eastbound traffic on Calaveras Boulevard queued back from the I-880 northbound interchange intersection over the freeway towards the preceding intersection. The high traffic volume limited the ability of vehicles on the I-880 northbound off-ramp to turn right on red. In addition, eastbound traffic on Tasman Drive queued out of the left-turn pocket at McCarthy Boulevard and blocked through traffic. Queues at the other study intersections did not have a substantial effect on traffic flow.

During the PM peak period, eastbound vehicles turning left from Great Mall Parkway to Montague Expressway queued to the upstream intersection at Great Mall Parkway/Centre Pointe Drive. Congestion in the eastbound direction was observed throughout the Montague Expressway corridor.

Barber Lane had low traffic volumes, no noticeable congestion, and few turning movement conflicts. On-street parking, which is restricted to the east side of the street, was heavily utilized during the lunch hour. However, few cars were parked on the street during the PM peak hour.

3. BACKGROUND CONDITIONS

This chapter discusses the operations of the key intersections with existing traffic volumes plus traffic generated from surrounding projects that have been approved but not yet constructed or occupied. Background Conditions serve as the basis for identifying project impacts.

BACKGROUND TRAFFIC ESTIMATES

Traffic volumes for Background Conditions were estimated by adding traffic generated by approved but not yet constructed or occupied developments to existing traffic volumes. A list of approved projects and their available traffic projections was provided by Milpitas and San Jose City staff. Traffic associated with Phase 1 of the North San Jose development plan was included in this scenario. This scenario also includes traffic associated with the approved build-out and re-occupancy of the Veritas Office Campus (991,000 s.f.) located on McCarthy Boulevard north of SR 237. Figure 7 illustrates the traffic volumes at the key intersections under Background Conditions.

BACKGROUND ROADWAY IMPROVEMENTS

Montague Expressway will be widened from six to eight lanes between Lick Mill Boulevard and I-680 to provide three mixed-flow lanes and one HOV lane in each direction. Several of the study intersection along Montague Expressway have already been widened to accommodate the additional lanes, and these improvements have already been accounted for under existing conditions and included in background conditions. The HOV lanes are expected to operate in both directions during AM and PM commute periods on Montague Expressway at Great Mall Parkway.

The southbound approach at the intersection of McCarthy Boulevard and Tasman Drive will be restriped from its current geometry (two left-turn lanes, one through lane, and one shared-through-right turn lane) to a geometry that includes two left-turn lanes, one through lane, and one right turn lane with a cooresponding overlap phase.

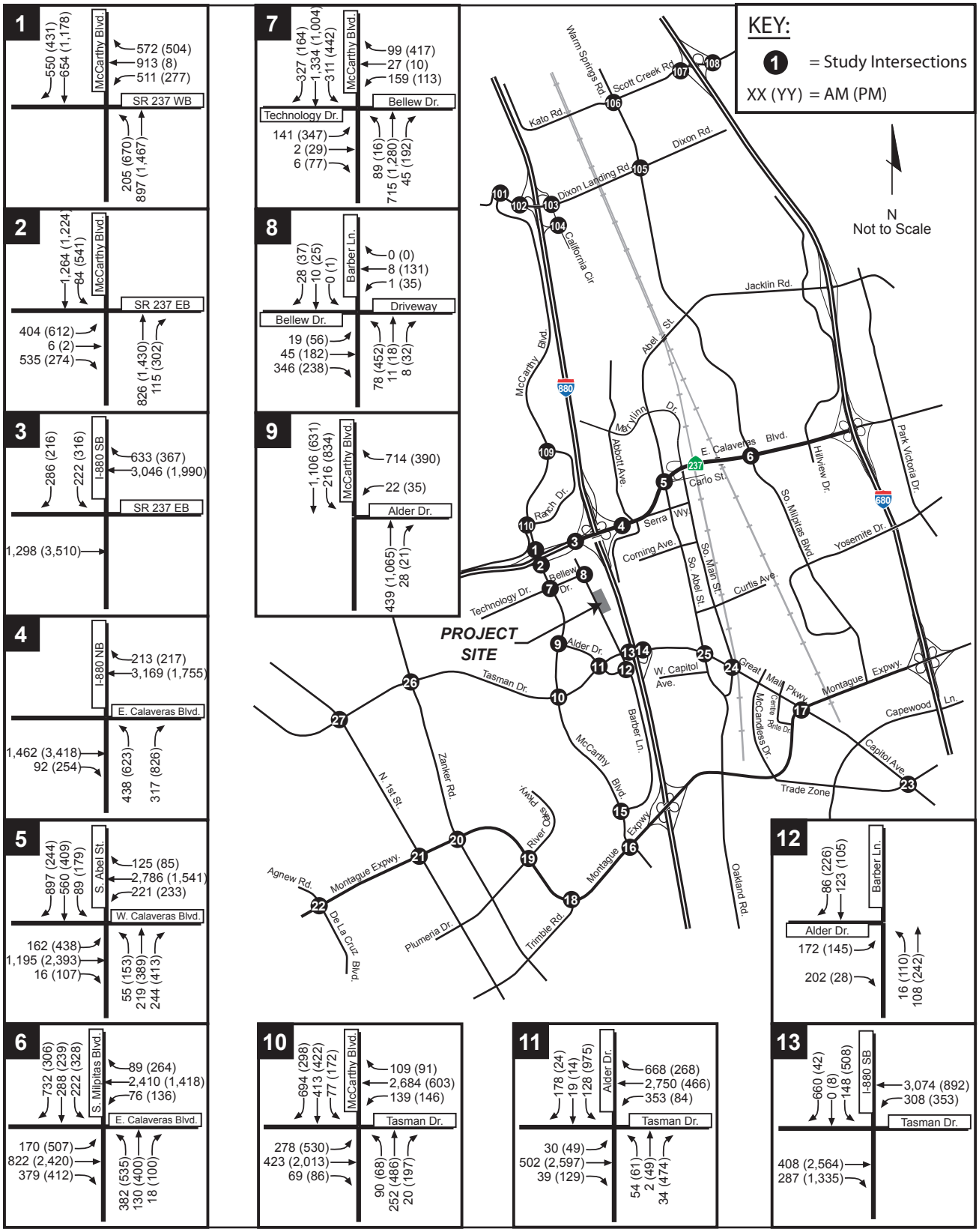
The County of Santa Clara is planning to construct a flyover to serve westbound Montague Expressway to southbound Trimble Road. No other background improvements were identified at the other study intersections.

BACKGROUND INTERSECTION LEVELS OF SERVICE

Level-of-service calculations were conducted for the key intersections to evaluate their operations under Background Conditions. The results of the LOS analysis are presented in Table 7. Appendix B contains the corresponding calculation sheets.

The following 14 intersections are projected to exceed their LOS standards and operate at unacceptable levels:

- Calaveras Boulevard / I-880 SB Ramps (LOS F, PM peak)
- W. Calaveras Boulevard / Abel Street (LOS F, AM peak)
- E. Calaveras Boulevard / S. Milpitas Boulevard (LOS F, AM peak)
- Alder Drive / McCarthy Boulevard (LOS E, PM peak)



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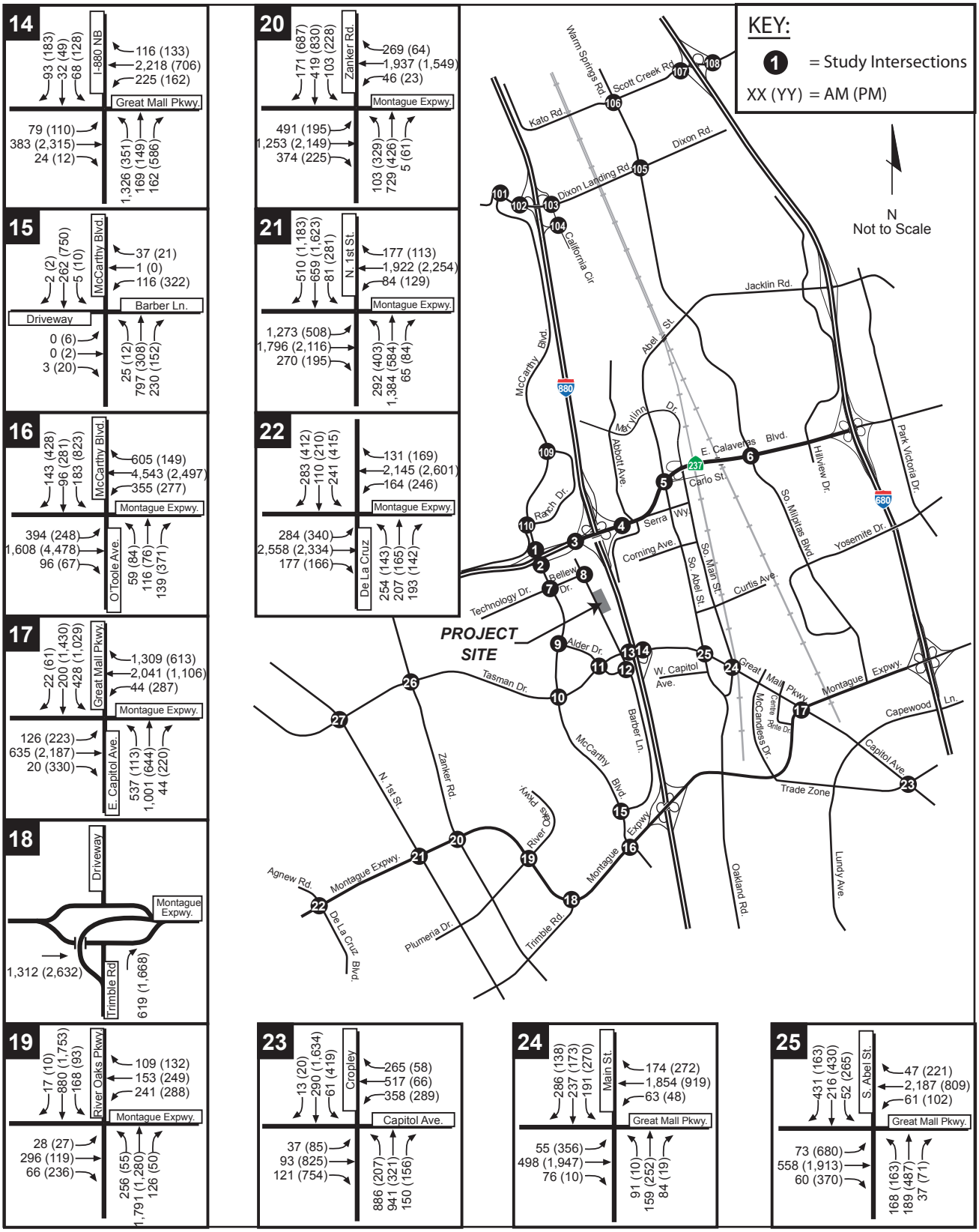
BACKGROUND PEAK-HOUR INTERSECTION VOLUMES

FIGURE 7A



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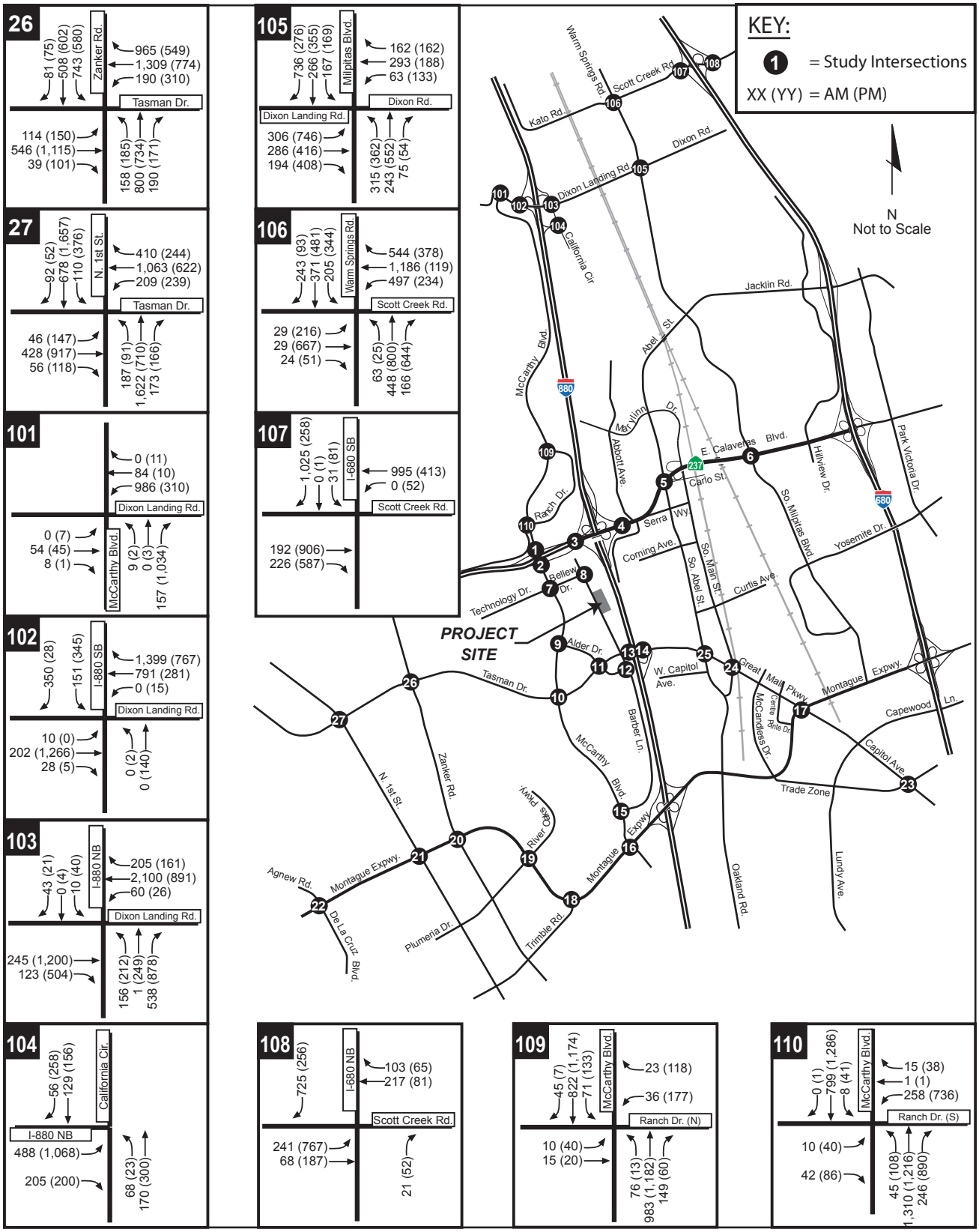
BACKGROUND PEAK-HOUR INTERSECTION VOLUMES

FIGURE 7B



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BACKGROUND PEAK-HOUR INTERSECTION VOLUMES

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FIGURE 7C

- McCarthy Boulevard / Tasman Drive (LOS F, AM peak)
- Alder Drive / Tasman Drive (LOS F, PM peak)
- Tasman Drive / I-880 SB Ramps (LOS E, PM peak)
- Great Mall Parkway / I-880 NB Ramps (LOS E, AM peak; LOS E+, PM peak)
- McCarthy Boulevard-O'Toole Avenue / Montague Expressway (LOS F, PM peak)
- Montague Expressway / Great Mall Parkway-Capitol Avenue (LOS F, PM peak)
- Montague Expressway/ Zanker Road (LOS E, PM peak)
- Montague Expressway / First Street (LOS F, AM and PM peak)
- Capitol Avenue / Cropley Drive – Trade Zone Boulevard (LOS E, PM peak)
- Dixon Landing Road / N. Milpitas Boulevard (LOS E, AM and PM peak)

TABLE 7
BACKGROUND INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Delay[1]	LOS[2]
1. McCarthy Blvd / SR 237 WB Ramps [M]	AM PM	17.9 24.9	B C
2. McCarthy Blvd / SR 237 EB Ramps [M]	AM PM	15.9 16.6	B B
3. SR 237 / I-880 SB Ramps [M]	AM PM	11.2 9.5	B+ A
4. Calaveras Blvd (SR237) / I-880 NB Ramps [M]	AM PM	22.6 89.3	C+ F
5. Calaveras Blvd / Abel Street [CMP/M]	AM PM	89.2 53.0	F D-
6. Calaveras Blvd / Milpitas Blvd [CMP/M]	AM PM	127.0 45.7	F D
7. McCarthy Blvd / Bellew Dr [M]	AM PM	24.0 51.1	C D-
8. Bellew Dr / Barber Ln [M]	AM PM	10.9 18.5	B+ B-
9. McCarthy Blvd / Alder Dr [M]	AM PM	17.2 61.5	B E
10. McCarthy Blvd / Tasman Dr [M]	AM PM	59.8 41.9	E+ D
11. Tasman Dr / Alder Dr [M]	AM PM	21.4 137.0	C+ F
12. Barber Ln / Alder Dr [M]	AM PM	14.0 13.7	B B
13. Tasman Dr / I-880 SB Ramps [M]	AM PM	23.0 61.7	C+ E

TABLE 7
BACKGROUND INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Delay[1]	LOS[2]
14. Great Mall Parkway / I-880 NB Ramps [M]	AM PM	61.0 58.7	E E+
15. McCarthy Blvd / Barber Ln [M]	AM PM	16.2 24.0	B C
16. McCarthy Blvd-O'Toole / Montague Expy [CMP/SJ/M]	AM PM	53.4 116.3	D- F
17. Montague Expy / Great Mall Parkway-Capitol Ave [CMP/M]	AM PM	79.8 94.6	E- F
18. Montague Expy / Trimble Rd [CMP/SJ]	AM PM	23.7 35.7	C D+
19. Montague Expy / River Oaks Parkway-E. Plumeria Rd [SJ]	AM PM	43.9 43.7	D D
20. Montague Expy / Zanker Rd [CMP/SJ]	AM PM	50.8 71.8	D E
21. Montague Expy / N. 1st St. [CMP/SJ]	AM PM	106.4 107.4	F F
22. Montague Expy / De la Cruz Blvd – Agnew Rd [CMP/SC]	AM PM	40.1 47.6	D D
23. Capitol Ave / Cropley Dr-Trade Zone Blvd [SJ]	AM PM	36.4 62.1	D+ E
24. Great Mall Parkway / Main Street [M]	AM PM	25.8 39.6	C D
25. Great Mall Parkway / Abel St [M]	AM PM	49.5 44.8	D D
26. Tasman Dr. / Zanker Rd [SJ]	AM PM	39.7 39.1	D D
27. Tasman Dr. / N. 1st St. [SJ]	AM PM	40.1 49.0	D D
101. Dixon Landing Rd / McCarthy Blvd [F]	AM PM	10.0 9.4	B+ A
102. Dixon Landing Rd / I-880 SB Ramps [M]	AM PM	9.9 7.8	A A
103. Dixon Landing Rd / I-880 NB Ramps – California Circle [M]	AM PM	16.9 21.5	B C+
104. California Circle / I-880 NB Ramps [M]	AM PM	12.6 15.3	B B
105. Dixon Landing Rd / N. Milpitas Blvd [M]	AM PM	67.0 62.2	E E
106. Scott Creek Rd. / Warm Springs Blvd. [F]	AM PM	28.1 36.3	C D+
107. Scott Creek Rd. / I-680 SB Ramps [Unsignalized] [F]	AM PM	19.8 13.6	C B
108. Scott Creek Rd. / I-680 NB Ramps [Unsignalized] [F]	AM PM	8.2 9.5	A A
109. McCarthy Blvd / Ranch Dr North [M]	AM PM	11.7 14.0	B+ B
110. McCarthy Blvd / Ranch Dr South [M]	AM PM	14.7 20.9	B C+

TABLE 7
BACKGROUND INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Delay[1]	LOS[2]

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

(CMP) Congestion Management Program intersection, (F) City of Fremont intersection, (M) City of Milpitas intersection,

(SC) City of Santa Clara intersection, (SJ) City of San Jose intersection

4. PROJECT CONDITIONS

The impacts of the proposed project on the surrounding roadway system are discussed in this chapter. First, the method used to estimate the amount of traffic generated by the project is described. Then, the results of the level of service calculations for Project Conditions are presented. Project Conditions are defined as Background Conditions plus traffic generated by the proposed project. A comparison of intersection operations under Background and Project Conditions are presented and the impacts of the project on the study intersections are discussed. Site access, on-site circulation, and parking are addressed in this chapter.

PROJECT TRAFFIC ESTIMATES

The amount of traffic added to the roadway system by the proposed development is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of added traffic to the roadway network. The second step estimates the direction of travel to and from the project site. The trips are assigned to specific street segments and intersection turning movements during the third step. The results of this process for the proposed project are described in the following sections.

Trip Generation

The amount of traffic added to the surrounding roadway system by the proposed project was estimated by applying the appropriate trip generation rates to the development proposal. Trip generation rates for Condominium, Office, and Specialty Retail land uses identified in *San Diego Traffic Generators* (San Diego Association of Governments, April 2002) were used to estimate project trip generation. The rates are presented in Table 7.

According to VTA guidelines (*Transportation Impact Analysis Guidelines*, May 1998), reductions may be applied to the trip estimates for mixed-use projects and for sites that are located in close proximity to transit facilities. The following mixed-use reductions were applied:

- 13% reduction for retail and housing
- 3% reduction for employment and retail
- 3% reductions for employment and housing

VTA specifies reductions that may be applied for development located within a maximum 2,000-foot walk of light rail, Caltrain, and major bus lines. The project does not qualify for this reduction because it is located approximately 2,500 feet from the I-880/Milpitas Light-Rail Station, which is located at the Tasman Drive/Alder Drive intersection.

In addition, a 25-percent reduction for diverted-link trips was applied to the retail use to account for vehicles that are already traveling on the roadways adjacent to the project site. These trips are included in the analysis of traffic that enters and exits the project site but are not considered “new” trips that are added to the street system by the project.

The project trip generation estimates are presented in Table 8. The proposed project is estimated to generate 9,454 net new daily trips, 449 net new AM peak-hour trips (224 inbound and 225 outbound) and 736 net new PM peak-hour trips (389 inbound and 347 outbound).

TABLE 8
PROJECT TRIP GENERATION RATES AND ESTIMATES

Land Use	Size (sf or units)	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Condominium	1	8	0.128	0.512	0.64	0.56	0.24	0.80
Standard Commercial Office	1,000	20	2.53	0.28	2.80	0.52	2.08	2.60
Specialty Retail/Strip Commercial	1,000	40	0.72	0.48	1.20	1.80	1.80	3.60
Trip Estimates								
Retail	148.805	5,952	107	72	179	268	268	536
Housing-Retail Reduction (13% off housing)[1]		-390	-14	-9	-23	-12	-27	-39
Employment-Retail Reduction (3% off office)		-29	0	-4	-4	-3	-1	-4
Diverted Link Trips (25% off retail)		-1,488	-23	-22	-45	-67	-66	-133
Net Retail Trips		*5,952*	*70*	*37*	*107*	*186*	*174*	*360*
Office	48.960	979	123	14	137	25	102	127
Housing-Employment Reduction (3% off office)		-29	-4	0	-4	-1	-3	-4
Employment-Retail Reduction (3% off office)		-29	-4	0	-4	-1	-3	-4
Net Office Trips		*921*	*115*	*14*	*129*	*23*	*96*	*119*
Condominiums	375	3,000	48	192	240	210	90	300
Housing-Employment Reduction (3% off office)		-29	0	-4	-4	-3	-1	-4
Housing-Retail Reduction (13% off housing)[1]		-390	-9	-14	-23	-27	-12	-39
Net Residential Trips		*2,581*	*39*	*174*	*213*	*180*	*77*	*257*
Net Total Trips		**9,454**	**224**	**225**	**449**	**389**	**347**	**736**

Note:

1 Housing-retail reduction taken off the smaller trip generator. Housing is the smaller generator for daily and PM peak hour trips; Retail is the smaller generator during the AM peak hour.

Source: *San Diego Traffic Generators*, SANDAG, April 2002.

Trip Distribution

The directions of approach and departure for the proposed project were estimated using VTA's travel demand forecasting model, existing travel patterns, and the relative locations of complementary land uses. The major directions of approach and departure form the trip distribution pattern for the project's residential, commercial, and office components, as illustrated in Figures 8, 9 and 10, respectively.

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RESIDENTIAL TRIP DISTRIBUTION

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FIGURE 8

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COMMERCIAL TRIP DISTRIBUTION

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FIGURE 9

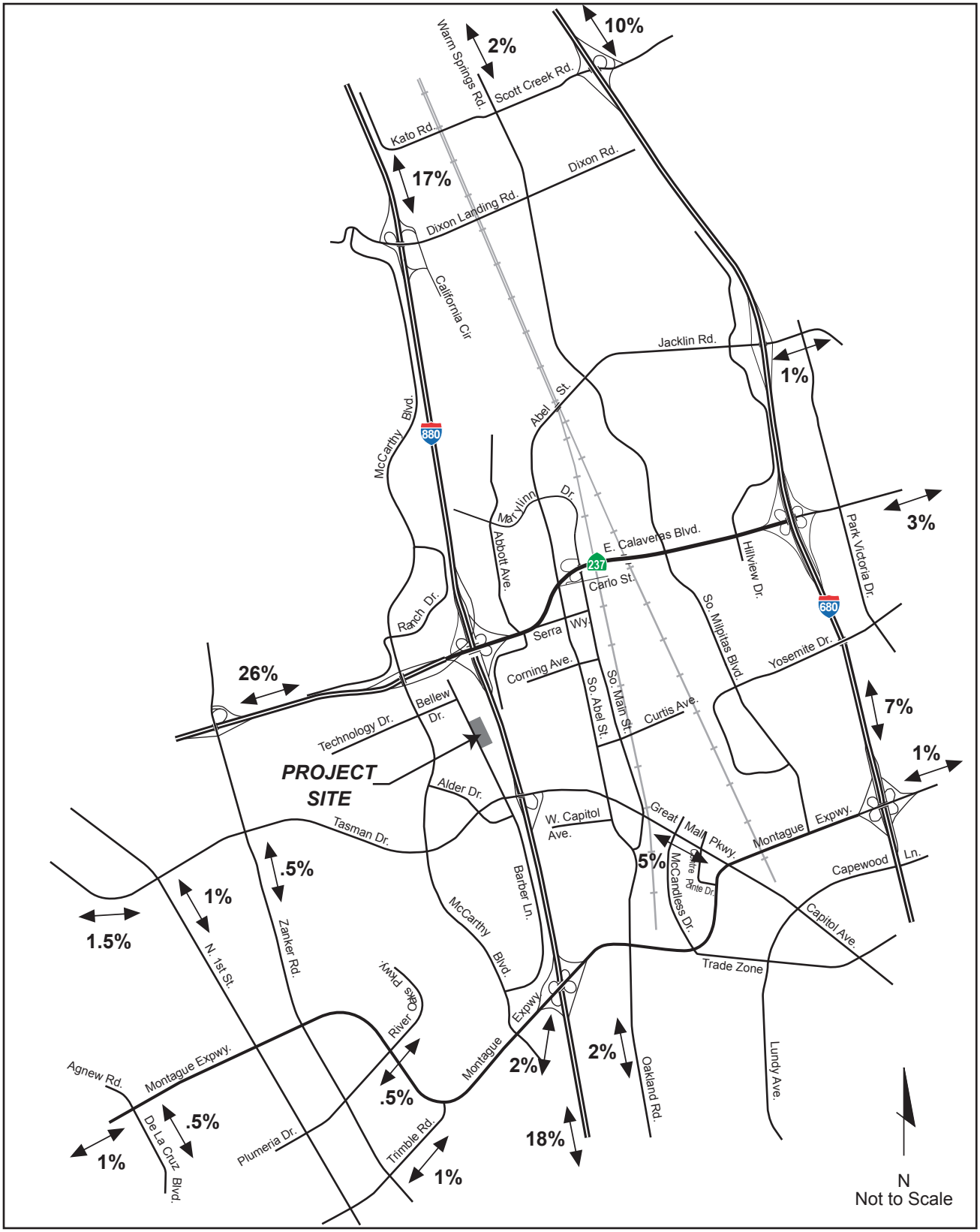

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FIGURE 10

Trip Assignment

The trips generated by the project were assigned to the roadway system based on the directions of approach and departure discussed above. Figure 11 shows the AM and PM peak-hour project trips assigned to each turning movement at the study intersections. Project trips were added to background traffic volumes to establish intersection volumes for Project Conditions, as shown in Figure 11.

PROJECT INTERSECTION LEVELS OF SERVICE

The results of the intersection level of service calculations for Project Conditions are presented in Table 8. Appendix B contains the corresponding calculation sheets. The results for Background Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Background and Project Conditions are used to identify significant impacts.

AM & PM Peak Hour

The addition of project traffic will degrade the level of service rating at McCarthy Boulevard/Bellew Drive to an unacceptable level and exacerbate unacceptable operations at the 14 intersections identified under Background Conditions.

TABLE 9
PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Project				Mitigated Project	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
1. McCarthy Blvd / SR 237 WB Ramps [M]	AM	17.9	B	18.1	B-	0.013	0.3		
	PM	24.9	C	25.5	C	0.009	1.3		
2. McCarthy Blvd / SR 237 EB Ramps [M]	AM	15.9	B	16.5	B	0.053	1.1		
	PM	16.6	B	17.4	B	0.054	1.5		
3. SR 237 / I-880 SB Ramps [M]	AM	11.2	B+	12.0	B	0.025	1.1		
	PM	9.5	A	10.9	B+	0.043	2.2		
4. Calaveras Blvd (SR237) / I-880 NB Ramps [M]	AM	22.6	C+	22.8	C+	0.009	0.2	22.8	C+
	PM	89.3	F	**92.8**	**F**	**0.014**	**6.0**	42.8	D
5. Calaveras Blvd / Abel Street [CMP/M]	AM	89.2	F	91.6	F	0.009	4.0		
	PM	53.0	D-	54.1	D-	0.011	1.3		
6. Calaveras Blvd / Milpitas Blvd [CMP/M]	AM	127.0	F	**130.5**	**F**	**0.013**	**5.3**	78.2	E-
	PM	45.7	D	46.3	D	0.016	1.5	44.9	D
7. McCarthy Blvd / Bellew Dr [M]	AM	24.0	C	24.3	C	0.000	0.0	23.7	C
	PM	51.1	D-	**73.5**	**E**	**0.080**	**38.1**	45.5	D

TABLE 9
PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Project				Mitigated Project	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
8. Bellew Dr / Barber Ln [M]	AM	10.9	B+	13.1	B	0.101	0.5	13.0	B
	PM	18.5	B-	**68.6**	**E**	**0.210**	**84.4**	51.8	D-
9. McCarthy Blvd / Alder Dr [M]	AM	17.2	B	17.2	B	0.000	0.0		
	PM	61.5	E	62.0	E	0.002	0.9		
10. McCarthy Blvd / Tasman Dr [M]	AM	59.8	E+	60.3	E	0.002	0.5		
	PM	41.9	D	42.1	D	0.006	0.2		
11. Tasman Dr / Alder Dr [M]	AM	21.4	C+	22.0	C+	0.007	0.2	Significant and Unavoidable	
	PM	137.0	F	**> 150**	**F**	**0.102**	**28.8**		
12. Barber Ln / Alder Dr [M]	AM	14.0	B	15.2	B	0.070	0.4		
	PM	13.7	B	17.6	B	0.100	0.0		
13. Tasman Dr / I-880 SB Ramps [M]	AM	23.0	C+	23.3	C	0.009	0.3	Significant and Unavoidable	
	PM	61.7	E	**66.1**	**E**	**0.033**	**13.6**		
14. Great Mall Parkway / I-880 NB Ramps [M]	AM	61.0	E	**87.6**	**F**	**0.011**	**36.0**	Significant and Unavoidable	
	PM	58.7	E+	60.6	E	-0.003	3.8		
15. McCarthy Blvd / Barber Ln [M]	AM	16.2	B	17.9	B	0.034	2.5		
	PM	24.0	C	26.6	C	0.048	4.2		
16. McCarthy Blvd-O'Toole / Montague Expy [CMP/SJ/M]	AM	53.4	D-	**56.3**	**E+**	**0.012**	**4.4**	40.6	D
	PM	116.3	F	**120.5**	**F**	**0. 013**	**6.1**	65.6	E
17. Montague Expy / Great Mall Parkway-Capitol Ave [CMP/M]	AM	79.8	E-	**80.7**	**F**	**0.004**	**1.5**	Significant and Unavoidable	
	PM	96.6	F	**96.6**	**F**	**0.009**	**4.1**		
18. Montague Expy / Trimble Rd [CMP/SJ]	AM	26.2	C	23.7	C	0.003	0.0		
	PM	38.9	D+	36.0	D	0.009	0.2		
19. Montague Expy / River Oaks Parkway-E. Plumeria Rd [SJ]	AM	44.0	D	42.3	D	0.004	-0.1		
	PM	43.7	D	44.8	D	0.025	1.9		
20. Montague Expy / Zanker Rd [CMP/SJ]	AM	50.8	D	50.7	D	0.003	0.0		
	PM	71.8	E	72.2	E	0.004	0.8		
21. Montague Expy / N. 1st St. [CMP/SJ]	AM	146.0	F	107.0	F	0.003	1.1		
	PM	> 150	F	108.5	F	0.003	1.1		
22. Montague Expy / De la Cruz Blvd – Agnew Rd [CMP/SC]	AM	40.3	D	40.1	D	0.002	0.0		
	PM	47.6	D	47.8	D	0.003	0.5		
23. Capitol Ave / Cropley Dr-Trade Zone Blvd [SJ]	AM	36.4	D+	39.4	D	0.055	3.2		
	PM	62.1	E	62.9	E	0.005	1.1		

TABLE 9
PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Project				Mitigated Project	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
24. Great Mall Parkway / Main Street [M]	AM	31.8	C	25.7	C	0.002	0.0		
	PM	39.6	D	39.6	D	0.003	-0.1		
25. Great Mall Parkway / Abel St [M]	AM	41.2	D	49.6	D	0.003	0.3		
	PM	44.8	D	44.9	D	0.003	0.1		
26. Tasman Dr. / Zanker Rd [SJ]	AM	39.5	D	39.7	D	0.003	0.2		
	PM	39.1	D	39.2	D	0.004	0.1		
27. Tasman Dr. / N. 1st St. [SJ]	AM	39.9	D	40.3	D	0.002	0.2		
	PM	49.0	D	49.3	D	0.003	0.6		
101. Dixon Landing Rd / McCarthy Blvd [F]	AM	10.0	B+	9.9	B+	0.001	0.0		
	PM	9.4	A	9.5	A	0.006	-4.5		
102. Dixon Landing Rd / I-880 SB Ramps [M]	AM	9.9	A	9.8	A	0.001	0.0		
	PM	7.8	A	13.4	B	0.089	5.3		
103. Dixon Landing Rd / I-880 NB Ramps – California Circle [M]	AM	16.9	B	16.9	B	0.001	0.0		
	PM	21.5	C+	21.5	C+	0.001	0.0		
104. California Circle / I-880 NB Ramps [M]	AM	12.6	B	12.6	B	0.000	0.0		
	PM	15.3	B	15.3	B	0.000	0.0		
105. Dixon Landing Rd / N. Milpitas Blvd [M]	AM	67.0	E	68.5	E	0.009	2.4		
	PM	62.2	E	63.3	E	0.010	2.5		
106. Scott Creek Rd. / Warm Springs Blvd. [F]	AM	28.1	C	28.3	C	0.003	0.2		
	PM	36.3	D+	36.3	D+	0.000	0.0		
107. Scott Creek Rd. / I-680 SB Ramps [Unsignalized] [F]	AM	19.8	C	19.8	C				
	PM	13.6	B	13.6	B				
108. Scott Creek Rd. / I-680 NB Ramps [Unsignalized] [F]	AM	8.2	A	8.2	A				
	PM	9.5	A	9.7	A				
109. McCarthy Blvd / Ranch Dr North [M]	AM	11.6	B+	13.3	B	0.005	0.1		
	PM	14.0	B	16.9	B	0.004	0.1		
110. McCarthy Blvd / Ranch Dr South [M]	AM	14.6	B	20.2	B-	0.005	10.0		
	PM	20.9	C+	20.7	C+	-0.231	-1.3		

TABLE 9
PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Project				Mitigated Project	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Background and Project Conditions.

4 Change in critical movement delay between Background and Project Conditions.

(CMP) Congestion Management Program intersection, (F) City of Fremont intersection, (M) City of Milpitas intersection,

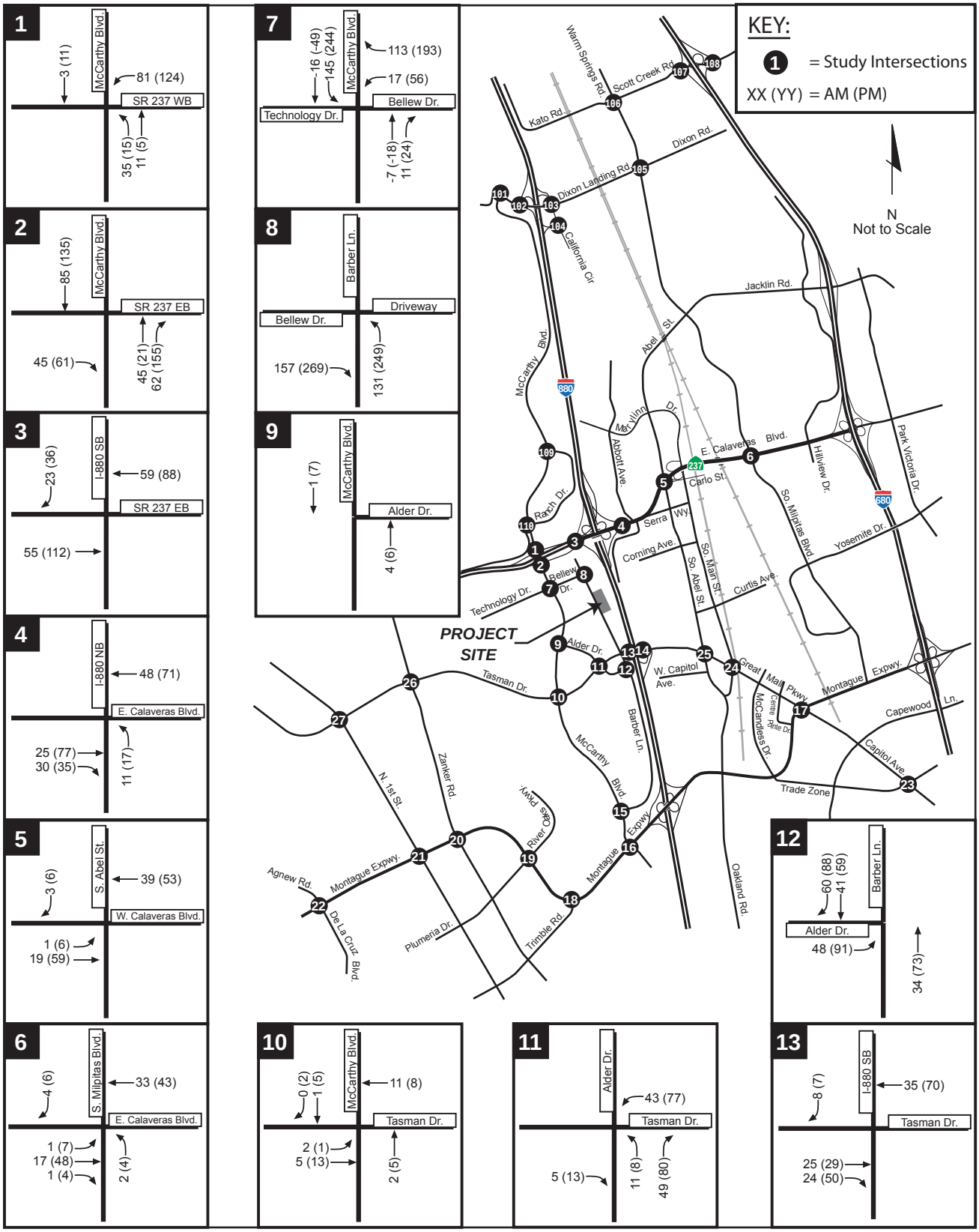
(SC) City of Santa Clara intersection, (SJ) City of San Jose intersection

Bold text denotes intersections with significant impacts.

Midday Peak Hour

A midday analysis was conducted for three intersections in the immediate vicinity of the site due to traffic associated with the adjacent retail and restaurant development (Milpitas Square). Trip generation estimates were calculated using rates developed using survey data. Survey data for mid-day retail use was collected at the existing Ranch 99 (Milpitas Square) complex adjacent to the project site. Rates for residential uses were based on surveys of residential developments in the Bay Area. The following three intersections were evaluated: McCarthy Boulevard/Bellew Drive, Bellew Drive/Barber Lane, and Barber Lane/Alder Drive. Table 10 presents the results of the midday analysis.

The addition of traffic from Landmark Towers is projected to degrade midday peak-hour operations at Bellew Drive/Barber Lane to unacceptable operations.



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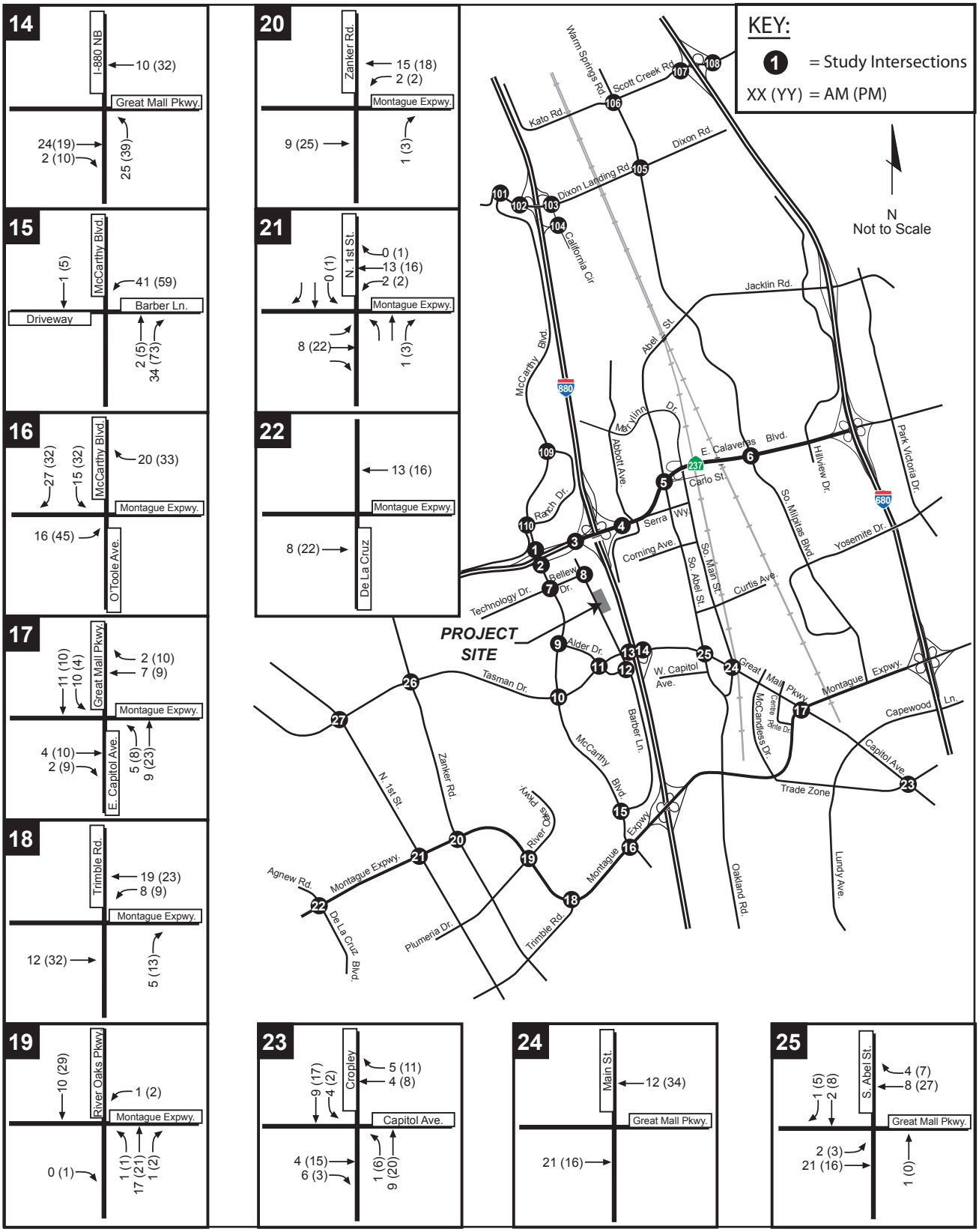
PROJECT TRIP ASSIGNMENT

FIGURE 11A



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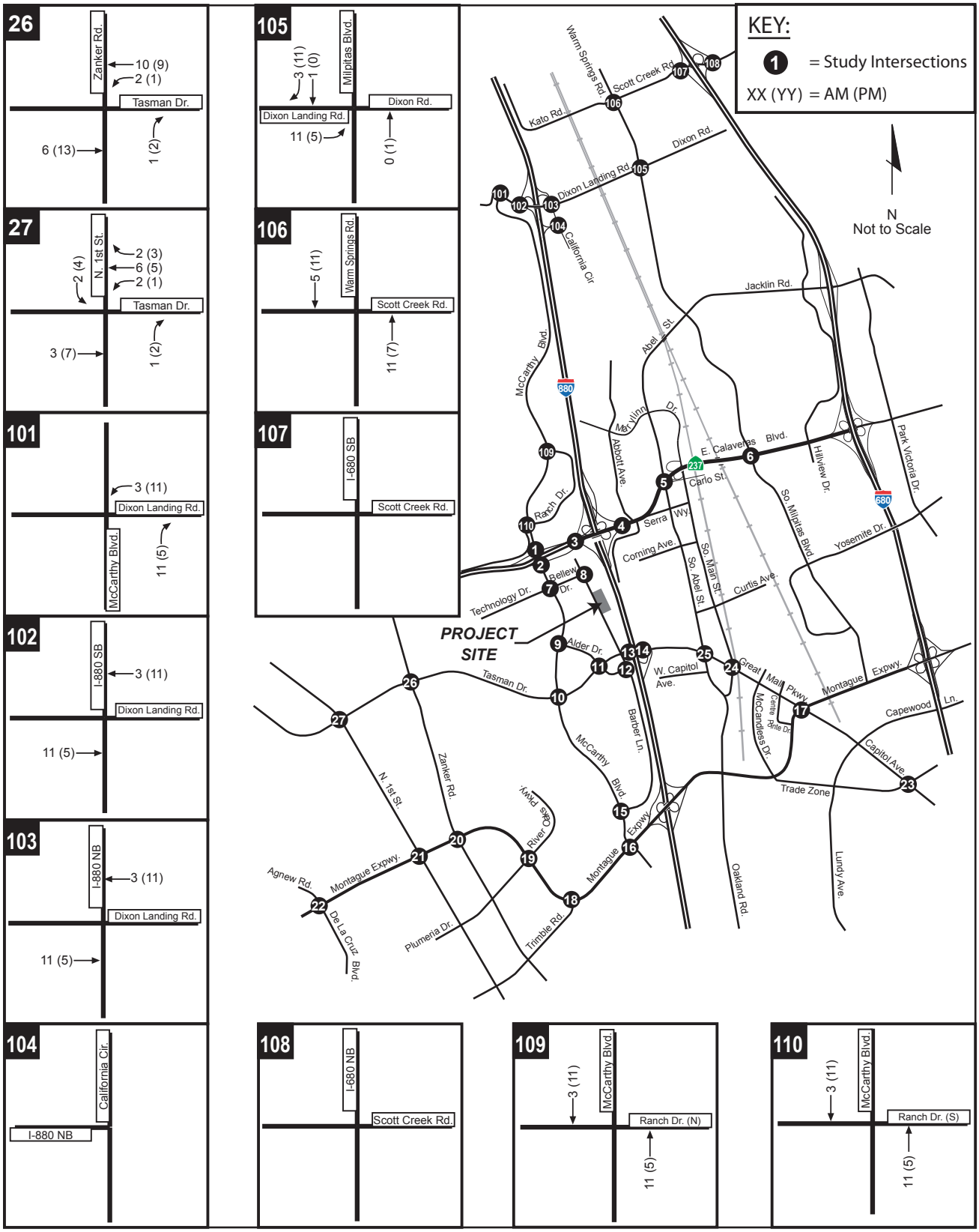
PROJECT TRIP DISTRIBUTION

FIGURE 11B



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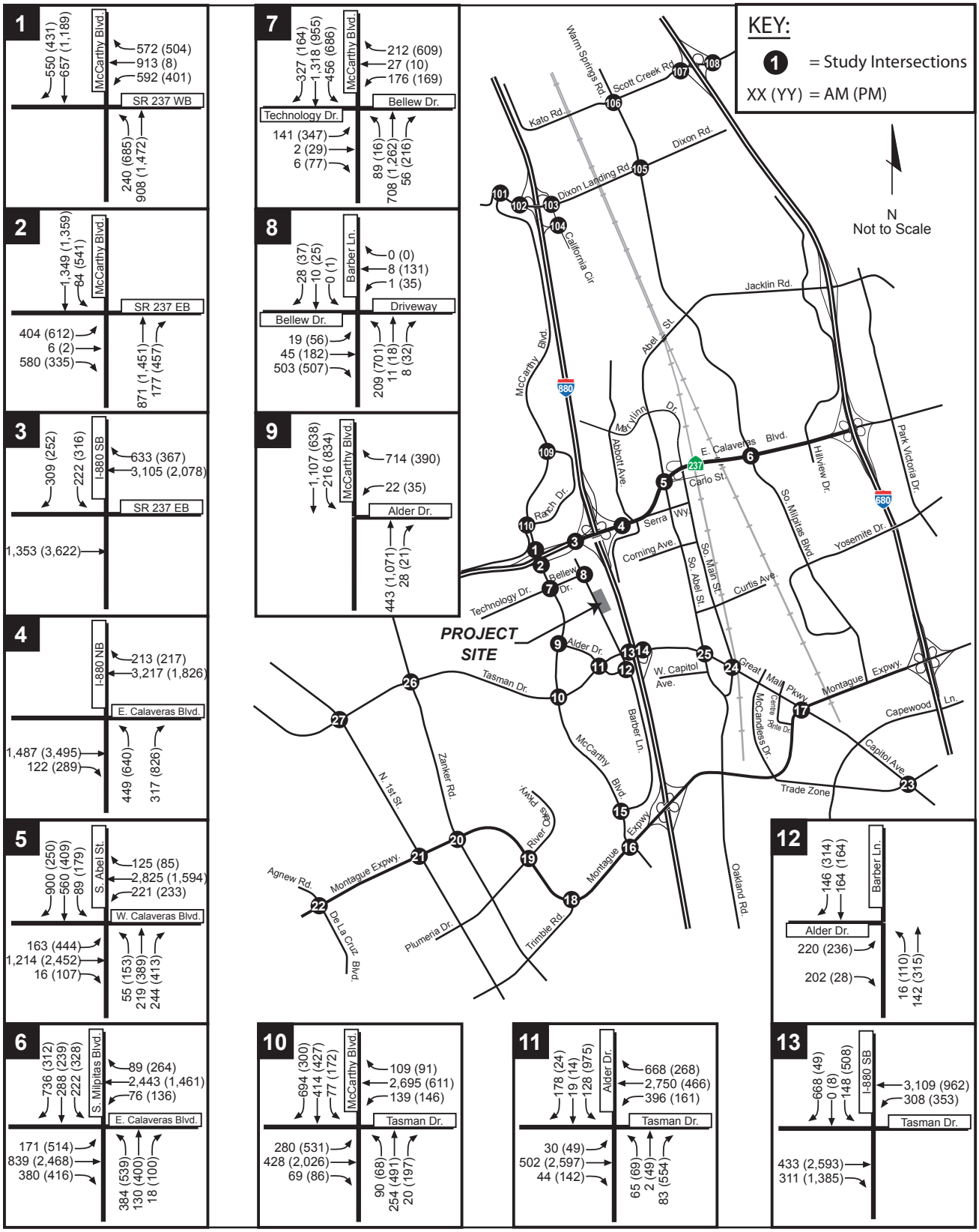
PROJECT TRIP DISTRIBUTION

FIGURE 11C



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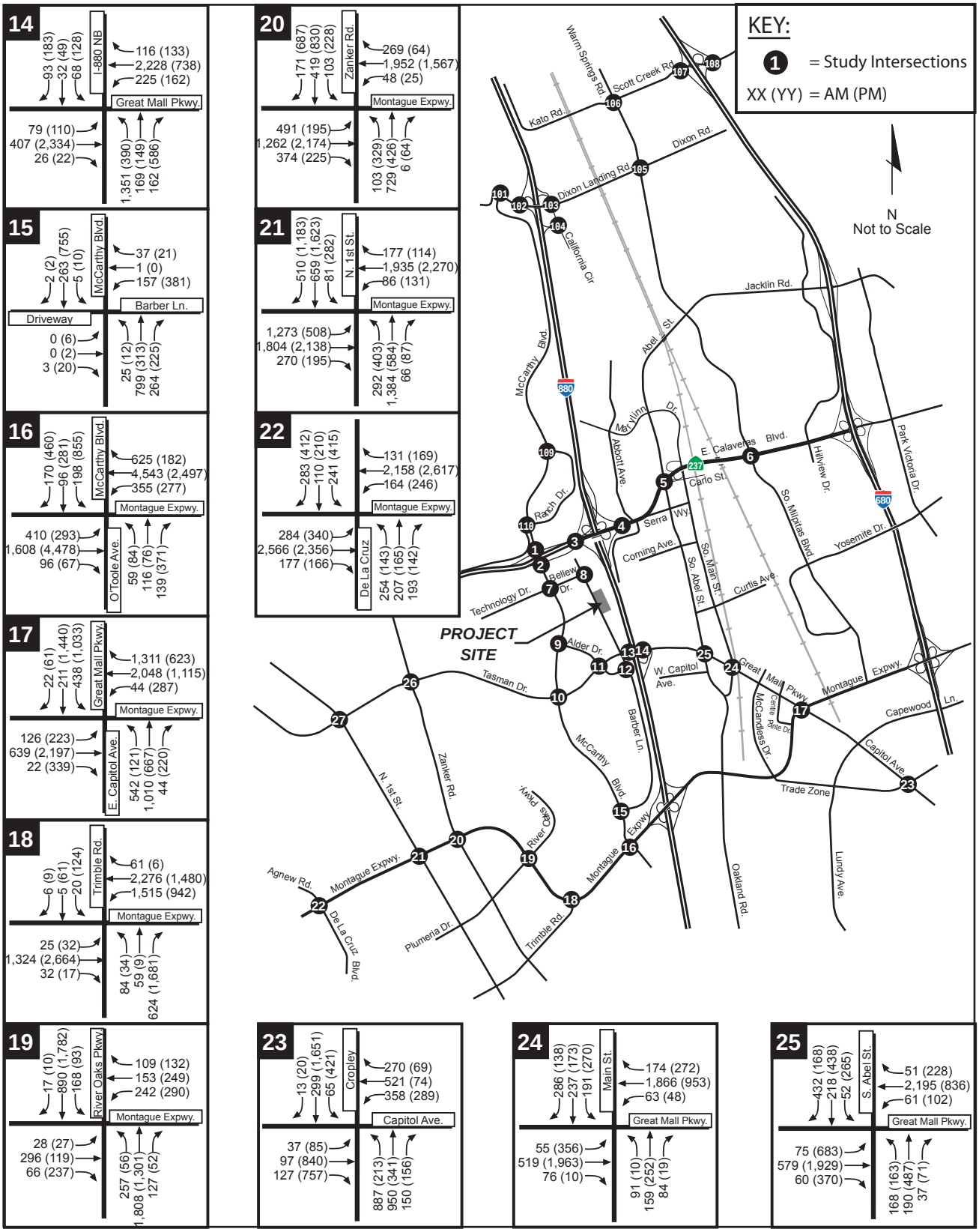
PROJECT PEAK-HOUR INTERSECTION VOLUMES

FIGURE 12A



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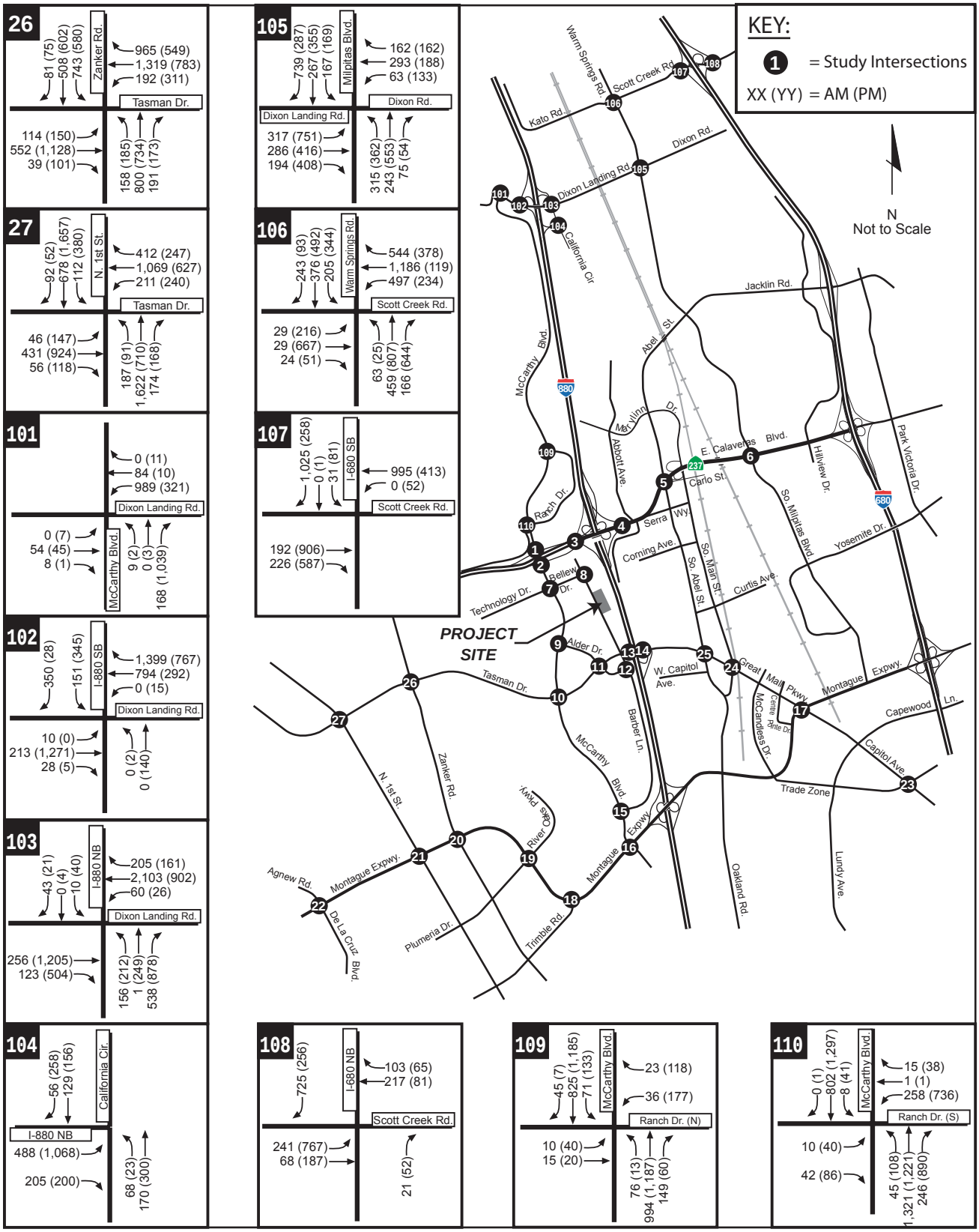
PROJECT PEAK-HOUR INTERSECTION VOLUMES

FIGURE 12B



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PROJECT PEAK-HOUR INTERSECTION VOLUMES

FIGURE 12C

TABLE 10
PROJECT MIDDAY INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing		Project				Mitigated Project	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
Landmark Towers Only									
7. McCarthy Blvd / Bellew Dr [M]	Mid	24.8	C	38.7	D+	0.332	18.9		
8. Bellew Dr / Barber Ln [M]	Mid	43.5	D	**88.2**	**F**	**0.134**	**52.5**	50.5	D
12. Barber Ln / Alder Dr [M]	Mid	15.9	B	24.1	C	0.348	16.5		

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Existing and Project Conditions.

4 Change in critical movement delay between Existing and Project Conditions.

(CMP) Congestion Management Program intersection, (F) City of Fremont intersection, (M) City of Milpitas intersection, (SC) City of Santa Clara intersection, (SJ) City of San Jose intersection

Bold text denotes intersections with significant impacts.

INTERSECTION IMPACT CRITERIA

The impacts of the project were evaluated by comparing the results of the level of service calculations under Project Conditions to the results under Background Conditions.

City of Milpitas, City of Santa Clara, and City of San Jose

Significant impacts at signalized City of Milpitas (non CMP intersections), Santa Clara (non CMP intersections), and San Jose intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F) under Project Conditions.
2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.
3. An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Valley Transportation Authority

Significant impacts at CMP intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS E or better for CMP intersections) under Background Conditions to an unacceptable level (LOS F) under Project Conditions.
2. Exacerbation of unacceptable LOS F operations by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.
3. An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable LOS F operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of Fremont

Significant impacts at signalized City of Fremont intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F) under Project Conditions.
2. Exacerbation of unacceptable operations (LOS E or F) by increasing the average delay by more than 4 seconds.

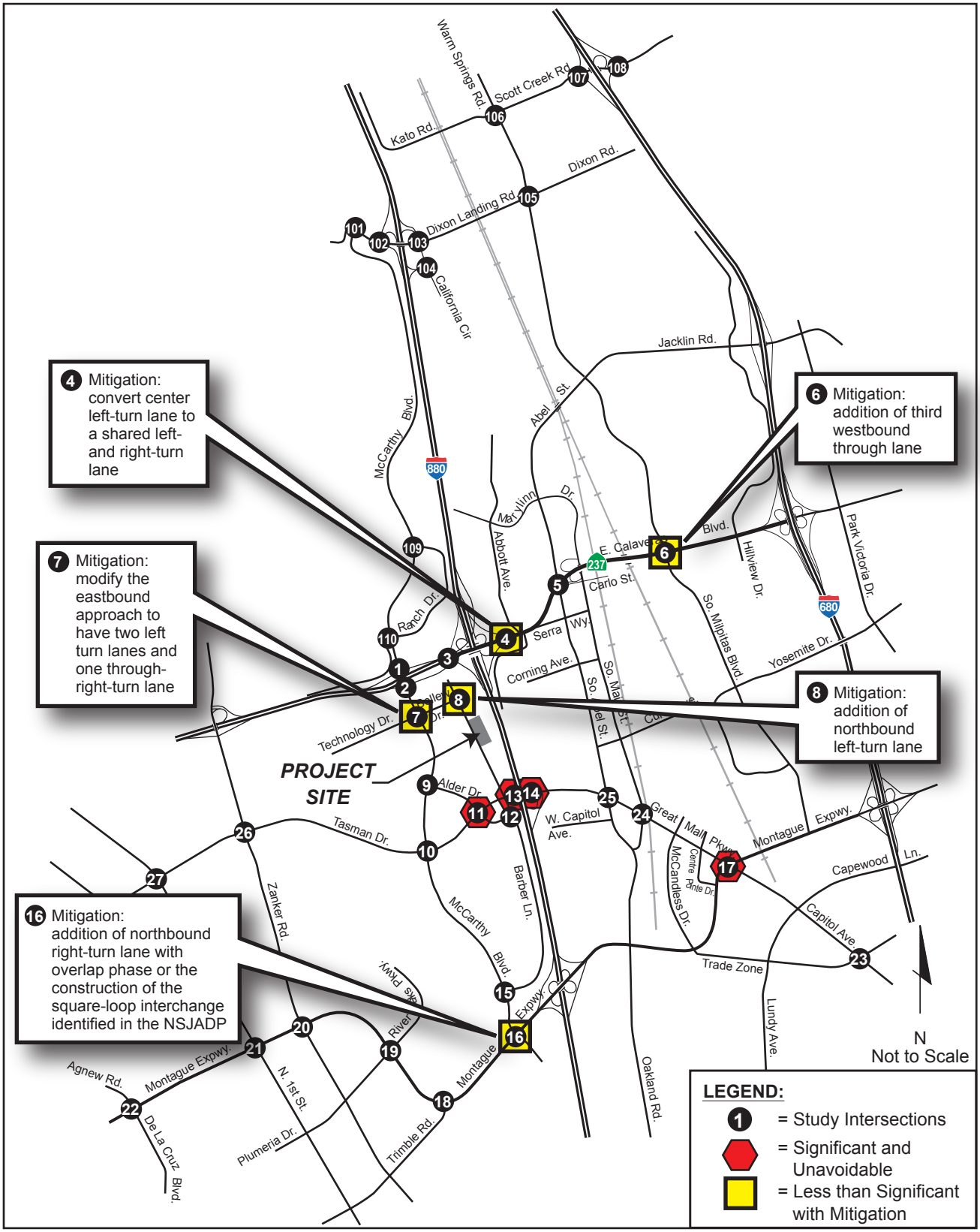
INTERSECTION IMPACTS AND MITIGATION MEASURES

Based on the impact criteria listed above, the proposed project will have a significant impact at nine (9) study intersections. The following measures are recommended to mitigate the significant impacts. Appendix C contains the corresponding mitigation calculation sheets. Figure 13 shows intersection impacts and potential mitigation measures.

City of Milpitas Intersections (non CMP intersections)

Calaveras Boulevard (SR 237) / I-880 NB Ramps – The addition of project traffic exacerbates LOS F operations during the PM peak hour. The conversion of the northbound center left-turn lane to a shared left- and right-turn lane would provide acceptable operations during the PM peak hour. Coordination with Caltrans to implement this improvement will be required. The project's impact will be mitigated to a ***less-than-significant*** level.

McCarthy Boulevard / Bellew Drive – The addition of project traffic degrades intersection operations to an unacceptable level during the PM peak hour. Modification of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would provide LOS D- operations and mitigate the project's impact to a ***less-than significant*** level.



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PROJECT-LEVEL INTERSECTION IMPACTS AND MITIGATION

FIGURE 13

Bellew Drive / Barber Lane – The addition of project traffic causes this intersection to degrade from LOS B- under Background to LOS E under Project Conditions during the PM peak hour. The addition of a northbound left-turn lane would provide acceptable operations during the PM peak hour. During the midday peak hour, the project's impact would be mitigated with the proposed capacity improvement. Thus, the impact is mitigated to a ***less-than-significant*** level.

Alder Drive / Tasman Drive – Traffic from the proposed project exacerbates LOS F operations during the PM peak hour. Conversion of one southbound (Alder Drive) through lane to a left-turn lane to provide a total of three southbound left-turn lanes improves intersection operations; however, this improvement would impact pedestrian and bicycle activity and degrade signal progression along Tasman Drive. Thus, the project impact is **significant and unavoidable**.

Tasman Drive / I-880 SB Ramps – Traffic from the proposed project exacerbates LOS E operations during the PM peak hour. The addition of a free right-turn movement from eastbound Tasman Drive to the southbound I-880 on-ramp would mitigate the impact. However, this improvement is considered infeasible due to right-of-way constraints. The overpass would require widening to accommodate the channelized eastbound right-turn movement and the elevated on-ramp would require widening to accommodate the receiving vehicles from the eastbound approach. These improvements are beyond the scope of an individual development and the improvement is not identified in an adopted Capitol Improvements Program or other funding mechanism that would allow a fair share contribution to this mitigation. Signal coordination with adjacent intersections (i.e., Tasman Drive/Alder Drive and Great Mall Parkway/I-880 NB Ramps) will be the primary method of improving operations. However, the project impact would still be **significant and unavoidable**.

Great Mall Parkway / I-880 NB Ramps – Widening of the northbound I-880 Ramp approach to provide a third dedicated left-turn lane would improve operations of this intersection in both peak hours; however, this mitigation is not considered feasible because right-of-acquisition, relocation of the sound wall and fence, and elimination of neighborhood open space is required to implement the improvement. The proposed mitigation measure would also affect the existing light-rail tracks in the center of Tasman Drive-Great Mall Parkway as modifications may be required to accommodate the receiving traffic from the three left-turning lanes. Signal coordination with adjacent intersections (i.e., Tasman Drive/I-880 SB Ramps) will be the primary method of improving operations. Therefore, the project's impact at this intersection is considered ***significant and unavoidable***..

CMP Intersections

E. Calaveras Boulevard / S. Milpitas Boulevard – Traffic from the proposed project exacerbates LOS F operations during the AM peak hour. Adding a third westbound through lane, which is consistent with improvements identified in the *Valley Transportation Plan 2030*, provides acceptable LOS E- operations during the AM peak hour which is an improvement over Background Conditions. This improvement requires conversion of the separate right-turn lane to a shared through/right-turn lane and a third receiving lane past the intersection. The mitigation measure has a negligible effect on operations during the PM peak hour. The project impact will be mitigated to a ***less-than-significant*** level.

Great Mall Parkway-Capitol Ave / Montague Expressway – Traffic from the proposed project will degrade the intersection operations to LOS F during both peak hours. Regional Planning documents have identified an urban interchange with Great Mall parkway/Capitol Avenue elevated over Montague Expressway (identified in Montague Expressway Improvement Project Final Technical report and the VTP 2030 Plan) The urban interchange would improve peak hour intersection operations. At this time, complete funding for this improvement has not been secured, and the urban interchange cannot be assumed to be completed. Thus, the project's impact at this location is considered significant and unavoidable. Payment of the traffic impact

fees would contribute funding towards improvements at this intersection. No feasible mitigation measures were identified for this intersection. Thus, the project's impact is **significant and unavoidable**.

CMP/San Jose Intersection

McCarthy Boulevard-O'Toole Avenue / Montague Expressway – There are three options that would mitigate the project's impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway to a less than significant level. The developer shall implement one of the following measures, which would reduce the project's impact at the intersection to a less than significant level. The measure to be implemented shall be printed on all construction documents, contracts, and project plans:

- Option 1 – Widen the northbound approach approximately three feet to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway. With this improvement, the intersection would operate at LOS D during the AM peak hour and LOS E during the PM peak hour. The dedicated right turn lane would extend from Rincon Avenue to Montague Expressway, approximately 250 feet. Preliminary engineering drawings indicate that this mitigation can be implemented within the existing right-of-way. This would be accomplished by shifting the existing lanes on the south leg of this intersection approximately three feet to the west. The south half of the intersection is within the jurisdiction of the City of San Jose and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement.

- Option 2 – If subsequent evaluation of the mitigation proposed in Option 1 determines that the lane shift is not feasible, then right-of-way acquisition along the east side of the north approach would be necessary. The south half of the intersection is within the jurisdiction of the City of San Jose and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement. Mitigation that reduces sidewalk widths below the City standard is not allowed under City of San Jose Transportation Impact Policy 5-3. The standard sidewalk width in North San Jose is five feet. The existing sidewalk is five and one-half feet wide. Therefore, in order to implement this mitigation consistent with adopted policy, approximately two and one-half feet of right-of-way behind the sidewalk would need to be acquired from the adjacent private property for the length of the dedicated right turn lane. This equates to the acquisition of approximately 513 square feet of right-of-way (i.e., 2.5 square feet x 250 feet = 625 square feet). The mitigation would also require relocating existing utilities (e.g., a light pole). The landscape reduction and utility relocation would not result in a significant impact.

- Option 3 – A square-loop interchange is planned to be constructed at the intersection of McCarthy Boulevard-O'Toole Avenue/Montague Expressway under Phase 3 of the North San Jose Area Development Policy (NSJADP). With the square loop interchange, a level of service is not reported at this location because the intersection is eliminated (Montague Expressway will be elevated over McCarthy Boulevard with on and off-ramps located to the west). The project's impact at this location will be less than significant. The City of San Jose has stated that payment of an in-lieu fee towards the planned square-loop interchange is acceptable and is the preferred mitigation for the project impact at this intersection. The dollar amount of the in-lieu fee would be equal to the cost to implement the lane shift (Option 1) or the appraised value of the right-of-way needed to construct the dedicated right turn lane (625 square feet, described in Option 2, above). The NSJADP is the adopted program that would allow for a fair-share contribution to this mitigation. The NSJADP does not establish a timeline for the development phases. The amount of development and its timing will be determined by the economy, markets, and the decisions made by private sector property owners and developers. Therefore, if the City of Milpitas accepts the City of San Jose's timeline for implementation of the mitigation (i.e., unknown), then payment of the in-lieu fee would mitigate the

project's traffic impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway.

PROJECT FREEWAY SEGMENT LEVELS OF SERVICE

Project-generated traffic volumes were added to existing traffic volumes for each freeway mainline segment. These volumes were then used to re-calculate density for each segment under Project Conditions. The resultant freeway segment operations are presented in Table 11.

TABLE 11
PROJECT FREEWAY SEGMENT LEVELS OF SERVICE

Freeway Direction	From	To	Peak Hour	Existing Conditions		Project Conditions			
				Density[1]	LOS[2]	Trips	Density[1]	LOS[2]	% Impact[3]
I-880 Northbound	Brokaw Road	Montague Expressway	AM	31	D	38	31	D	0.55
			PM	26	C	55	26	D	0.80
	Montague Expressway	Great Mall Parkway	AM	26	C	36	26	D	0.52
			PM	26	C	55	26	D	0.80
	Great Mall Parkway	SR 237	AM	31	D	13	31	D	0.19
			PM	46	D	27	46	E	0.39
	SR 237	Dixon Landing Road	AM	35	D	25	33	D	0.30
			PM	112	F	42	107	F	0.51
	Dixon Landing Road	Mission Blvd. (SR 262)	AM	38	D	25	39	D	0.36
			PM	107	F	42	109	F	0.61
I-880 Southbound	Mission Blvd. (SR 262)	Dixon Landing Road	AM	43	D	31	44	D	0.45
			PM	24	C	42	24	C	0.61
	Dixon Landing Road	SR 237	AM	45	D	31	38	D	0.34
			PM	23	C	42	20	C	0.46
	SR 237	Great Mall Parkway	AM	22	C	15	22	C	0.22
			PM	21	C	10	21	C	0.14
	Great Mall Parkway	Montague Expressway	AM	29	D	31	29	D	0.45
			PM	85	F	53	86	F	0.77
	Montague Expressway	Brokaw Road	AM	26	C	31	26	D	0.45
			PM	80	F	53	81	F	0.77
SR 237 Eastbound	Zanker Road	McCarthy Boulevard	AM	26	C	45	26	D	0.98
			PM	42	D	61	43	D	1.33
	McCarthy Boulevard	I-880	AM	15	B	55	23	C	1.20
			PM	54	E	**112**	**83**	**F**	**2.43**
SR 237 Westbound	I-880	McCarthy Boulevard	AM	164	F	**81**	**168**	**F**	**1.17**
			PM	29	D	124	30	D	1.80
	McCarthy Boulevard	Zanker Road	AM	147	F	42	150	F	0.76
			PM	94	F	**58**	**96**	**F**	**1.05**

TABLE 11
PROJECT FREEWAY SEGMENT LEVELS OF SERVICE

Freeway Direction	From	To	Peak Hour	Existing Conditions		Project Conditions			
				Density[1]	LOS[2]	Trips	Density[1]	LOS[2]	% Impact[3]
I-680 Northbound	Capitol Avenue	Montague Expressway	AM	39	D	8	39	D	0.09
			PM	22	C	2	22	C	0.02
	Montague Expressway	Yosemite Drive	AM	30	D	4	30	D	0.04
			PM	28	D	1	28	D	0.01
	Yosemite Drive	Calaveras Blvd. (SR 237)	AM	48	E	4	55	E	0.05
			PM	44	D	1	50	E	0.01
	Calaveras Blvd. (SR 237)	Jacklin Road	AM	41	D	3	41	D	0.05
			PM	95	F	16	95	F	0.23
	Jacklin Road	Scott Creek Road	AM	35	D	1	35	D	0.01
			PM	80	F	10	80	F	0.14
	Scott Creek Road	Mission Blvd. (SR 262)	AM	33	D	1	33	D	0.01
			PM	73	F	10	73	F	0.14
I-680 Southbound	Mission Blvd. (SR 262)	Scott Creek Road	AM	38	D	12	38	D	0.17
			PM	28	D	2	28	D	0.03
	Scott Creek Road	Jacklin Road	AM	33	D	12	33	D	0.17
			PM	29	D	2	29	D	0.03
	Jacklin Road	Calaveras Blvd. (SR 237)	AM	36	D	14	36	D	0.20
			PM	28	D	6	28	D	0.09
	Calaveras Blvd. (SR 237)	Yosemite Drive	AM	25	C	0	25	C	0.00
			PM	53	E	3	53	E	0.03
	Yosemite Drive	Montague Expressway	AM	31	D	0	31	D	0.00
			PM	92	F	7	92	F	0.08
	Montague Expressway	Capitol Avenue	AM	23	C	1	23	C	0.01
			PM	98	F	7	98	F	0.08

Notes:
1 Measured in passenger cars per mile per lane.
2 LOS = level of service.
3 Percent impact on mixed flow lanes determined by dividing the number of project trips by the freeway segment's capacity.
Bold text denotes freeway segments with significant impacts.
Source: VTA, December 2006.

FREEWAY IMPACTS AND MITIGATION MEASURES

The impacts of the project were evaluated by comparing the results of the level of service calculations under Project Conditions to the results under Existing Conditions. Significant impacts to freeway segments are defined to occur when the addition of project traffic causes one of the following:

1. The addition of project traffic causes a segment to drop below its acceptable CMP operating standard (LOS E).
2. The amount of project traffic added to a segment already operating at LOS F is more than one percent of its capacity.

Based on the impact criteria listed above, the proposed project will have a significant impact to the following study freeway segments:

- Eastbound SR 237, McCarthy Boulevard to I-880 (PM peak hour);
- Westbound SR 237, I-880 to McCarthy Boulevard (AM peak hour); and
- Westbound SR 237, McCarthy Boulevard to Zanker Road (PM peak hour).

According to the *Valley Transportation Plan 2030*, improvements to I-680, I-880, and SR 237 are planned; however, these improvements are not yet funded. The City of Milpitas is currently preparing a deficiency plan to identify local and regional improvements.

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

The project causes a significant impact to pedestrian, bicycle, and transit facilities and services if an element of the proposed project conflicts with existing or planned pedestrian, bicycle, and transit services, or the proposed project creates hazardous conditions for pedestrians or bicyclists that currently do not exist.

The project would generate pedestrian and bicycle demand. Existing sidewalks are provided adjacent to and in the vicinity of the site. Crosswalks are provided at all study intersections in the study area. Sidewalks and paths provide direct links to adjacent land uses and to the VTA light rail station on Tasman Drive. Bicycle lanes are provided on Barber Lane and bicycle facilities are provided on other roadways near the site. The project does not directly conflict with these existing facilities, and they can reasonably accommodate bike and pedestrian traffic associated with the project. Thus, the proposed project has a less-than-significant impact to the existing bicycle facilities.

There would also be additional demand for transit. The project site is served by fixed-route bus service with stops located just south of the project site. A new bus duc-out and bus pad along southbound Barber Lane immediately south of the project's main entrance is proposed. According to the VTA, the average load factor for Route 33 is 0.11 in the Barber Lane area (this information is based upon surveys conducted prior to the new January 2008 schedules). This results in average load of approximately four passengers on a 38-seat bus. The existing transit service would be able to accommodate the increased demand; therefore, the project would have a less-than-significant impact on transit facilities serving Barber Lane.

SITE ACCESS AND ON-SITE CIRCULATION

The site plan for the proposed project is shown on Figure 2. Access to the project site will be provided from Barber Lane via two driveways. The northern driveway will provide access to the parking garage, which is located at the rear of the site. The southern driveway will provide access to the commercial loading zone. In addition, a drop-off area (loop) will be located between the two access driveways.

A more detailed review of site access and on-site circulation will be provided at a later date.

5. INTERIM CUMULATIVE CONDITIONS

This chapter discusses the operations of key intersections under interim cumulative conditions. Interim cumulative conditions include traffic from the proposed project plus three other pending developments near the project site.

PENDING PROJECTS

Figure 14 presents the location of the pending projects. A brief description of each project is listed below:

The Campus at McCarthy Ranch – This project is located on west side of McCarthy Boulevard, between the south and north legs of Ranch Drive. The applicant proposes to increase the site's approved FAR from 0.35 to 0.50, resulting in 1,416,000 square feet (s.f.) of total office space. The site currently contains 416,000 s.f. of vacant office space with approval for up to 991,000 s.f. The net increase in square footage, or 425,000 s.f., was included in this scenario.

Milpitas Square – The applicant for this project proposes to redevelop the existing Ranch 99 complex with a new housing, retail, and commercial mixed-use development. The existing Ranch 99 market will remain and an increase of 12,800 s.f. of commercial space will be added. Nine hundred (900) residential units are also proposed. Milpitas Square is proposing the addition of a northbound left-turn lane and a westbound through lane to the Bellew Drive/Barber Lane intersection. These proposed improvements have been included in the level of service calculation at this location.

Peery-Arrillaga – This project is located west of McCarthy Boulevard at Alder Drive. The project applicant proposes to construct 238,400 s.f. of new office space on a vacant parcel.

INTERIM CUMULATIVE TRAFFIC VOLUMES

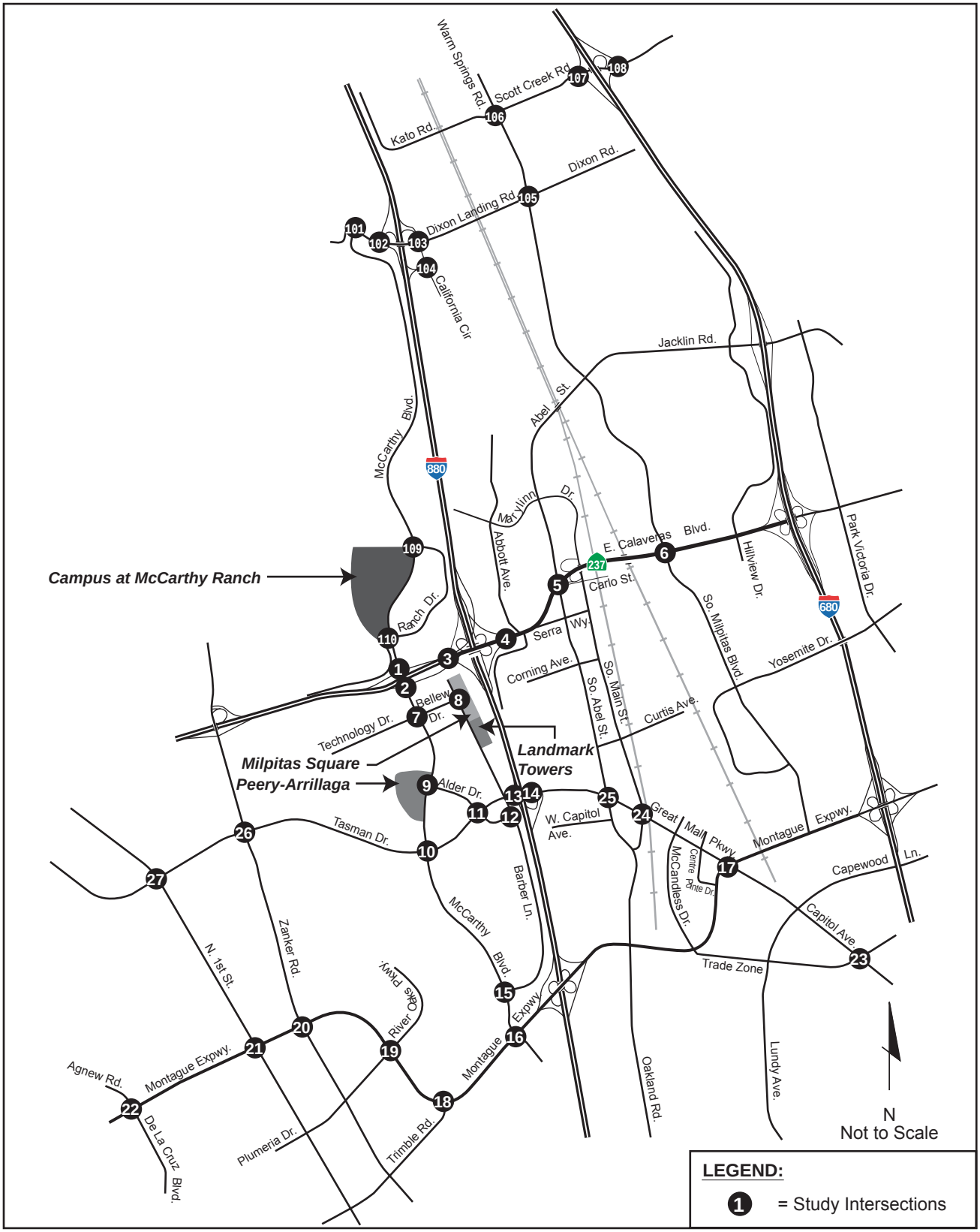
Appendix E contains the trip generation estimates for the pending projects and traffic from these projects were assigned to the roadway system using the process described in Chapter 4. The pending trips were then added to the Project traffic volumes to represent Interim Cumulative Conditions volumes as shown on Figure 15.

INTERIM CUMULATIVE INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted for the key intersections to evaluate their operations under Interim Cumulative Conditions. The results of the LOS analysis are presented in Table 12. The interim cumulative conditions of the intersections of Barber Lane/Bellew Drive and McCarthy Boulevard/Bellew Drive during the midday peak hour are presented in Table 13. Appendix B contains the corresponding calculation sheets.

INTERSECTION IMPACT CRITERIA

The level of service calculations under Interim Cumulative Conditions were compared to Background Conditions and the significance criteria presented in Chapter 4 were used to identify interim cumulative impacts.



Milpitas Near-Term Cumulative Scenario

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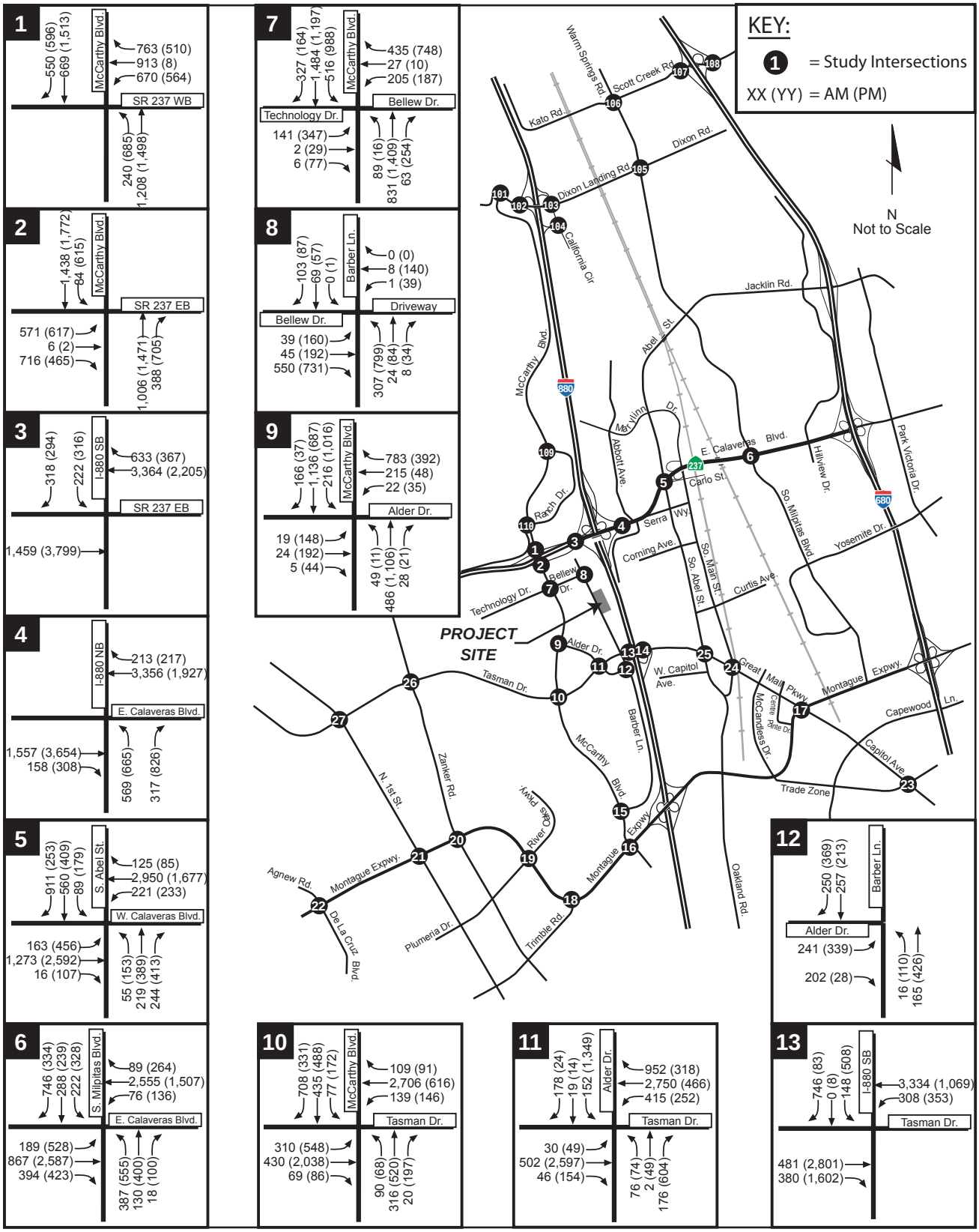
NEAR-TERM PROJECTS AND STUDY INTERSECTIONS

March 2008
SJ07-977

FIGURE 14



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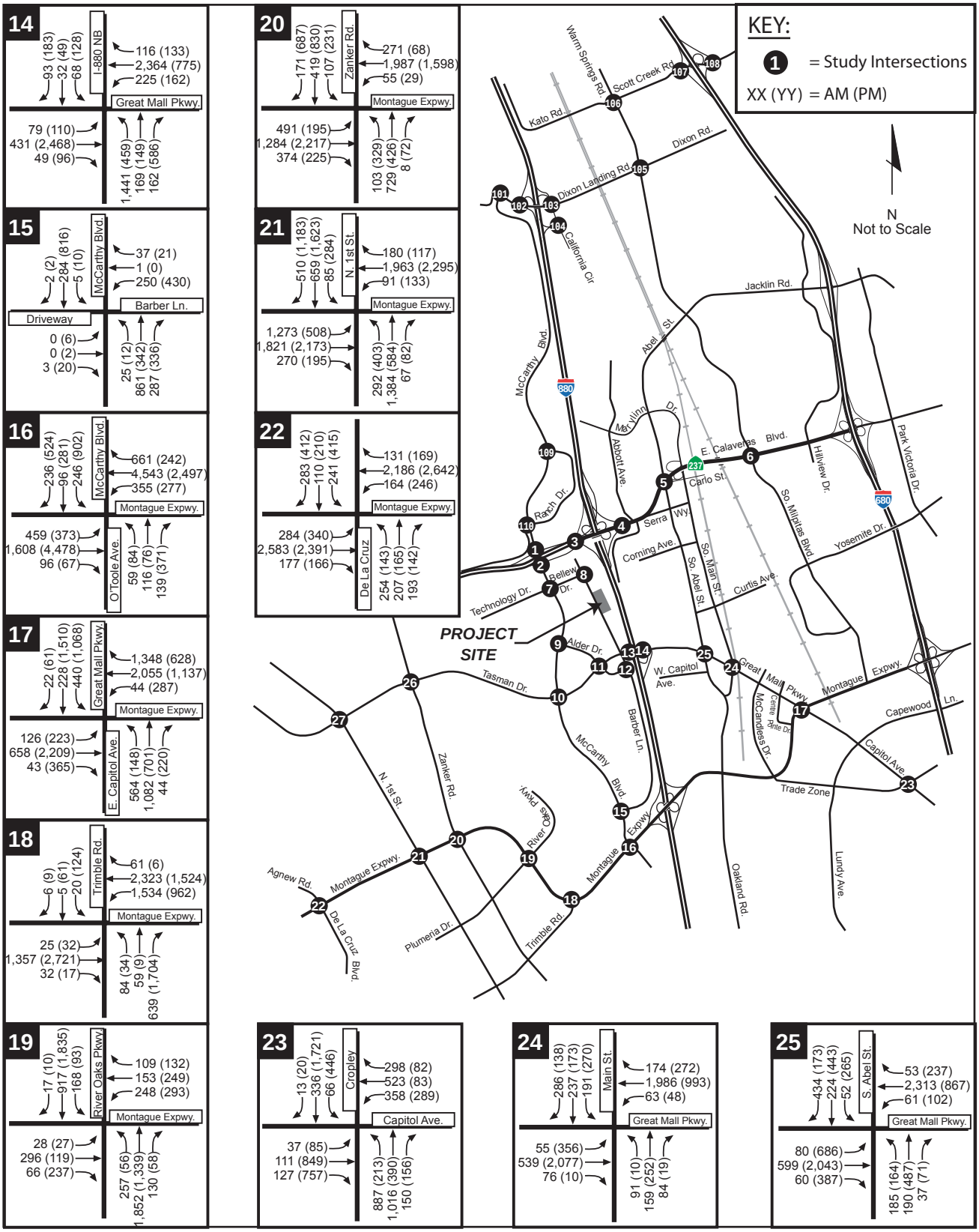
INTERIM CUMULATIVE PEAK-HOUR INTERSECTION VOLUMES

April 2008
SJ06-869

FIGURE 15A



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INTERIM CUMULATIVE PEAK-HOUR INTERSECTION VOLUMES

April 2008
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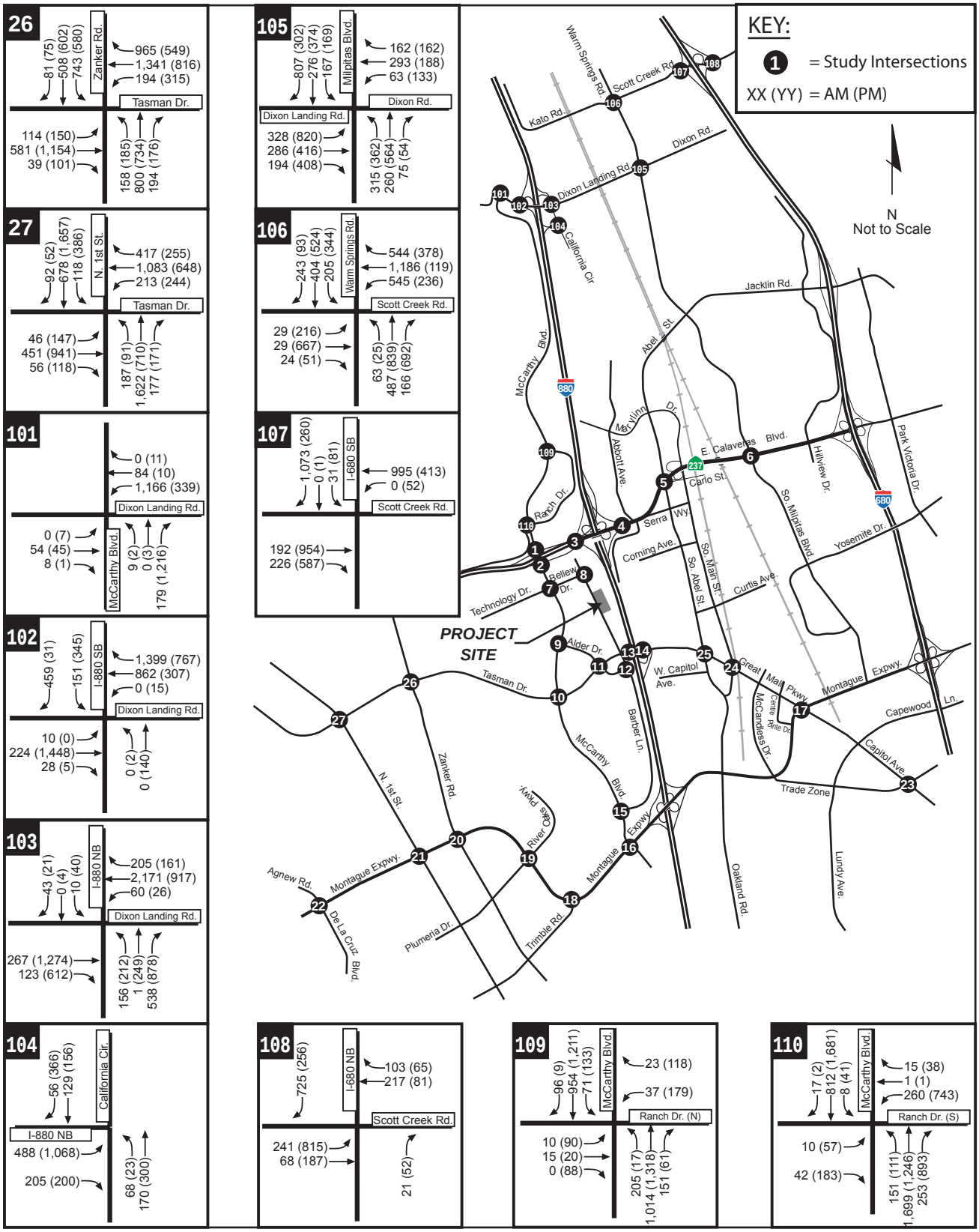
FIGURE 15B



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INTERIM CUMULATIVE PEAK-HOUR INTERSECTION VOLUMES

April 2008
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FIGURE 15C

TABLE 12
INTERIM CUMULATIVE INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Interim Cumulative				Mitigated Interim Cumulative	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
1. McCarthy Blvd / SR 237 WB Ramps [M]	AM	17.9	B	25.4	C	0.141	25.2		
	PM	24.9	C	40.7	D	0.117	24.9		
2. McCarthy Blvd / SR 237 EB Ramps [M]	AM	15.9	B	19.7	B-	0.216	7.5		
	PM	16.6	B	28.5	C	0.222	20.8		
3. SR 237 / I-880 SB Ramps [M]	AM	11.2	B+	12.7	B	0.079	2.3		
	PM	9.5	A	13.2	B	0.101	5.8		
4. Calaveras Blvd (SR237) / I-880 NB Ramps [M]	AM	22.6	C+	24.7	C	0.034	0.9	24.8	C
	PM	89.3	F	**100.5**	**F**	**0.043**	**18.6**	48.5	D
5. Calaveras Blvd / Abel Street [CMP/M]	AM	89.2	F	**99.9**	**F**	**0.040**	**17.3**	Significant and Unavoidable	
	PM	53.0	D-	57.0	E+	0.038	5.4		
6. Calaveras Blvd / Milpitas Blvd [CMP/M]	AM	127.0	F	**142.0**	**F**	**0.052**	**22.2**	85.5	F
	PM	45.7	D	48.0	D	0.040	4.4	45.4	D
7. McCarthy Blvd / Bellew Dr [M]	AM	24.0	C	31.8	C	0.078	13.4	Significant and Unavoidable	
	PM	51.1	D-	**126.7**	**F**	**0.259**	**97.8**		
8. Bellew Dr / Barber Ln [M]	AM	10.9	B+	16.1	B	0.717	44.9	16.1	B
	PM	18.5	B-	**78.6**	**E-**	**0.320**	**41.7**	49.6	D
9. McCarthy Blvd / Alder Dr [M]	AM	17.2	B	23.1	C	0.162	8.8	27.4	C
	PM	61.5	E	**> 150**	**F**	**0.255**	**137.6**	52.4	D-
10. McCarthy Blvd / Tasman Dr [M]	AM	59.8	E+	**65.1**	**E**	**0.016**	**6.6**	Significant and Unavoidable	
	PM	41.9	D	44.1	D	0.049	3.7		
11. Tasman Dr / Alder Dr [M]	AM	21.4	C+	24.7	C	0.018	1.3	Significant and Unavoidable	
	PM	137.0	F	**> 150**	**F**	**0.328**	**129.7**		
12. Barber Ln / Alder Dr [M]	AM	14.0	B	17.6	B	0.206	1.1		
	PM	13.7	B	18.7	B-	0.380	9.1		
13. Tasman Dr / I-880 SB Ramps [M]	AM	23.0	C+	26.0	C	0.076	3.8	Significant and Unavoidable	
	PM	61.7	E	**87.8**	**F**	**0.179**	**74.8**		
14. Great Mall Parkway / I-880 NB Ramps [M]	AM	61.0	E	**111.6**	**F**	**0.069**	**66.0**	Significant and Unavoidable	
	PM	58.7	E+	**66.8**	**E**	**0.023**	**13.5**		
15. McCarthy Blvd / Barber Ln [M]	AM	17.3	B	21.7	C+	0.132	7.9		
	PM	24.0	C	32.1	C	0.111	13.5		

TABLE 12
INTERIM CUMULATIVE INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Interim Cumulative				Mitigated Interim Cumulative	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
16. McCarthy Blvd-O'Toole / Montague Expy [CMP/SJ/M]	AM	53.4	D-	**65.8**	**E**	**0.051**	**18.5**	45.2	D
	PM	116.3	F	**127.7**	**F**	**0.036**	**16.4**	69.7	E
17. Montague Expy / Great Mall Parkway-Capitol Ave [CMP/M]	AM	79.8	E-	**89.1**	**F**	**0.047**	**18.5**	Significant and Unavoidable	
	PM	96.6	F	**102.8**	**F**	**0.032**	**15.6**		
18. Montague Expy / Trimble Rd [CMP/SJ]	AM	26.2	C	23.8	C	0.011	0.1		
	PM	38.9	D+	36.4	D+	0.023	0.6		
19. Montague Expy / River Oaks Parkway-E. Plumeria Rd [SJ]	AM	44.0	D	42.1	D	0.014	-0.2		
	PM	43.7	D	44.4	D	0.034	1.6		
20. Montague Expy / Zanker Rd [CMP/SJ]	AM	50.8	D	50.8	D	0.012	0.3		
	PM	71.8	E	73.1	E	0.012	2.6		
21. Montague Expy / N. 1st St. [CMP/SJ]	AM	146.0	F	**108.3**	**F**	**0.009**	**3.5**		
	PM	> 150	F	**110.4**	**F**	**0.008**	**3.1**		
22. Montague Expy / De la Cruz Blvd – Agnew Rd [CMP/SC]	AM	40.3	D	40.1	D	0.007	0.1		
	PM	47.6	D	48.3	D	0.008	1.3		
23. Capitol Ave / Cropley Dr-Trade Zone Blvd [SJ]	AM	36.4	D+	39.8	D	0.062	4.0		
	PM	62.1	E	66.5	E	0.019	3.9		
24. Great Mall Parkway / Main Street [M]	AM	31.8	C	25.3	C	0.025	-0.5		
	PM	39.6	D	39.1	D	0.025	-0.4		
25. Great Mall Parkway / Abel St [M]	AM	41.2	D	53.2	D	0.039	5.6		
	PM	44.8	D	45.3	D	0.029	0.7		
26. Tasman Dr. / Zanker Rd [SJ]	AM	39.5	D	40.0	D	0.009	0.6		
	PM	39.1	D	39.3	D	0.013	0.5		
27. Tasman Dr. / N. 1st St. [SJ]	AM	39.9	D	40.7	D	0.009	0.9		
	PM	49.0	D	50.3	D	0.011	2.5		
101. Dixon Landing Rd / McCarthy Blvd [F]	AM	10.0	B+	11.4	B+	0.067	1.6		
	PM	9.4	A	9.9	A	0.070	-4.1		
102. Dixon Landing Rd / I-880 SB Ramps [M]	AM	9.9	A	12.1	B	0.021	5.1		
	PM	7.8	A	12.9	B	0.123	4.8		
103. Dixon Landing Rd / I-880 NB Ramps – California Circle [M]	AM	16.9	B	16.9	B	0.015	0.1		
	PM	21.5	C+	21.4	C+	0.021	-5.8		
104. California Circle / I-880 NB	AM	12.6	B	12.6	B	0.000	0.0		

TABLE 12
INTERIM CUMULATIVE INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Interim Cumulative				Mitigated Interim Cumulative	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
Ramps [M]	PM	15.3	B	17.6	B	0.073	3.4		
105. Dixon Landing Rd / N. Milpitas Blvd [M]	AM	67.0	E	**76.4**	**E-**	**0.059**	**15.4**	Significant and Unavoidable	
	PM	62.2	E	**70.0**	**E**	**0.063**	**15.9**		
106. Scott Creek Rd. / Warm Springs Blvd. [F]	AM	28.1	C	29.1	C	0.001	7.4		
	PM	36.3	D+	36.3	D+	0.030	0.7		
107. Scott Creek Rd. / I-680 SB Ramps [Unsignalized] [F]	AM	19.8	C	19.8	C				
	PM	13.6	B	13.6	B				
108. Scott Creek Rd. / I-680 NB Ramps [Unsignalized] [F]	AM	8.2	A	8.2	A				
	PM	9.5	A	10.0	B				
109. McCarthy Blvd / Ranch Dr North [M]	AM	11.6	B+	14.4	B	0.013	0.2		
	PM	14.0	B	20.8	C+	0.091	4.1		
110. McCarthy Blvd / Ranch Dr South [M]	AM	14.6	B	53.4	D	0.131	70.9		
	PM	20.9	C+	43.4	D	-0.089	47.9		

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.
3 Change in the critical volume-to-capacity ratio (V/C) between Background and Interim Cumulative Conditions.
4 Change in critical movement delay between Background and Interim Cumulative Conditions.
(CMP) Congestion Management Program intersection, (F) City of Fremont intersection, (M) City of Milpitas intersection,
(SC) City of Santa Clara intersection, (SJ) City of San Jose intersection
Bold text denotes intersections with significant impacts.

Midday Peak Hour (With Landmark Towers & Milpitas Square)

A supplemental midday analysis was conducted with traffic from both Landmark Towers and Milpitas Square. Intersection operations during the midday peak hour would degrade to unacceptable operations with the addition of traffic from Landmark Towers and redevelopment of Milpitas Square.

TABLE 13
INTERIM CUMULATIVE MIDDAY INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing		Project				Mitigated Project	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]	Delay[1]	LOS[2]
Landmark Towers & Milpitas Square									
7. McCarthy Blvd / Bellew Dr [M]	Mid	24.8	C	**99.5**	**F**	**0.432**	**86.9**	54.1	D-
8. Bellew Dr / Barber Ln [M]	Mid	43.5	D	27.4	C	0.079	-8.5		
12. Barber Ln / Alder Dr [M]	Mid	15.9	B	24.8	C	0.357	11.1		

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Existing and Project Conditions.

4 Change in critical movement delay between Existing and Project Conditions.

5 Includes proposed improvements (additional lanes on westbound and northbound approaches).

(CMP) Congestion Management Program intersection, (F) City of Fremont intersection, (M) City of Milpitas intersection,

(SC) City of Santa Clara intersection, (SJ) City of San Jose intersection

Bold text denotes intersections with significant impacts.

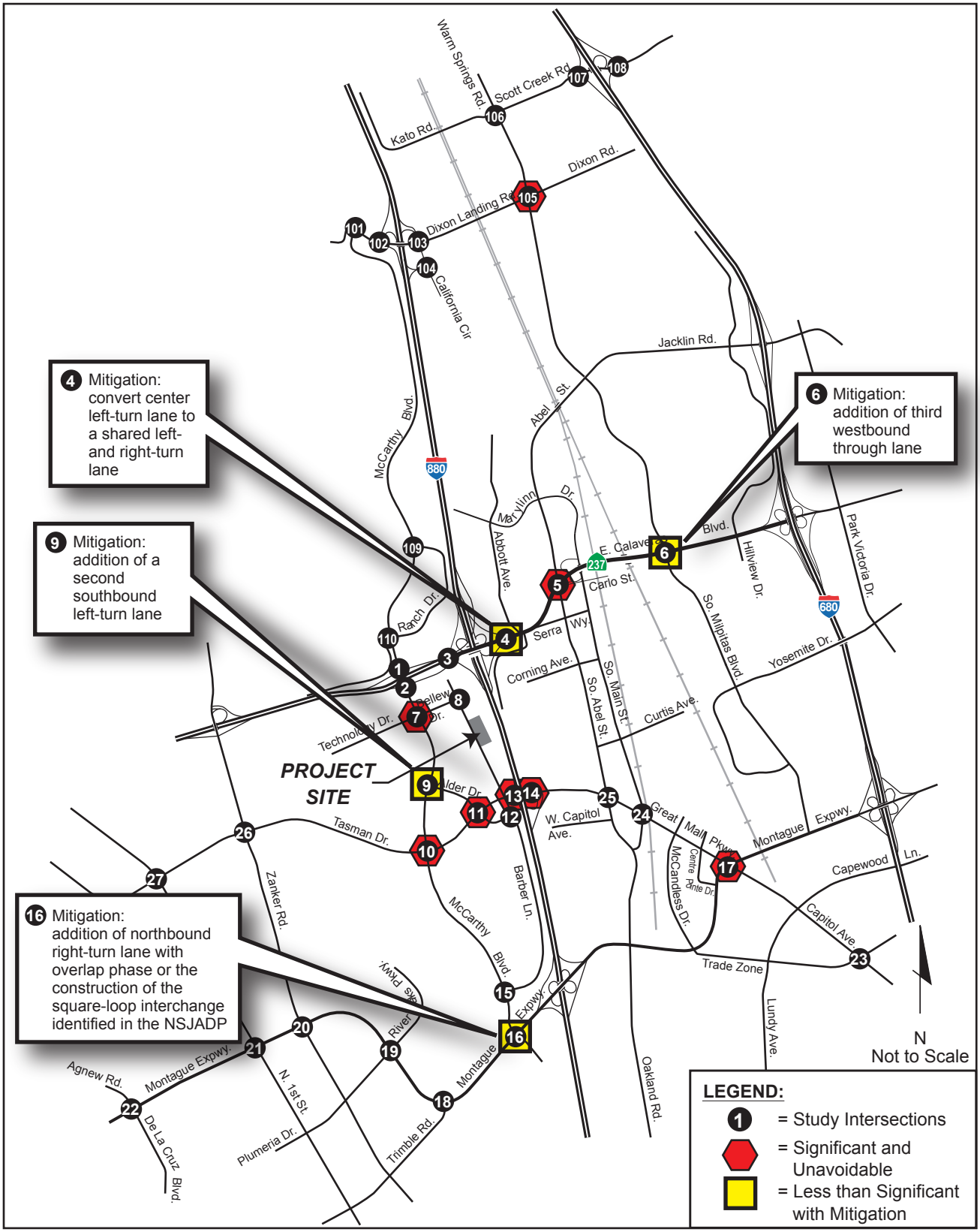
INTERSECTION IMPACTS AND MITIGATION MEASURES

Based on the impact criteria listed above, the addition of all four projects will have a significant impact at the following 13 intersections (9 of these locations were identified as significant impacts under Project Conditions); these are shown on Figure 16:

City of Milpitas Intersections

SR 237 / I-880 NB Ramps – The mitigation measure identified in the previous chapter, conversion of the northbound center left-turn lane to a shared left- and right-turn lane, would provide acceptable LOS D operations. Thus, Interim Cumulative impacts would be mitigated to a ***less-than-significant*** level.

McCarthy Boulevard / Bellew Drive – The recommended mitigation measure under Project Conditions, restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would improve operations, but the LOS would still be considered unacceptable based on the City's standard during the AM and PM peak hours. The widening of McCarthy Boulevard to three lanes in the northbound direction, in conjunction with the restriping of the eastbound approach, would improve intersection operations to acceptable levels of service during the PM peak hour; however, this improvement would require right-of-way acquisition, relocation of existing utility poles, and removal of existing landscaping. Thus, Interim Cumulative impacts at this location during the AM and PM peak hour are ***significant and unavoidable***. The proposed restriping, in addition to increasing the



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Landmark Tower

INTERIM CUMULATIVE INTERSECTION IMPACTS AND MITIGATION

FIGURE 16

E. Calaveras Boulevard / S. Milpitas Boulevard – Adding a third westbound through lane, which is consistent with improvements identified in the *Valley Transportation Plan 2030*, provides acceptable LOS E- operations during the AM peak hour which is an improvement over Background Conditions. This improvement requires conversion of the separate right-turn lane to a shared through/right-turn lane and a third receiving lane past the intersection. The third receiving lane would be implemented as part of the bridge reconstruction and Calaveras widening project. The mitigation measure has a negligible effect on operations during the PM peak hour. The project's Interim Cumulative impact will be mitigated to a ***less-than-significant*** level.

Great Mall Parkway-Capitol Ave / Montague Expressway – Regional planning documents have identified an urban interchange with Great Mall Parkway/Capitol Avenue elevated over Montague Expressway (identified in *Montague Expressway Improvement Project Final Technical Report:* and the *VTP 2030 Plan*). The urban interchange would improve peak hour intersection operations. At this time, complete funding for this improvement has not been secured, and the urban interchange cannot be assumed to be completed. Thus, the project's impact at this location is considered significant and unavoidable. Payment of the traffic impact fees would contribute funding towards improvements at this intersection. No feasible mitigation measures were identified for this intersection. Thus, Interim Cumulative impacts at this location are **significant and unavoidable**.

CMP/San Jose Intersections

McCarthy Boulevard-O'Toole Avenue / Montague Expressway – Implementation of one of the three mitigation measures identified under Project Conditions would mitigate Interim Cumulative impacts to **less-than-significant** levels.

Fremont Intersections

Dixon Landing Road / N. Milpitas Boulevard – The addition of traffic from all four projects exacerbates LOS E operations during both peak hours and meets the significant impact thresholds. The widening of the eastbound approach to accommodate a second left-turn lane (identified as potential mitigation for Project Conditions) and the widening of the southbound approach to accomodate a channelized, southbound right-turn lane and overlap phase would provide acceptable intersection operations. The southbound right-turn improvement would require right-of-way acquisition, relocation of existing signal equipment, and the relocation of a bicycle lane on N. Milpitas Road. If right-ot-way cannot be acquired, Interim Cumulative impacts at this location are **significant and unavoidable**.

6. YEAR 2030 CONDITIONS

This chapter discusses the analysis of the two Year 2030 scenarios (Year 2030 General Plan and Year 2030 General Plan Plus Project), which was conducted using projected roadway link volumes per City of Milpitas guidelines. Peak-hour roadway segment volumes are used for this long-term analysis since estimating intersection turning movement volumes in 2030 is considered speculative.

YEAR 2030 TRAFFIC VOLUMES

Year 2030 General Plan Volumes

Year 2030 AM and PM peak-hour roadway segment traffic volumes were obtained from the Valley Transportation Authority's regional travel demand model. This regional model is used by the VTA to produce traffic projections for use in transportation and air quality planning and includes buildout of the City of Milpitas according to its General Plan. The Year 2030 General Plan volumes assume that the project site is occupied by auto retail uses.

Year 2030 General Plan Plus Project Volumes

The net difference in new trips between the proposed project and the current site uses was added to the Year 2030 General Plan volumes to establish Year 2030 Plus Project volumes. Tables 13 and 14 present the Year 2030 General Plan AM and PM peak-hour roadway segment volumes, respectively, for both scenarios: 1) the site developed with auto retail uses only, and 2) the site developed with the proposed project uses.

YEAR 2030 NETWORK ASSUMPTIONS

The Year 2030 roadway network includes any planned transportation improvements that have a high probability of receiving funding in the future. Within the study area, the following improvements were identified:

- *I-880 Widening Projects* – I-880 will be widened to include a high-occupancy vehicle lane and auxiliary lane in each direction from Montague Expressway in the south into Alameda County in the north.

- *Fremont Boulevard Extension to Dixon Landing Road* – Fremont Boulevard will be extended southward from its current terminus near Lakeview Drive to Dixon Landing Road. The extension will include two lanes of travel in each direction and will form the forth leg of the McCarthy Boulevard/Dixon Landing Road intersection (1). This extension is located within the City of Fremont and will be funded by the developer of the King-Lyon Property.

- *Calaveras Boulevard* – Calaveras Boulevard will be widened to six lanes between Milpitas Boulevard and Abel Street. Operation improvements are also planned for intersections along Calaveras Boulevard between I-680 and I-880.

- *Montague Expressway* – Montague Expressway will be configured to provide eight mixed-flow lanes between I-680 and I-880.

YEAR 2030 ROADWAY SEGMENT LEVELS OF SERVICE

As shown in Tables 14 and 15, the addition of project traffic is estimated to cause the level of service ratings for ten segments during either the AM or PM peak hours to degrade by one level. Tables 14 and 15 summarize the results of the 2030 roadway analysis.

TABLE 14
YEAR 2030 AM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Interstate 880										
Mission Boulevard	Dixon Landing Road	SB	10,902	1.09	F	10,933	1.09	F	0.31%	No
Dixon Landing Road	Calaveras Boulevard	SB	11,068	1.38	F	11,099	1.39	F	0.39%	No
Calaveras Boulevard	Great Mall Parkway	SB	4,687	0.78	C	4,702	0.78	C	0.25%	No
Great Mall Parkway	Montague Expressway	SB	6,265	1.04	F	6,316	1.05	F	0.85%	No
Montague Expressway	Great Mall Parkway	NB	6,888	1.15	F	6,924	1.15	F	0.60%	No
Great Mall Parkway	Calaveras Boulevard	NB	5,829	0.97	E	5,842	0.97	E	0.22%	No
Calaveras Boulevard	Dixon Landing Road	NB	8,541	1.07	F	8,566	1.07	F	0.31%	No
Dixon Landing Road	Mission Boulevard	NB	7,834	0.78	C	7,859	0.79	C	0.25%	No
Interstate 680										
Scott Creek Road	Jacklin Road	SB	7,542	1.26	F	7,554	1.26	F	0.20%	No
Jacklin Road	Calaveras Boulevard	SB	5,701	0.95	E	5,715	0.95	E	0.23%	No
Calaveras Boulevard	Montague Expressway	SB	8,220	1.03	F	8,220	1.03	F	0.00%	No
Montague Expressway	Calaveras Boulevard	NB	8,683	1.09	F	8,687	1.09	F	0.05%	No
Calaveras Boulevard	Jacklin Road	NB	5,703	0.95	E	5,706	0.95	E	0.05%	No
Jacklin Road	Scott Creek Road	NB	7,678	1.28	F	7,679	1.28	F	0.02%	No
State Route 237 Calaveras Blvd.										
Zanker Road	McCarthy Blvd	EB	3,846	0.64	B	3,891	0.65	B	0.75%	No
McCarthy Boulevard	I-880	EB	2,171	0.54	A	2,226	0.56	A	1.38%	No
I-880	Abbott Avenue	EB	1,794	0.50	A	1,819	0.51	A	0.69%	No
Abbott Avenue	Abel Avenue	EB	1,840	0.51	A	1,865	0.52	A	0.69%	No
Abel Avenue	Milpitas Boulevard	EB	1,023	0.38	A	1,042	0.39	A	0.70%	No
Milpitas Boulevard	Hillview Drive	EB	746	0.28	A	763	0.28	A	0.63%	No
Hillview Drive	I-680	EB	706	0.26	A	723	0.27	A	0.63%	No
I-680	Hillview Drive	WB	2,653	0.98	E	2,686	0.99	E	1.22%	**Yes**
Hillview Drive	Milpitas Boulevard	WB	2,448	0.91	E	2,481	0.92	E	1.22%	**Yes**
Milpitas Boulevard	Abel Street	WB	3,152	1.58	F	3,191	1.60	F	1.95%	**Yes**

TABLE 14
YEAR 2030 AM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Abel Street	Abbott Avenue	WB	2,958	1.10	F	3,006	1.11	F	1.78%	**Yes**
Abbott Avenue	I-880	WB	3,084	1.14	F	3,132	1.16	F	1.78%	**Yes**
I-880	McCarthy Blvd	WB	5,478	1.37	F	5,559	1.39	F	2.03%	**Yes**
McCarthy Boulevard	Zanker Road	WB	8,096	1.01	F	8,138	1.02	F	0.53%	No
Montague Expressway										
De la Cruz Blvd	Lick Mill Boulevard	EB	3,771	1.14	F	3,779	1.15	F	0.24%	No
Lick Mill Boulevard	North First Street	EB	3,967	1.20	F	3,976	1.21	F	0.27%	No
North First Street	Zanker Road	EB	3,301	1.00	F	3,312	1.00	F	0.33%	No
Zanker Road	River Oaks Prkway	EB	2,049	0.62	B	2,061	0.62	B	0.36%	No
River Oaks Prkway	Trimble Road	EB	2,159	0.65	B	2,172	0.66	B	0.39%	No
Trimble Road	McCarthy Boulevard	EB	2,891	0.88	D	2,909	0.88	D	0.55%	No
McCarthy Boulevard	I-880	EB	2,296	0.70	B	2,311	0.70	C	0.45%	No
I-880	S. Main Street	EB	2,688	0.61	B	2,703	0.61	B	0.34%	No
S. Main Street	McCandless Drive	EB	2,273	0.52	A	2,289	0.52	A	0.36%	No
McCandless Drive	Great Mall Parkway	EB	2,050	0.47	A	2,056	0.47	A	0.14%	No
Great Mall Parkway	S. Milpitas Boulevard	EB	1,964	0.45	A	1,978	0.45	A	0.32%	No
S. Milpitas Boulevard	I-680	EB	2,174	0.49	A	2,185	0.50	A	0.25%	No
I-680	S. Milpitas Boulevard	WB	4,423	1.01	F	4,434	1.01	F	0.25%	No
S. Milpitas Boulevard	Great Mall Parkway	WB	5,195	1.18	F	5,205	1.18	F	0.23%	No
Great Mall Parkway	McCandless Drive	WB	5,190	1.18	F	5,202	1.18	F	0.27%	No
McCandless Drive	S. Main Street	WB	5,845	1.33	F	5,863	1.33	F	0.41%	No
S. Main Street	I-880	WB	5,904	1.34	F	5,924	1.35	F	0.45%	No
I-880	McCarthy Boulevard	WB	4,572	1.39	F	4,592	1.39	F	0.61%	No
McCarthy Boulevard	Trimble Road	WB	4,359	1.32	F	4,382	1.33	F	0.70%	No
Trimble Road	River Oaks Prkway	WB	2,817	0.85	D	2,838	0.86	D	0.64%	No
River Oaks Prkway	Zanker Road	WB	3,026	0.92	E	3,045	0.92	E	0.58%	No
Zanker Road	North First Street	WB	4,030	1.22	F	4,047	1.23	F	0.51%	No
North First Street	Lick Mill Boulevard	WB	4,115	1.25	F	4,130	1.25	F	0.45%	No
Lick Mill Boulevard	De la Cruz Blvd	WB	3,516	1.06	F	3,518	1.06	F	0.06%	No
McCarthy Blvd										
Dixon Landing Road	McCarthy Project	SB	2,052	1.14	F	2,055	1.14	F	0.17%	No
McCarthy Project	Ranch Dr (N)	SB	1,865	1.04	F	1,869	1.04	F	0.22%	No
Ranch Dr (N)	Ranch Dr (S)	SB	1,769	0.98	E	1,773	0.99	E	0.22%	No
Ranch Dr (S)	SR 237 WB Ramps	SB	1,918	1.07	F	1,923	1.07	F	0.28%	No

TABLE 14
YEAR 2030 AM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
SR 237 WB Ramps	Technology Dr	SB	2,009	1.12	F	2,140	1.19	F	7.28%	**Yes**
Technology Dr	Tasman Dr	SB	1,553	0.86	D	1,554	0.86	D	0.06%	No
Tasman Dr	Montague Expwy	SB	1,311	0.73	C	1,359	0.76	C	2.67%	No
Montague Expwy	Tasman Dr	NB	1,251	0.70	B	1,291	0.72	C	2.22%	No
Tasman Dr	Technology Dr	NB	1,040	0.58	A	1,044	0.58	A	0.22%	No
Technology Dr	SR 237 WB Ramps	NB	1,026	0.57	A	1,140	0.63	B	6.33%	No
SR 237 WB Ramps	Ranch Dr (S)	NB	1,682	0.93	E	1,700	0.94	E	1.00%	No
Ranch Dr (S)	Ranch Dr (N)	NB	1,209	0.67	B	1,225	0.68	B	0.89%	No
Ranch Dr (N)	McCarthy Project	NB	958	0.53	A	972	0.54	A	0.78%	No
McCarthy Project	Dixon Landing Road	NB	517	0.29	A	528	0.29	A	0.61%	No
Tasman Drive/Great Mall Parkway										
North First Street	Baypointe Drive	EB	1,253	0.46	A	1,256	0.47	A	0.11%	No
Baypointe Drive	Zanker Road	EB	1,345	0.50	A	1,351	0.50	A	0.22%	No
Zanker Road	McCarthy Boulevard	EB	1,621	0.60	B	1,627	0.60	B	0.22%	No
McCarthy Boulevard	I-880	EB	855	0.32	A	904	0.33	A	1.81%	No
I-880	S. Main Street	EB	870	0.32	A	894	0.33	A	0.89%	No
S. Main Street	Montague Expy	EB	1,517	0.51	A	1,538	0.51	A	0.70%	No
Montague Expressway	Capewood Lane	EB	1,528	0.51	A	1,541	0.51	A	0.43%	No
Capewood Lane	Trade Zone Blvd	EB	1,847	0.62	B	1,860	0.62	B	0.43%	No
Trade Zone Blvd	Capewood Lane	WB	1,776	0.59	A	1,790	0.60	A	0.47%	No
Capewood Lane	Montague Expy	WB	1,841	0.61	B	1,855	0.62	B	0.47%	No
Montague Expressway	S. Main Street	WB	2,360	0.79	C	2,372	0.79	C	0.40%	No
S. Main Street	I-880	WB	3,644	1.35	F	3,654	1.35	F	0.37%	No
I-880	McCarthy Boulevard	WB	2,533	0.94	E	2,576	0.95	E	1.59%	**Yes**
McCarthy Boulevard	Zanker Road	WB	3,305	1.22	F	3,316	1.23	F	0.41%	No
Zanker Road	Baypointe Drive	WB	1,860	0.69	B	1,870	0.69	B	0.37%	No
Baypointe Drive	North First Street	WB	1,853	0.69	B	1,859	0.69	B	0.22%	No
Milpitas Boulevard										
Scott Creek Road	Dixon Landing Road	SB	1,970	1.09	F	1,975	1.10	F	0.28%	No
Dixon Landing Road	Jacklin Road	SB	1,732	0.96	E	1,733	0.96	E	0.06%	No
Jacklin Road	Calaveras Boulevard	SB	1,104	0.61	B	1,108	0.62	B	0.22%	No
Calaveras Boulevard	Yosemite Drive	SB	1,412	0.78	C	1,413	0.79	C	0.06%	No
Yosemite Drive	Montague Expressway	SB	1,661	0.92	E	1,663	0.92	E	0.11%	No
Montague Expressway	Yosemite Drive	NB	1,773	0.99	E	1,778	0.99	E	0.28%	No

TABLE 14
YEAR 2030 AM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Yosemite Drive	Calaveras Boulevard	NB	1,795	1.00	E	1,797	1.00	E	0.11%	No
Calaveras Boulevard	Jacklin Road	NB	859	0.48	A	860	0.48	A	0.06%	No
Jacklin Road	Dixon Landing Road	NB	1,871	1.04	F	1,871	1.04	F	0.00%	No
Dixon Landing Road	Scott Creek Road	NB	1,496	0.83	D	1,507	0.84	D	0.61%	No
Scott Creek Road										
Warm Springs Road	I-680	EB	888	0.74	C	888	0.74	C	0.00%	No
I-680	Warm Springs Road	WB	1,939	1.62	F	1,939	1.62	F	0.00%	No
Alder Drive										
McCarthy Drive	Tasman Dr	SB	238	0.13	A	238	0.13	A	0.00%	No
Tasman Drive	McCarthy Drive	NB	1,020	0.57	A	1,020	0.57	A	0.00%	No
Abel Street										
N. Milpitas Boulevard	Calaveras Boulevard	SB	1,934	1.07	F	1,937	1.08	F	0.17%	No
Calaveras Boulevard	Great Mall Parkway	SB	1,564	0.87	D	1,568	0.87	D	0.22%	No
Great Mall Parkway	S. Main Street	SB	750	0.42	A	752	0.42	A	0.11%	No
S. Main Street	Great Mall Parkway	NB	867	0.48	A	868	0.48	A	0.06%	No
Great Mall Parkway	Calaveras Boulevard	NB	1,139	0.63	B	1,146	0.64	B	0.39%	No
Calaveras Boulevard	N. Milpitas Boulevard	NB	1,005	0.56	A	1,006	0.56	A	0.06%	No
Dixon Landing Road										
N. Milpitas Boulevard	Milmont Drive	EB	1,252	0.70	B	1,255	0.70	B	0.17%	No
Milmont Drive	I-880	EB	1,236	0.69	B	1,239	0.69	B	0.17%	No
I-880	McCarthy Boulevard	EB	1,034	0.38	A	1,037	0.38	A	0.11%	No
McCarthy Boulevard	I-880	WB	2,100	0.78	C	2,111	0.78	C	0.41%	No
I-880	Milmont Drive	WB	2,105	1.17	F	2,116	1.18	F	0.61%	No
Milmont Drive	N. Milpitas Boulevard	WB	2,244	1.25	F	2,255	1.25	F	0.61%	No
Jacklin Road										
I-680	N. Milpitas Boulevard	SB	1,555	0.86	D	1,560	0.87	D	0.28%	No
N. Milpitas Boulevard	I-680	NB	677	0.38	A	680	0.38	A	0.17%	No
Fremont Boulevard										
Lakeview Boulevard	Dixon Landing Road	SB	1,294	0.72	C	1,294	0.72	C	0.00%	No
Dixon Landing Road	Lakeview Boulevard	NB	968	0.54	A	968	0.54	A	0.00%	No
Trimble Road										
North First Street	Zanker Road	EB	2,546	2.12	F	2,551	2.13	F	0.42%	No
Zanker Road	Junction Avenue	EB	2,320	1.93	F	2,325	1.94	F	0.42%	No
Junction Avenue	Montague	EB	2,246	1.87	F	2,251	1.87	F	0.42%	No

TABLE 14
YEAR 2030 AM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
	Expressway									
Montague Expressway	Junction Avenue	WB	2,137	1.78	F	2,145	1.79	F	0.67%	No
Junction Avenue	Zanker Road	WB	2,008	1.67	F	2,016	1.68	F	0.67%	No
Zanker Road	North First Street	WB	2,351	1.96	F	2,359	1.96	F	0.67%	No
Zanker Road										
SR 237	Tasman Dr	SB	2,364	1.32	F	2,364	1.32	F	0.00%	No
Tasman Drive	Montague Expy	SB	1,702	0.95	E	1,704	0.95	E	0.11%	No
Montague Expy	Plumeria Drive	SB	1,752	0.97	E	1,754	0.98	E	0.11%	No
Plumeria Drive	Trimble Road	SB	1,445	0.80	D	1,445	0.80	D	0.00%	No
Trimble Road	Plumeria Drive	NB	1,783	0.99	E	1,783	0.99	E	0.00%	No
Plumeria Drive	Montague Expressway	NB	1,437	0.80	C	1,438	0.80	C	0.06%	No
Montague Expy	Tasman Dr	NB	1,973	1.10	F	1,974	1.10	F	0.06%	No
Tasman Drive	SR 237	NB	2,304	1.28	F	2,304	1.28	F	0.00%	No
North First Street										
SR 237	Tasman Dr	SB	2,322	1.29	F	2,324	1.29	F	0.11%	No
Tasman Drive	Montague Expy	SB	1,646	0.91	E	1,648	0.92	E	0.11%	No
Montague Expy	Plumeria Drive	SB	1,800	1.00	E	1,802	1.00	F	0.11%	No
Plumeria Drive	Trimble Road	SB	1,146	0.64	B	1,146	0.64	B	0.00%	No
Trimble Road	Plumeria Drive	NB	1,849	1.03	F	1,849	1.03	F	0.00%	No
Plumeria Drive	Montague Expressway	NB	1,527	0.85	D	1,528	0.85	D	0.06%	No
Montague Expy	Tasman Dr	NB	2,082	1.16	F	2,083	1.16	F	0.06%	No
Tasman Drive	SR 237	NB	1,269	0.71	C	1,271	0.71	C	0.11%	No

TABLE 15
YEAR 2030 PM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Interstate 880										
Mission Boulevard	Dixon Landing Road	SB	9,650	0.97	E	9,692	0.97	E	0.42%	No
Dixon Landing Road	Calaveras Boulevard	SB	9,807	0.89	D	9,849	0.90	D	0.38%	No
Calaveras Boulevard	Great Mall Parkway	SB	5,700	0.63	B	5,710	0.63	B	0.11%	No
Great Mall Parkway	Montague Expressway	SB	7,786	1.11	F	7,839	1.12	F	0.76%	No
Montague Expressway	Great Mall Parkway	NB	7,673	1.28	F	7,728	1.29	F	0.92%	No
Great Mall Parkway	Calaveras Boulevard	NB	5,895	0.98	E	5,922	0.99	E	0.45%	No
Calaveras Boulevard	Dixon Landing Road	NB	11,213	1.40	F	11,255	1.41	F	0.53%	No
Dixon Landing Road	Mission Boulevard	NB	11,179	1.12	F	11,221	1.12	F	0.42%	No
Interstate 680										
Scott Creek Road	Jacklin Road	SB	8,341	1.39	F	8,343	1.39	F	0.03%	No
Jacklin Road	Calaveras Boulevard	SB	6,483	1.08	F	6,489	1.08	F	0.10%	No
Calaveras Boulevard	Montague Expressway	SB	9,815	1.23	F	9,818	1.23	F	0.04%	No
Montague Expressway	Calaveras Boulevard	NB	8,898	1.11	F	8,899	1.11	F	0.01%	No
Calaveras Boulevard	Jacklin Road	NB	6,288	1.05	F	6,304	1.05	F	0.27%	No
Jacklin Road	Scott Creek Road	NB	8,523	1.42	F	8,533	1.42	F	0.17%	No
State Route 237 Calaveras Blvd.										
Zanker Road	McCarthy Blvd	EB	8,039	1.34	F	8,100	1.35	F	1.02%	**Yes**
McCarthy Boulevard	I-880	EB	4,871	1.22	F	4,983	1.25	F	2.80%	**Yes**
I-880	Abbott Avenue	EB	4,239	1.18	F	4,316	1.20	F	2.14%	**Yes**
Abbott Avenue	Abel Avenue	EB	4,006	1.11	F	4,083	1.13	F	2.14%	**Yes**
Abel Avenue	Milpitas Boulevard	EB	3,359	1.24	F	3,418	1.27	F	2.19%	**Yes**
Milpitas Boulevard	Hillview Drive	EB	2,747	1.02	F	2,795	1.04	F	1.78%	**Yes**
Hillview Drive	I-680	EB	2,862	1.06	F	2,910	1.08	F	1.78%	**Yes**
I-680	Hillview Drive	WB	1,165	0.43	A	1,208	0.45	A	1.59%	No
Hillview Drive	Milpitas Boulevard	WB	1,328	0.49	A	1,371	0.51	A	1.59%	No
Milpitas Boulevard	Abel Street	WB	1,821	0.67	B	1,874	0.69	B	1.96%	No
Abel Street	Abbott Avenue	WB	2,560	0.95	E	2,631	0.97	E	2.63%	**Yes**
Abbott Avenue	I-880	WB	2,575	0.95	E	2,646	0.98	E	2.63%	**Yes**
I-880	McCarthy Blvd	WB	3,291	0.82	D	3,415	0.85	D	3.10%	No
McCarthy Boulevard	Zanker Road	WB	5,483	0.69	B	5,541	0.69	B	0.73%	No

TABLE 15
YEAR 2030 PM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Montague Expressway										
De la Cruz Blvd	Lick Mill Boulevard	EB	3,505	1.06	F	3,527	1.07	F	0.67%	No
Lick Mill Boulevard	North First Street	EB	4,195	1.27	F	4,221	1.28	F	0.79%	No
North First Street	Zanker Road	EB	4,086	1.24	F	4,115	1.25	F	0.88%	No
Zanker Road	River Oaks Prkway	EB	3,036	0.92	E	3,068	0.93	E	0.97%	No
River Oaks Prkway	Trimble Road	EB	3,184	0.97	E	3,220	0.98	E	1.09%	**Yes**
Trimble Road	McCarthy Boulevard	EB	4,505	1.37	F	4,554	1.38	F	1.48%	**Yes**
McCarthy Boulevard	I-880	EB	4,489	1.36	F	4,521	1.37	F	0.97%	No
I-880	S. Main Street	EB	5,856	1.33	F	5,888	1.34	F	0.73%	No
S. Main Street	McCandless Drive	EB	5,688	1.29	F	5,726	1.30	F	0.86%	No
McCandless Drive	Great Mall Parkway	EB	5,493	1.25	F	5,512	1.25	F	0.43%	No
Great Mall Parkway	S. Milpitas Boulevard	EB	5,387	1.22	F	5,402	1.23	F	0.34%	No
S. Milpitas Boulevard	I-680	EB	5,157	1.17	F	5,174	1.18	F	0.39%	No
I-680	S. Milpitas Boulevard	WB	2,732	0.62	B	2,751	0.63	B	0.43%	No
S. Milpitas Boulevard	Great Mall Parkway	WB	2,762	0.63	B	2,781	0.63	B	0.43%	No
Great Mall Parkway	McCandless Drive	WB	2,856	0.65	B	2,873	0.65	B	0.39%	No
McCandless Drive	S. Main Street	WB	2,787	0.63	B	2,820	0.64	B	0.75%	No
S. Main Street	I-880	WB	3,109	0.71	C	3,142	0.71	C	0.75%	No
I-880	McCarthy Boulevard	WB	2,281	0.69	B	2,314	0.70	C	1.00%	No
McCarthy Boulevard	Trimble Road	WB	3,188	0.97	E	3,221	0.98	E	1.00%	No
Trimble Road	River Oaks Prkway	WB	2,266	0.69	B	2,292	0.69	B	0.79%	No
River Oaks Prkway	Zanker Road	WB	2,259	0.68	B	2,283	0.69	B	0.73%	No
Zanker Road	North First Street	WB	3,604	1.09	F	3,625	1.10	F	0.64%	No
North First Street	Lick Mill Boulevard	WB	4,176	1.26	F	4,195	1.27	F	0.58%	No
Lick Mill Boulevard	De la Cruz Blvd	WB	3,795	1.15	F	3,811	1.15	F	0.48%	No
McCarthy Blvd										
Dixon Landing Road	McCarthy Project	SB	855	0.48	A	866	0.48	A	0.61%	No
McCarthy Project	Ranch Dr (N)	SB	1,283	0.71	C	1,298	0.72	C	0.83%	No
Ranch Dr (N)	Ranch Dr (S)	SB	1,483	0.82	D	1,499	0.83	D	0.89%	No
Ranch Dr (S)	SR 237 WB Ramps	SB	1,963	1.09	F	1,981	1.10	F	1.00%	No
SR 237 WB Ramps	Technology Dr	SB	1,786	0.99	E	1,988	1.10	F	11.22%	**Yes**
Technology Dr	Tasman Dr	SB	1,259	0.70	B	1,266	0.70	C	0.39%	No
Tasman Dr	Montague Expwy	SB	1,340	0.74	C	1,410	0.78	C	3.89%	No
Montague Expwy	Tasman Dr	NB	1,543	0.86	D	1,628	0.90	E	4.72%	**Yes**
Tasman Dr	Technology Dr	NB	1,707	0.95	E	1,713	0.95	E	0.33%	No

TABLE 15
YEAR 2030 PM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Technology Dr	SR 237 WB Ramps	NB	2,300	1.28	F	2,478	1.38	F	9.89%	**Yes**
SR 237 WB Ramps	Ranch Dr (S)	NB	2,127	1.18	F	2,135	1.19	F	0.44%	No
Ranch Dr (S)	Ranch Dr (N)	NB	1,718	0.95	E	1,726	0.96	E	0.44%	No
Ranch Dr (N)	McCarthy Project	NB	1,883	1.05	F	1,890	1.05	F	0.39%	No
McCarthy Project	Dixon Landing Road	NB	2,006	1.11	F	2,011	1.12	F	0.28%	No
Tasman Drive/Great Mall Parkway										
North First Street	Baypointe Drive	EB	2132	0.79	C	2,139	0.79	C	0.26%	No
Baypointe Drive	Zanker Road	EB	2025	0.75	C	2,038	0.75	C	0.48%	No
Zanker Road	McCarthy Boulevard	EB	3,312	1.23	F	3,327	1.23	F	0.56%	No
McCarthy Boulevard	I-880	EB	2,556	0.95	E	2,636	0.98	E	2.96%	**Yes**
I-880	S. Main Street	EB	3,620	1.34	F	3,639	1.35	F	0.70%	No
S. Main Street	Montague Expy	EB	2,685	0.99	E	2,701	1.00	F	0.59%	No
Montague Expressway	Capewood Lane	EB	2,813	0.94	E	2,832	0.94	E	0.63%	No
Capewood Lane	Trade Zone Blvd	EB	2,830	0.94	E	2,849	0.95	E	0.63%	No
Trade Zone Blvd	Capewood Lane	WB	1,350	0.45	A	1,381	0.46	A	1.03%	No
Capewood Lane	Montague Expy	WB	1,418	0.47	A	1,449	0.48	A	1.03%	No
Montague Expressway	S. Main Street	WB	1,590	0.59	A	1,624	0.60	B	1.26%	No
S. Main Street	I-880	WB	1,340	0.50	A	1,374	0.51	A	1.26%	No
I-880	McCarthy Boulevard	WB	1,505	0.56	A	1,582	0.59	A	2.85%	No
McCarthy Boulevard	Zanker Road	WB	2,395	0.89	D	2,405	0.89	D	0.37%	No
Zanker Road	Baypointe Drive	WB	1,445	0.53	A	1,454	0.54	A	0.33%	No
Baypointe Drive	North First Street	WB	1,251	0.46	A	1,256	0.47	A	0.19%	No
Milpitas Boulevard										
Scott Creek Road	Dixon Landing Road	SB	1,690	0.94	E	1,701	0.95	E	0.61%	No
Dixon Landing Road	Jacklin Road	SB	2,123	1.18	F	2,123	1.18	F	0.00%	No
Jacklin Road	Calaveras Boulevard	SB	1,260	0.70	B	1,266	0.70	C	0.33%	No
Calaveras Boulevard	Yosemite Drive	SB	1,869	1.04	F	1,873	1.04	F	0.22%	No
Yosemite Drive	Montague Expressway	SB	1,852	1.03	F	1,859	1.03	F	0.39%	No
Montague Expressway	Yosemite Drive	NB	1,689	0.94	E	1,694	0.94	E	0.28%	No
Yosemite Drive	Calaveras Boulevard	NB	1,544	0.86	D	1,548	0.86	D	0.22%	No
Calaveras Boulevard	Jacklin Road	NB	1,271	0.71	C	1,278	0.71	C	0.39%	No
Jacklin Road	Dixon Landing Road	NB	2,000	1.11	F	2,001	1.11	F	0.06%	No
Dixon Landing Road	Scott Creek Road	NB	2,064	1.15	F	2,071	1.15	F	0.39%	No
Scott Creek Road										

TABLE 15
YEAR 2030 PM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
Warm Springs Road	I-680	EB	2,338	1.30	F	2,338	1.30	F	0.00%	No
I-680	Warm Springs Road	WB	1,252	0.70	B	1,252	0.70	B	0.00%	No
Alder Drive										
McCarthy Drive	Tasman Dr	SB	1,386	0.77	C	1,386	0.77	C	0.00%	No
Tasman Drive	McCarthy Drive	NB	483	0.27	A	483	0.27	A	0.00%	No
Abel Street										
N. Milpitas Boulevard	Calaveras Boulevard	SB	1,205	0.67	B	1,214	0.67	B	0.50%	No
Calaveras Boulevard	Great Mall Parkway	SB	1,517	0.84	D	1,530	0.85	D	0.72%	No
Great Mall Parkway	S. Main Street	SB	1,106	0.61	B	1,114	0.62	B	0.44%	No
S. Main Street	Great Mall Parkway	NB	506	0.28	A	506	0.28	A	0.00%	No
Great Mall Parkway	Calaveras Boulevard	NB	1,780	0.99	E	1,792	1.00	E	0.67%	No
Calaveras Boulevard	N. Milpitas Boulevard	NB	1,983	1.10	F	1,989	1.11	F	0.33%	No
Dixon Landing Road										
N. Milpitas Boulevard	Milmont Drive	EB	2,145	1.19	F	2,156	1.20	F	0.61%	No
Milmont Drive	I-880	EB	2,307	1.28	F	2,318	1.29	F	0.61%	No
I-880	McCarthy Boulevard	EB	1,490	0.55	A	1,501	0.56	A	0.41%	No
McCarthy Boulevard	I-880	WB	877	0.32	A	882	0.33	A	0.19%	No
I-880	Milmont Drive	WB	1,591	0.88	D	1,596	0.89	D	0.28%	No
Milmont Drive	N. Milpitas Boulevard	WB	1,430	0.79	C	1,435	0.80	C	0.28%	No
Jacklin Road										
I-680	N. Milpitas Boulevard	SB	988	0.55	A	1,001	0.56	A	0.72%	No
N. Milpitas Boulevard	I-680	NB	1,805	1.00	F	1,817	1.01	F	0.67%	No
Fremont Boulevard										
Lakeview Boulevard	Dixon Landing Road	SB	1,016	0.56	A	1,016	0.56	A	0.00%	No
Dixon Landing Road	Lakeview Boulevard	NB	1,553	0.86	D	1,553	0.86	D	0.00%	No
Trimble Road										
North First Street	Zanker Road	EB	2,446	2.04	F	2,459	2.05	F	1.08%	**Yes**
Zanker Road	Junction Avenue	EB	1,790	1.49	F	1,803	1.50	F	1.08%	**Yes**
Junction Avenue	Montague Expressway	EB	1,992	1.66	F	2,005	1.67	F	1.08%	**Yes**
Montague Expressway	Junction Avenue	WB	2,452	2.04	F	2,461	2.05	F	0.75%	No
Junction Avenue	Zanker Road	WB	2,392	1.99	F	2,401	2.00	F	0.75%	No
Zanker Road	North First Street	WB	2,608	2.17	F	2,617	2.18	F	0.75%	No
Zanker Road										

TABLE 15
YEAR 2030 PM PEAK-HOUR FORECASTS: GENERAL PLAN VERSUS GENRAL PLAN AMENDMENT

From	To	Dir	General Plan			General Plan Plus Project Trips			% Change	Impact ?
			Vol	V/C	LOS	Vol	V/C	LOS		
SR 237	Tasman Dr	SB	1,438	0.80	D	1,438	0.80	D	0.00%	No
Tasman Drive	Montague Expy	SB	1,581	0.88	D	1,582	0.88	D	0.06%	No
Montague Expy	Plumeria Drive	SB	1,426	0.79	C	1,428	0.79	C	0.11%	No
Plumeria Drive	Trimble Road	SB	1,564	0.87	D	1,564	0.87	D	0.00%	No
Trimble Road	Plumeria Drive	NB	1,622	0.90	E	1,622	0.90	E	0.00%	No
Plumeria Drive	Montague Expressway	NB	1,807	1.01	F	1,810	1.01	F	0.17%	No
Montague Expy	Tasman Dr	NB	1,930	1.07	F	1,932	1.07	F	0.11%	No
Tasman Drive	SR 237	NB	2,519	1.40	F	2,519	1.40	F	0.00%	No
North First Street										
SR 237	Tasman Dr	SB	1,956	1.09	F	1,960	1.09	F	0.22%	No
Tasman Drive	Montague Expy	SB	2,239	1.24	F	2,240	1.24	F	0.06%	No
Montague Expy	Plumeria Drive	SB	1,584	0.88	D	1,586	0.88	D	0.11%	No
Plumeria Drive	Trimble Road	SB	1,859	1.03	F	1,859	1.03	F	0.00%	No
Trimble Road	Plumeria Drive	NB	1,191	0.66	B	1,191	0.66	B	0.00%	No
Plumeria Drive	Montague Expressway	NB	1,818	1.01	F	1,821	1.01	F	0.17%	No
Montague Expy	Tasman Dr	NB	1,939	1.08	F	1,941	1.08	F	0.11%	No
Tasman Drive	SR 237	NB	2,591	1.44	F	2,594	1.44	F	0.17%	No

YEAR 2030 ROADWAY SEGMENT IMPACTS

Significant impacts to a roadway segment occur if one of the following occurs:

- The addition of traffic from the proposed project degrades operations under 2030 General Plan Buildout Conditions from an acceptable level to an unacceptable level.
- The proposed project adds trips that are more than one percent of the segment's capacity when the segment is operating at unacceptable levels under General Plan Buildout Conditions.

Acceptable operations are defined as LOS D or better for City roadway segments (e.g. McCarthy Boulevard, Milpitas Boulevard, Tasman Drive, Great Mall Parkway, and Abel Street) and LOS E or better for CMP roadway segments (e.g. I-880, SR 237, Calaveras Boulevard, Montague Expressway). Unacceptable operations are defined as LOS E or F for City roadway segments and LOS F for CMP roadway segments.

Based on the criteria above, the project is estimated to have an impact to six (6) segments of Calaveras Boulevard, one (1) segments of McCarthy Boulevard, and one (1) segment of Tasman Drive during the AM peak hour. During the PM peak hour, nine (9) segments of Calaveras Boulevard, two (2) segment of Montague Expressway, three (3) segments on McCarthy Boulevard, one (1) segment on Tasman Drive, and three (3) segments on Trimble Road will be impacted. The impacted segments are highlighted in bold text in Tables 14 and 15.

YEAR 2030 MITIGATION MEASURES

The City of Milpitas requires projects to pay their "fair share" of the improvement costs to mitigate the anticipated cumulative impacts of traffic from new developments on future deficient intersections. The developer will be required to pay an impact fee to provide mitigation for future deficiencies in traffic operations. The project proponent will be required to make a "fair share" contribution towards the Calaveras Boulevard (SR 237) Widening, Montague Expressway, and Milpitas Business Park improvement projects since the project adds traffic to these corridors.

7. PARKING

This chapter discusses the parking conditions of the proposed project, including a comparison of the number of proposed parking spaces to City Code and a shared parking analysis. The project proposes 1,392 total parking spaces in a garage.

CITY CODE REQUIREMENTS

The Milpitas Municipal Code (§XI-10-38.06) requires parking spaces for properties within mixed-use districts at the rates specified in Table 15. Based on these parking rates, the project needs 1,492 parking spaces. The project is deficient by 100 spaces.

TABLE 16
PARKING REQUIREMENTS

Land Use	Size	Rate	Stalls Required
Retail	148,805 s.f.	1 per 250 s.f.	595
Office	48,960 s.f.	3.3 per 1,000 s.f.	162
Commercial Subtotal			*757*
1 Bedroom Condominium	223 units	1.5 per unit	335
2+ Bedroom Condominium	152	2 per unit	304
Guest Parking	15% of Residential Total		96
Residential Subtotal			*735*
Total			**1,492**

Source: §XI-10-38.06, Milpitas Municipal Code, 2003.

SHARED PARKING ANALYSIS

Fehr & Peers conducted a shared-parking analysis since the proposed project contains a mix of uses, each with different parking characteristics. The shared parking analysis estimates the number of parking spaces needed to accommodate the overall peak demand of the site, which typically differs from what City code dictates for the individual land uses.

Background

The Urban Land Institute (ULI) sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI. The analysis presented in this report utilizes the data from the updated *Shared Parking*, Second Edition report.

In the shared parking methodology, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed. The shared parking analyses illustrate the temporal distribution of parking demand by hour, day, and month. The parking demand for retail, office, and residential

land uses have different peak times; therefore, combinations of these land uses require a smaller total parking supply than the supply for each individual land use added together.

Assumptions

The shared parking analysis for the proposed project uses the base parking ratios identified by ULI in Table 2-2 in *Shared Parking*. These rates include a factor that accounts for circulating vehicles, as parking facilities are considered "full" even though maximum capacity is not reached. The base ratios are adjusted by month and hour, as identified by ULI in Tables 2-3, 2-4, and 2-5 in *Shared Parking*. The retail rates account for the presence of restaurants in approximately 10% of the development. This analysis assumes no more than 20% of the retail space is composed of restaurants.

The shared parking analysis accounts for mode split and factors in a noncaptive ratio. The mode split reduces the parking demand proportionate to the number of customers and employees accessing the project by public transit, bicycle, and foot. A 100% automobile mode split was used for this analysis due to the limited public transit and bicycle facilities in the project vicinity, as well as the limited housing development in the surrounding area.

The noncaptive ratio reduces the parking demand proportionate to the number of customers and employees visiting land uses within the project from other uses within the project and adjacent properties where no new car trips are added. The noncaptive ratio does not necessarily correspond to the pass-by and diverted-link trip generation reductions sometimes taken for projects. A 100% noncaptive ratio was used for all components of the project at all times because of the small size of the office and residential space relative to the retail space.

Peak Parking Demand Estimates

The shared parking analysis was conducted using four different set of parking rates:

1. ULI parking rates
2. ITE *Parking Generation* average rates
3. ITE *Parking Generation* 85th percentile rates
4. City of Milpitas Municipal Code mixed use parking rates

<u>ULI Parking Rates</u>

The base parking ratios, monthly and hourly adjustments, mode split, and noncaptive ratio were used to estimate the total project parking demand. The peak parking demand occurs on December weekdays at 2 PM (to account for the holiday shopping period when retail demand is at a peak), where the project uses generate demand for 1,286 spaces. However, the December peak parking demand is significantly higher than the peak parking demand during any other period of the year. During the next busiest period of the year, the peak parking demand occurs on "late December" weekdays (the week between Christmas and New Year's Day) at 2 PM, when there is demand for 1,154 spaces. The proposed supply of 1,392 spaces would meet the December demand of 1,286 spaces based on ULI parking rates.

Table 17 contains the shared parking demand summary for the December and late December peak hours. Appendix G contains the charts showing weekday and weekend month-by-month estimated parking demand and daily parking demand by hour for the December and late December peak months.

TABLE 17
ULI PEAK PARKING DEMAND ESTIMATES

Land Use	Rate[1]	Stalls Needed	
		December Peak[2]	Late December Peak[2]
Retail	2.9 customer 0.7 employee	432 104	346 94
Office	0.28 customer 3.39 employee	14 166	11 133
Residential	0.7 shared 1 reserved 0.15 guest	184 375 11	184 375 11
Total		***1,286***	***1,154***

Notes:
1 Rates per 1,000 s.f. or 1 d.u.
2 The peak shared parking demand reported in this table occurs on weekdays at 2 PM.
Source: *Shared Parking* (2nd Edition), Urban Land Institute, 2005.

ITE Parking Generation Average and 85th Percentile Rates

The peak parking demand estimates using ULI base parking ratios were compared to estimates using the City code rates and the average and 85th-percentile peak period demand rates developed by ITE in *Parking Generation* (3rd Edition, 2004). As shown in Table 18, the peak parking demand estimates using ITE 85th-percentile rates are higher than ULI estimates while the estimates using ITE average rates are lower than ULI estimates. The proposed supply of 1,392 spaces would meet the December and Late December demand based on ITE average parking rates. The parking supply is deficient by approximately 100 spaces based on the 85th percentile December demand.

City of Milpitas Municipal Code Mixed Use Rates

The use of the City code parking rates results in a parking demand that is higher than ULI rates. However, the proposed parking supply will accommodate the projected December peak demand.

TABLE 18
COMPARISON OF PEAK PARKING DEMAND ESTIMATES

Land Use	Total Stalls Needed			
	ULI	City Code	ITE Average	ITE 85th Percentile
December Peak[1]	1,286	1,356	1,236	1,487
Late December Peak[1]	1,154	1,213	1,099	1,316

Note:
1 The peak shared parking demand reported in this table occurs on weekdays at 2 PM.
Sources: §XI-10-38.06, Milpitas Municipal Code, 2003; Parking Generations (3rd Edition), Institute of Transportation Engineers, 2004; *Shared Parking* (2nd Edition), Urban Land Institute, 2005.

Shared Parking Conclusions

Shared parking analyses include a factor to account for circulating vehicles. Retail customer demand is the primary cause of the peak December demand, and driver tolerance for finding parking typically is higher during this period. Therefore, we do not recommend that parking facilities for this project be designed to meet the peak holiday shopping season demand for 1,286 spaces. Instead, we recommend that the parking facilities be designed to meet the next highest peak demand, which is Late December Peak.

The project proposes 1,392 parking spaces which meets the projected Late December shared parking demand under the four different parking rates (ULI, City Code, and ITE Average and 85th Percentile). The final determination of the necessary parking supply will be made by City staff.

APPENDIX A:
EXISTING TRAFFIC COUNTS

AM Peak-Hour Volume Count Worksheet

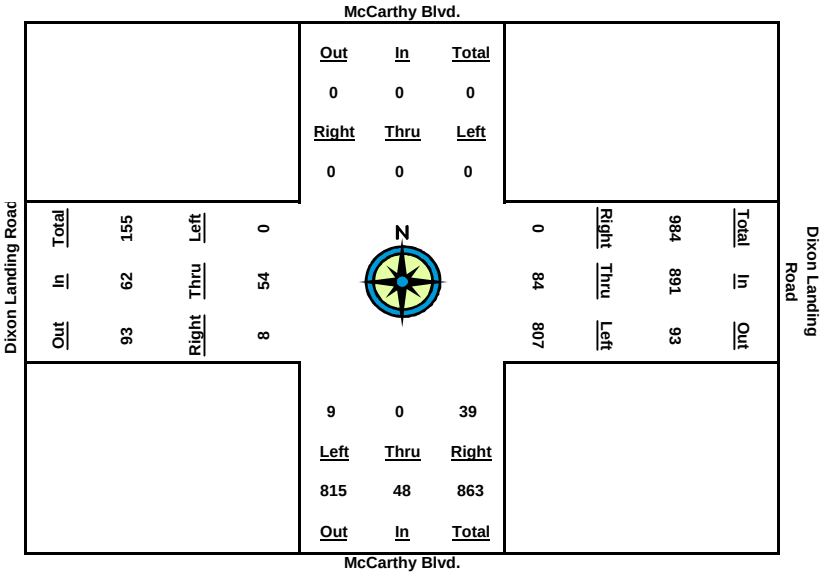
Date: 6/26/07
Counter: Alvan and Ngoc
Intersection Name: McCarthy Blvd. and Dixon Landing Road
Weather: Clear

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

	McCarthy Blvd.				Dixon Landing Road				McCarthy Blvd.				Dixon Landing Road			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	8	109	117	8	0	2	10	1	11	0	12
7:30	0	0	0	0	0	29	263	292	16	0	2	18	2	23	0	25
7:45	0	0	0	0	0	41	452	493	31	0	3	34	4	32	0	36
8:00	0	0	0	0	0	70	667	737	47	0	5	52	5	41	0	46
8:15	0	0	0	0	0	93	850	943	52	0	7	59	7	51	0	58
8:30	0	0	0	0	0	110	1,065	1,175	60	0	9	69	9	68	0	77
8:45	0	0	0	0	0	125	1,259	1,384	70	0	12	82	12	86	0	98
9:00	0	0	0	0	0	138	1,435	1,573	79	0	14	93	14	102	0	116

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	0	70	667	737	47	0	5	52	5	41	0	46	835
7:15 - 8:15	0	0	0	0	0	85	741	826	44	0	5	49	6	40	0	46	921
7:30 - 8:30	0	0	0	0	0	81	802	883	44	0	7	51	7	45	0	52	986
7:45 - 8:45	0	0	0	0	0	84	807	891	39	0	9	48	8	54	0	62	1,001
8:00 - 9:00	0	0	0	0	0	68	768	836	32	0	9	41	9	61	0	70	947
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**84**	**807**	**891**	**39**	**0**	**9**	**48**	**8**	**54**	**0**	**62**	**1,001**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	9	0	39	0	0	0	0	54	8	807	84	0



AM Peak-Hour Volume Count Worksheet

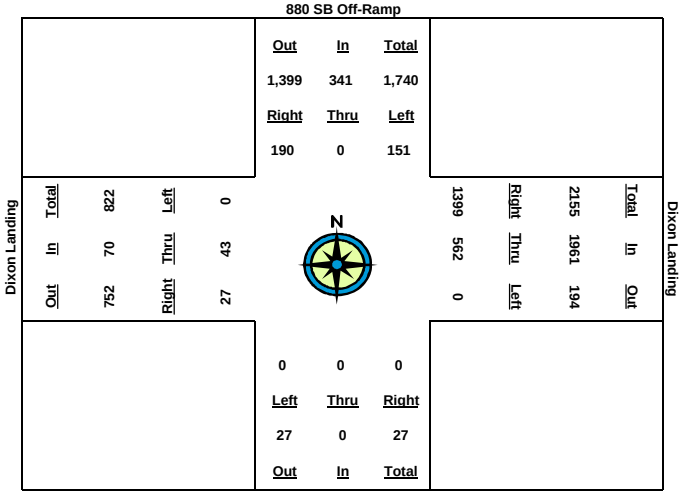
Date: 5/3/07
Counter: Alvan and Shaun
Intersection Name: 880 SB Ramps and Dixon Landing Rd.
Weather: Clear

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

	880 SB Off-Ramp				Dixon Landing				880 SB Off-Ramp				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	34	0	17	51	290	96	0	386	0	0	0	0	5	13	0	18
7:30	76	0	60	136	646	211	0	857	0	0	0	0	15	32	0	47
7:45	111	0	108	219	1,033	343	0	1,376	0	0	0	0	24	42	0	66
8:00	152	0	149	301	1,409	521	0	1,930	0	0	0	0	33	60	0	93
8:15	187	0	175	362	1,696	638	0	2,334	0	0	0	0	35	66	0	101
8:30	243	0	216	459	2,026	813	0	2,839	0	0	0	0	39	72	0	111
8:45	301	0	259	560	2,432	905	0	3,337	0	0	0	0	51	85	0	136
9:00	351	0	298	649	2,701	1,106	0	3,807	0	0	0	0	66	94	0	160

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	152	0	149	301	1,409	521	0	1,930	0	0	0	0	33	60	0	93	2,324
7:15 - 8:15	153	0	158	311	1,406	542	0	1,948	0	0	0	0	30	53	0	83	2,342
7:30 - 8:30	167	0	156	323	1,380	602	0	1,982	0	0	0	0	24	40	0	64	2,369
7:45 - 8:45	190	0	151	341	1,399	562	0	1,961	0	0	0	0	27	43	0	70	2,372
8:00 - 9:00	199	0	149	348	1,292	585	0	1,877	0	0	0	0	33	34	0	67	2,292
Peak Volumes:	**190**	**0**	**151**	**341**	**1,399**	**562**	**0**	**1,961**	**0**	**0**	**0**	**0**	**27**	**43**	**0**	**70**	**2,372**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	190	0	151		1,399	562	0		0	0	0		27	43	0



AM Peak-Hour Volume Count Worksheet

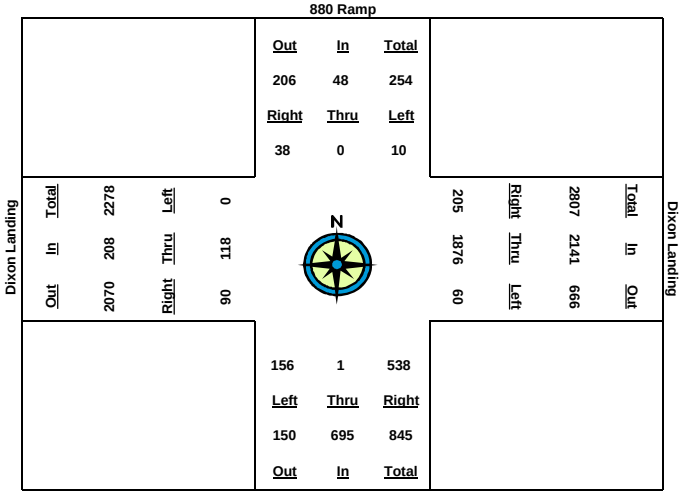
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 4/24/07
Counter: Rholan and JR
Intersection Name: California Cir-880 ramp and Dixon Landing Rd
Weather: Clear
City/Project: Milpitas - 07GB14

	880 Ramp				Dixon Landing				California Cir				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	10	0	1	11	46	416	15	477	106	3	35	144	17	42	0	59
7:30	18	0	3	21	99	911	33	1,043	260	3	65	328	33	73	0	106
7:45	27	0	6	33	159	1,396	45	1,600	391	4	100	495	57	104	0	161
8:00	36	0	9	45	216	1,830	54	2,100	545	4	127	676	83	141	0	224
8:15	45	0	11	56	261	2,234	77	2,572	670	4	168	842	101	164	0	265
8:30	56	0	13	69	304	2,787	93	3,184	798	4	221	1,023	123	191	0	314
8:45	62	0	17	79	342	3,147	100	3,589	901	4	260	1,165	151	216	0	367
9:00	78	0	19	97	380	3,635	121	4,136	1,028	4	312	1,344	178	239	0	417

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	36	0	9	45	216	1,830	54	2,100	545	4	127	676	83	141	0	224	3,045
7:15 - 8:15	35	0	10	45	215	1,818	62	2,095	564	1	133	698	84	122	0	206	3,044
7:30 - 8:30	38	0	10	48	205	1,876	60	2,141	538	1	156	695	90	118	0	208	3,092
7:45 - 8:45	35	0	11	46	183	1,751	55	1,989	510	0	160	670	94	112	0	206	2,911
8:00 - 9:00	42	0	10	52	164	1,805	67	2,036	483	0	185	668	95	98	0	193	2,949
Peak Volumes:	**38**	**0**	**10**	**48**	**205**	**1,876**	**60**	**2,141**	**538**	**1**	**156**	**695**	**90**	**118**	**0**	**208**	**3,092**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	38	0	10		205	1,876	60		538	1	156		90	118	0



AM Peak-Hour Volume Count Worksheet

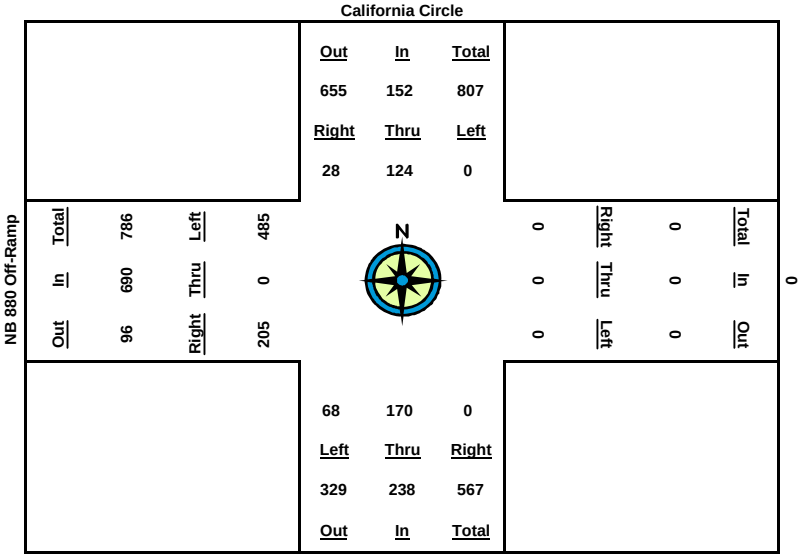
Date: 6/20/07
Counter: Kevin and Dianne
Intersection Name: NB 880 Ramps and California Circle
Weather: Clear

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

	California Circle								California Circle				NB 880 Off-Ramp			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	9	33	0	42	0	0	0	0	0	23	11	34	30	0	61	91
7:30	15	59	0	74	0	0	0	0	0	50	19	69	84	0	174	258
7:45	21	89	0	110	0	0	0	0	0	81	25	106	116	0	294	410
8:00	28	122	0	150	0	0	0	0	0	119	43	162	151	0	417	568
8:15	32	153	0	185	0	0	0	0	0	147	63	210	214	0	514	728
8:30	42	188	0	230	0	0	0	0	0	194	83	277	264	0	655	919
8:45	49	213	0	262	0	0	0	0	0	251	93	344	321	0	779	1,100
9:00	57	236	0	293	0	0	0	0	0	301	104	405	373	0	860	1,233

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	28	122	0	150	0	0	0	0	0	119	43	162	151	0	417	568	880
7:15 - 8:15	23	120	0	143	0	0	0	0	0	124	52	176	184	0	453	637	956
7:30 - 8:30	27	129	0	156	0	0	0	0	0	144	64	208	180	0	481	661	1,025
7:45 - 8:45	28	124	0	152	0	0	0	0	0	170	68	238	205	0	485	690	1,080
8:00 - 9:00	29	114	0	143	0	0	0	0	0	182	61	243	222	0	443	665	1,051
Peak Volumes:	**28**	**124**	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**170**	**68**	**238**	**205**	**0**	**485**	**690**	**1,080**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	68	170	0	0	124	28	485	0	205	0	0	0



AM Peak-Hour Volume Count Worksheet

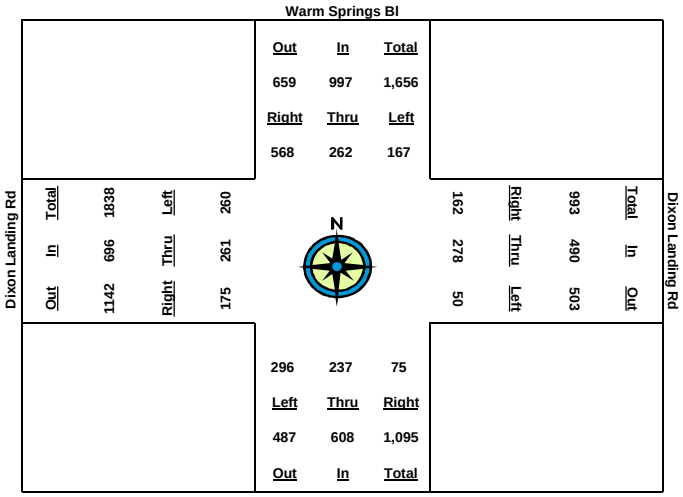
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 3/21/07
Counter: Ronald & Shaun
Intersection Name: Warm Springs Bl and Dixon Landing Rd
Weather: Cloudy, then clean
City/Project: Milpitas - Fremont Milmont - 07GB14

	Warm Springs Bl				Dixon Landing Rc				Warm Springs Bl				Dixon Landing Rd			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	136	47	21	204	9	57	4	70	1	40	40	81	28	24	49	101
7:30	277	99	38	414	31	132	7	170	4	72	98	174	56	60	115	231
7:45	405	163	86	654	63	195	14	272	17	118	166	301	95	109	183	387
8:00	538	237	146	921	111	255	33	399	47	189	221	457	154	201	279	634
8:15	685	291	176	1,152	165	340	40	545	67	254	318	639	199	285	323	807
8:30	845	361	205	1,411	193	410	57	660	79	309	394	782	231	321	375	927
8:45	996	446	222	1,664	215	457	64	736	84	361	477	922	263	336	436	1,035
9:00	1,124	493	241	1,858	242	502	76	820	89	421	551	1,061	288	361	496	1,145

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	538	237	146	921	111	255	33	399	47	189	221	457	154	201	279	634	2,411
7:15 - 8:15	549	244	155	948	156	283	36	475	66	214	278	558	171	261	274	706	2,687
7:30 - 8:30	568	262	167	997	162	278	50	490	75	237	296	608	175	261	260	696	2,791
7:45 - 8:45	591	283	136	1,010	152	262	50	464	67	243	311	621	168	227	253	648	2,743
8:00 - 9:00	586	256	95	937	131	247	43	421	42	232	330	604	134	160	217	511	2,473
Peak Volumes:	**568**	**262**	**167**	**997**	**162**	**278**	**50**	**490**	**75**	**237**	**296**	**608**	**175**	**261**	**260**	**696**	**2,791**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	568	262	167		162	278	50		75	237	296		175	261	260



AM Peak-Hour Volume Count Worksheet

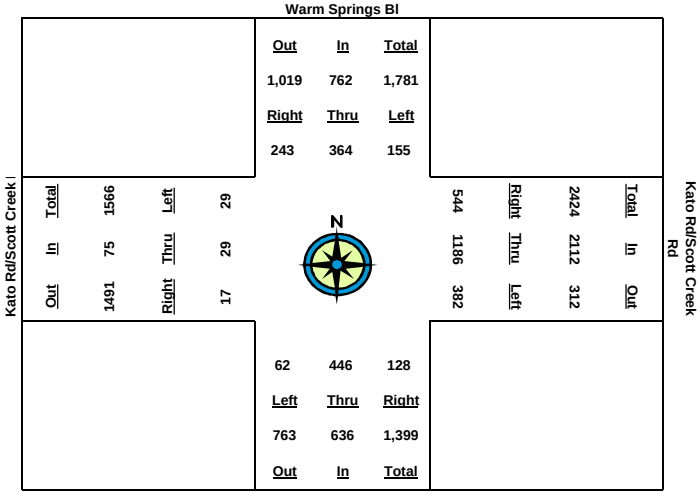
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 3/21/07
Counter: Michelle & Nathan
Intersection Name: Warm Springs Bl and Kato Rd/Scot Creek Rd
Weather: Cloudy, then clear
City/Project: Fremont - Fremont Milmont - 07GB14

	Warm Springs Bl				Kato Rd/Scott Creek Rd				Warm Springs Bl				Kato Rd/Scott Creek Rd			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	29	67	19	115	65	178	90	333	33	36	11	80	3	2	3	8
7:30	66	149	38	253	131	375	189	695	73	95	21	189	3	9	11	23
7:45	102	237	66	405	241	617	324	1,182	123	165	36	324	4	18	21	43
8:00	168	318	86	572	381	971	432	1,784	164	293	54	511	10	24	26	60
8:15	236	406	127	769	552	1,198	509	2,259	187	418	74	679	13	30	33	76
8:30	299	491	173	963	686	1,504	611	2,801	205	507	83	795	17	40	36	93
8:45	345	601	221	1,167	785	1,803	706	3,294	251	611	98	960	21	47	50	118
9:00	387	676	234	1,297	863	2,003	789	3,655	280	678	113	1,071	24	59	57	140

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	168	318	86	572	381	971	432	1,784	164	293	54	511	10	24	26	60	2,927
7:15 - 8:15	207	339	108	654	487	1,020	419	1,926	154	382	63	599	10	28	30	68	3,247
7:30 - 8:30	233	342	135	710	555	1,129	422	2,106	132	412	62	606	14	31	25	70	3,492
7:45 - 8:45	243	364	155	762	544	1,186	382	2,112	128	446	62	636	17	29	29	75	3,585
8:00 - 9:00	219	358	148	725	482	1,032	357	1,871	116	385	59	560	14	35	31	80	3,236
Peak Volumes:	**243**	**364**	**155**	**762**	**544**	**1,186**	**382**	**2,112**	**128**	**446**	**62**	**636**	**17**	**29**	**29**	**75**	**3,585**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	243	364	155		544	1,186	382		128	446	62		17	29	29



AM Peak-Hour Volume Count Worksheet

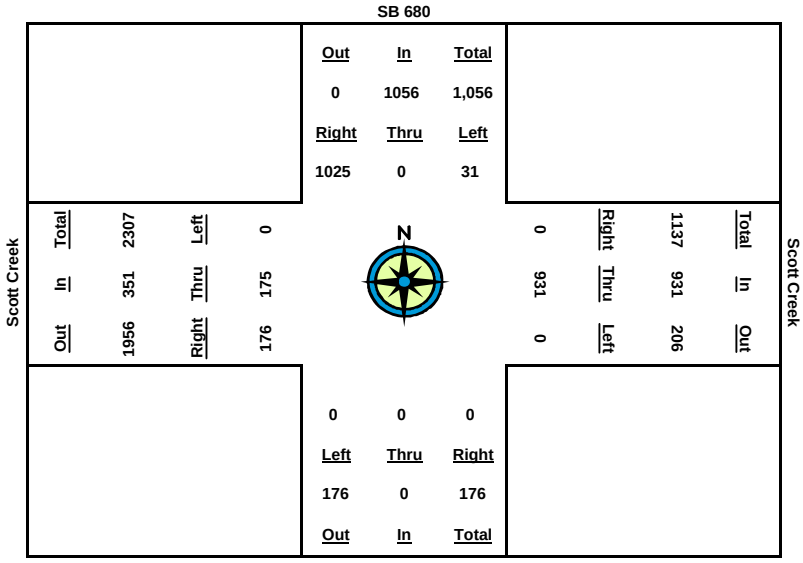
Date: 6/19/07
Counter: Patti & Shaun Alvarez
Intersection Name: SB 680 & Scott Creek
Weather: Clear

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

	SB 680				Scott Creek				SB 680				Scott Creek			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	270	0	7	277	0	162	0	162	0	0	0	0	34	36	0	70
7:30	470	0	12	482	0	332	0	332	0	0	0	0	81	69	0	150
7:45	682	0	19	701	0	561	0	561	0	0	0	0	135	127	0	262
8:00	941	0	24	965	0	857	0	857	0	0	0	0	187	181	0	368
8:15	1,205	0	31	1,236	0	1,059	0	1,059	0	0	0	0	209	198	0	407
8:30	1,466	0	43	1,509	0	1,254	0	1,254	0	0	0	0	146	233	0	379
8:45	1,707	0	50	1,757	0	1,492	0	1,492	0	0	0	0	311	302	0	613
9:00	1,948	0	60	2,008	0	1,675	0	1,675	0	0	0	0	376	335	0	711

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	941	0	24	965	0	857	0	857	0	0	0	0	187	181	0	368	2,190
7:15 - 8:15	935	0	24	959	0	897	0	897	0	0	0	0	175	162	0	337	2,193
7:30 - 8:30	996	0	31	1,027	0	922	0	922	0	0	0	0	65	164	0	229	2,178
7:45 - 8:45	1,025	0	31	1,056	0	931	0	931	0	0	0	0	176	175	0	351	2,338
8:00 - 9:00	1,007	0	36	1,043	0	818	0	818	0	0	0	0	189	154	0	343	2,204
Peak Volumes:	**1,025**	**0**	**31**	**1,056**	**0**	**931**	**0**	**931**	**0**	**0**	**0**	**0**	**176**	**175**	**0**	**351**	**2,338**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	31	0	1,025	0	175	176	0	931	0



AM Peak-Hour Volume Count Worksheet

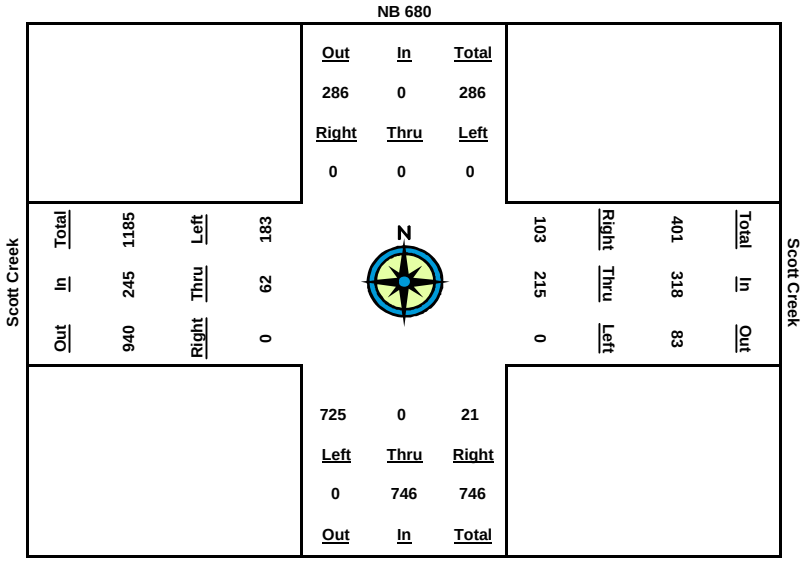
Date: 6/19/07
Counter: Alvan & Ngoc
Intersection Name: NB 680 & (Scott Creek) Kato Rd.
Weather: Clear

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

	NB 680				Scott Creek				NB 680				Scott Creek			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	9	22	0	31	5	0	126	131	0	8	31	39
7:30	0	0	0	0	118	63	0	181	13	0	278	291	0	17	63	80
7:45	0	0	0	0	38	110	0	148	18	0	484	502	0	24	118	142
8:00	0	0	0	0	53	161	0	214	21	0	709	730	0	37	142	179
8:15	0	0	0	0	76	207	0	283	28	0	861	889	0	49	190	239
8:30	0	0	0	0	108	252	0	360	34	0	1,005	1,039	0	67	234	301
8:45	0	0	0	0	141	325	0	466	39	0	1,209	1,248	0	86	301	387
9:00	0	0	0	0	160	368	0	528	45	0	1,329	1,374	0	99	338	437

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	53	161	0	214	21	0	709	730	0	37	142	179	1,123
7:15 - 8:15	0	0	0	0	67	185	0	252	23	0	735	758	0	41	159	200	1,210
7:30 - 8:30	0	0	0	0	-10	189	0	179	21	0	727	748	0	50	171	221	1,148
7:45 - 8:45	0	0	0	0	103	215	0	318	21	0	725	746	0	62	183	245	1,309
8:00 - 9:00	0	0	0	0	107	207	0	314	24	0	620	644	0	62	196	258	1,216
Peak Volumes:	**0**	**0**	**0**	**0**	**103**	**215**	**0**	**318**	**21**	**0**	**725**	**746**	**0**	**62**	**183**	**245**	**1,309**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	725	0	21	0	0	0	183	62	0	0	215	103



AM Peak-Hour Volume Count Worksheet

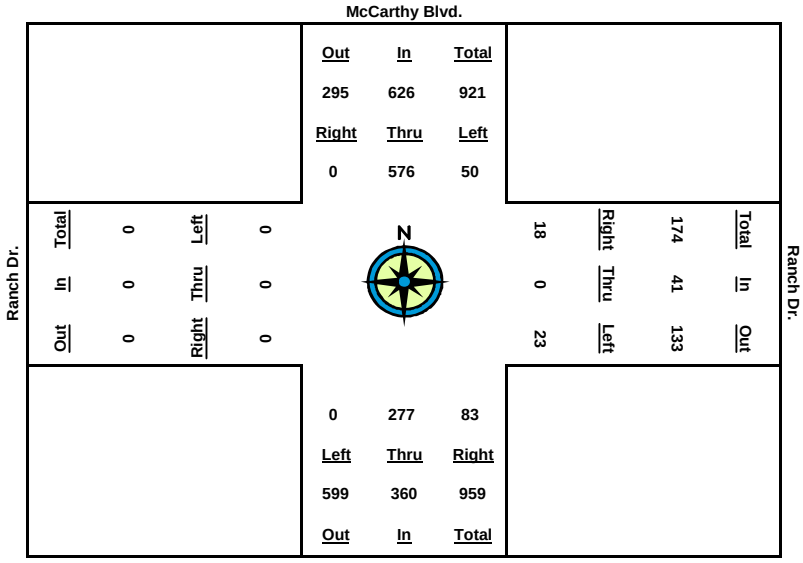
Date: 6/20/07
Counter: Alvan & Ngoc
Intersection Name: McCarthy Blvd. & Ranch Dr. North
Weather: Clear

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

	McCarthy Blvd.				Ranch Dr.				McCarthy Blvd.				Ranch Dr.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	83	7	90	5	0	1	6	13	19	0	32	0	0	0	0
7:30	0	188	19	207	6	0	5	11	29	49	0	78	0	0	0	0
7:45	0	331	36	367	7	0	6	13	43	90	0	133	0	0	0	0
8:00	0	479	44	523	7	0	9	16	68	143	0	211	0	0	0	0
8:15	0	594	53	647	14	0	17	31	91	217	0	308	0	0	0	0
8:30	0	746	69	815	22	0	22	44	107	278	0	385	0	0	0	0
8:45	0	919	86	1,005	24	0	31	55	129	347	0	476	0	0	0	0
9:00	0	1,055	94	1,149	25	0	32	57	151	420	0	571	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	479	44	523	7	0	9	16	68	143	0	211	0	0	0	0	750
7:15 - 8:15	0	511	46	557	9	0	16	25	78	198	0	276	0	0	0	0	858
7:30 - 8:30	0	558	50	608	16	0	17	33	78	229	0	307	0	0	0	0	948
7:45 - 8:45	0	588	50	638	17	0	25	42	86	257	0	343	0	0	0	0	1,023
8:00 - 9:00	0	576	50	626	18	0	23	41	83	277	0	360	0	0	0	0	1,027
Peak Volumes:	**0**	**576**	**50**	**626**	**18**	**0**	**23**	**41**	**83**	**277**	**0**	**360**	**0**	**0**	**0**	**0**	**1,027**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	277	83	50	576	0	0	0	0	23	0	18



AM Peak-Hour Volume Count Worksheet

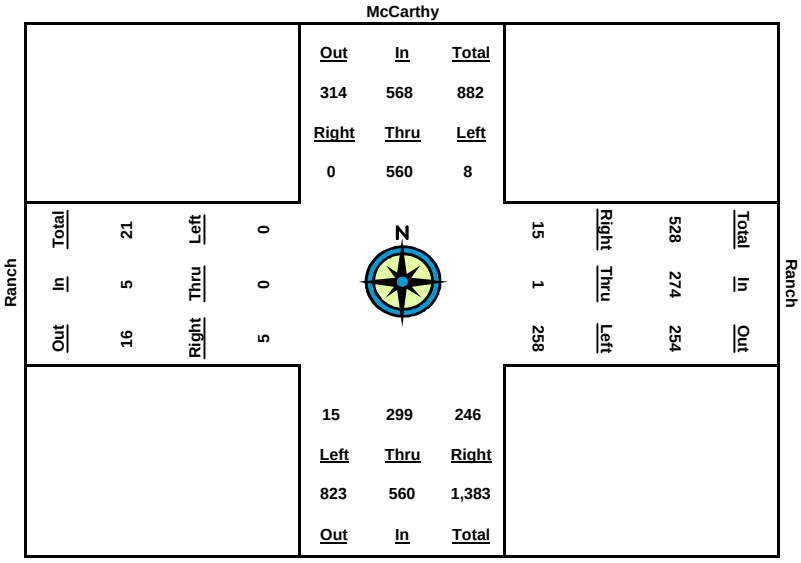
Date: 6/20/07
Counter: Jamie& Huy
Intersection Name: McCarthy Blvd. & Ranch Dr. South
Weather: Clear

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

	McCarthy				Ranch				McCarthy				Ranch			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	92	2	94	3	0	54	57	66	37	3	106	1	0	0	1
7:30	0	207	2	209	7	0	121	128	104	86	6	196	2	0	0	2
7:45	0	357	3	360	10	0	179	189	145	128	11	284	3	0	0	3
8:00	0	531	4	535	12	1	252	265	198	204	19	421	6	0	0	6
8:15	0	663	5	668	18	1	301	320	257	281	21	559	7	0	0	7
8:30	0	790	9	799	22	1	368	391	321	350	26	697	8	0	0	8
8:45	0	917	11	928	25	1	437	463	391	427	26	844	8	0	0	8
9:00	0	948	18	966	27	1	503	531	467	502	26	995	8	0	0	8

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	531	4	535	12	1	252	265	198	204	19	421	6	0	0	6	1,227
7:15 - 8:15	0	571	3	574	15	1	247	263	191	244	18	453	6	0	0	6	1,296
7:30 - 8:30	0	583	7	590	15	1	247	263	217	264	20	501	6	0	0	6	1,360
7:45 - 8:45	0	560	8	568	15	1	258	274	246	299	15	560	5	0	0	5	1,407
8:00 - 9:00	0	417	14	431	15	0	251	266	269	298	7	574	2	0	0	2	1,273
Peak Volumes:	**0**	**560**	**8**	**568**	**15**	**1**	**258**	**274**	**246**	**299**	**15**	**560**	**5**	**0**	**0**	**5**	**1,407**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	15	299	246	8	560	0	0	0	5	258	1	15



AM Peak-Hour Volume Count Worksheet

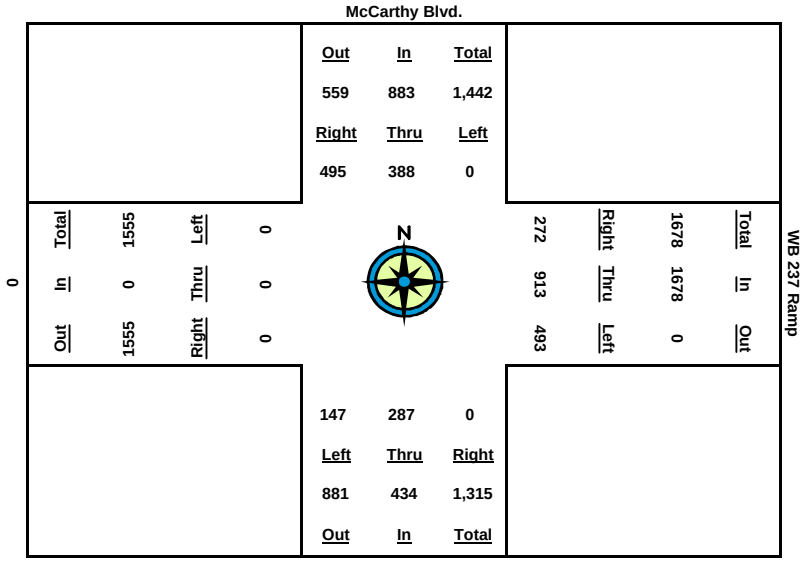
Date: 7/11/07
Counter: Logan & Jane
Intersection Name: WB 237 & McCarthy Blvd.
Weather: Clear

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

	McCarthy Blvd.				WB 237 Ramp				McCarthy Blvd.							
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	74	68	0	142	42	205	96	343	0	46	26	72	0	0	0	0
7:30	174	123	0	297	82	428	181	691	0	86	54	140	0	0	0	0
7:45	283	202	0	485	159	714	309	1,182	0	149	98	247	0	0	0	0
8:00	397	296	0	693	213	910	429	1,552	0	221	117	338	0	0	0	0
8:15	569	456	0	1,025	314	1,118	589	2,021	0	333	173	506	0	0	0	0
8:30	663	554	0	1,217	399	1,222	673	2,294	0	389	199	588	0	0	0	0
8:45	798	703	0	1,501	490	1,401	804	2,695	0	469	236	705	0	0	0	0
9:00	908	788	0	1,696	586	1,551	917	3,054	0	553	258	811	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	397	296	0	693	213	910	429	1,552	0	221	117	338	0	0	0	0	2,583
7:15 - 8:15	495	388	0	883	272	913	493	1,678	0	287	147	434	0	0	0	0	2,995
7:30 - 8:30	489	431	0	920	317	794	492	1,603	0	303	145	448	0	0	0	0	2,971
7:45 - 8:45	515	501	0	1,016	331	687	495	1,513	0	320	138	458	0	0	0	0	2,987
8:00 - 9:00	511	492	0	1,003	373	641	488	1,502	0	332	141	473	0	0	0	0	2,978
Peak Volumes:	**495**	**388**	**0**	**883**	**272**	**913**	**493**	**1,678**	**0**	**287**	**147**	**434**	**0**	**0**	**0**	**0**	**2,995**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	147	287	0	0	388	495	0	0	0	493	913	272



AM Peak-Hour Volume Count Worksheet

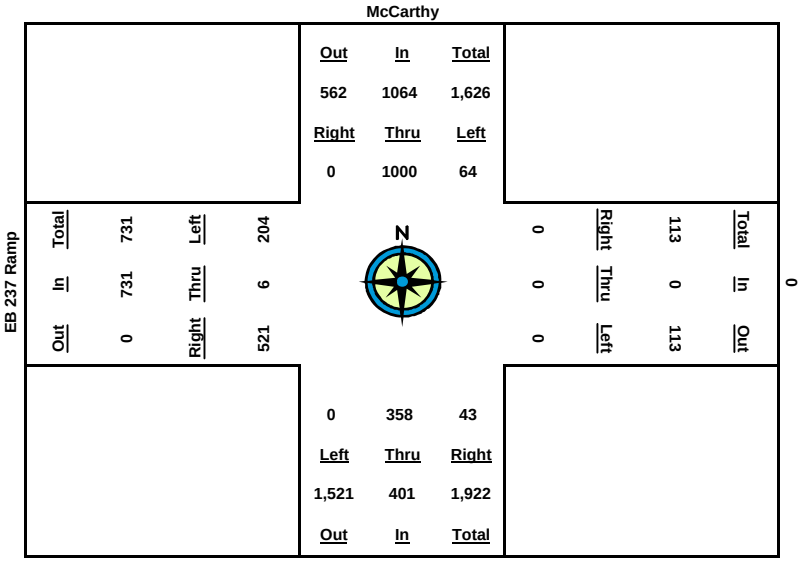
Date: 7/11/07
Counter: Alvan and Ngoc
Intersection Name: EB 237 & McCarthy Blvd.
Weather: Clear

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

	McCarthy								McCarthy				EB 237 Ramp			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	143	12	155	0	0	0	0	11	53	0	64	68	2	28	98
7:30	0	285	19	304	0	0	0	0	20	100	0	120	139	3	61	203
7:45	0	519	28	547	0	0	0	0	31	172	0	203	228	3	91	322
8:00	0	773	35	808	0	0	0	0	43	236	0	279	354	4	142	500
8:15	0	968	57	1,025	0	0	0	0	56	399	0	455	473	7	188	668
8:30	0	1,232	72	1,304	0	0	0	0	69	462	0	531	586	8	235	829
8:45	0	1,519	92	1,611	0	0	0	0	74	530	0	604	749	9	295	1,053
9:00	0	1,786	116	1,902	0	0	0	0	91	437	0	528	904	9	338	1,251

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	773	35	808	0	0	0	0	43	236	0	279	354	4	142	500	1,587
7:15 - 8:15	0	825	45	870	0	0	0	0	45	346	0	391	405	5	160	570	1,831
7:30 - 8:30	0	947	53	1,000	0	0	0	0	49	362	0	411	447	5	174	626	2,037
7:45 - 8:45	0	1,000	64	1,064	0	0	0	0	43	358	0	401	521	6	204	731	2,196
8:00 - 9:00	0	1,013	81	1,094	0	0	0	0	48	201	0	249	550	5	196	751	2,094
Peak Volumes:	**0**	**1,000**	**64**	**1,064**	**0**	**0**	**0**	**0**	**43**	**358**	**0**	**401**	**521**	**6**	**204**	**731**	**2,196**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	358	43	64	1,000	0	204	6	521	0	0	0



Traffic Data Service

Campbell, CA

(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 8/14/2007
Page No : 1

Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					SR-237 Westbound					Northbound					SR-237 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	58	0	51	0	109	93	599	0	0	692	0	0	0	0	0	0	126	0	0	126	927
07:15 AM	62	2	49	0	113	156	551	0	0	707	0	0	0	0	0	0	130	0	0	130	950
07:30 AM	56	3	68	0	127	161	651	0	0	812	0	0	0	0	0	0	142	0	0	142	1081
07:45 AM	53	1	49	3	106	139	673	0	0	812	0	0	0	0	0	0	219	0	0	219	1137
Total	229	6	217	3	455	549	2474	0	0	3023	0	0	0	0	0	0	617	0	0	617	4095
08:00 AM	48	0	50	0	98	120	630	0	0	750	0	0	0	0	0	0	287	0	0	287	1135
08:15 AM	62	1	55	0	118	190	664	0	0	854	0	0	0	0	0	0	231	0	0	231	1203
08:30 AM	115	0	66	0	181	184	714	0	0	898	0	0	0	0	0	0	196	0	0	196	1275
08:45 AM	164	0	42	0	206	125	581	0	0	706	0	0	0	0	0	0	216	0	0	216	1128
Total	389	1	213	0	603	619	2589	0	0	3208	0	0	0	0	0	0	930	0	0	930	4741
Grand Total	618	7	430	3	1058	1168	5063	0	0	6231	0	0	0	0	0	0	1547	0	0	1547	8836
Apprch %	58.4	0.7	40.6	0.3		18.7	81.3	0	0		0	0	0	0		0	100	0	0		
Total %	7	0.1	4.9	0	12	13.2	57.3	0	0	70.5	0	0	0	0	0	0	17.5	0	0	17.5	

	I-880 SB RAMPS Southbound					SR-237 Westbound					Northbound					SR-237 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	53	**1**	49	**3**	106	139	673	0	0	812	0	0	0	0	0	0	219	0	0	219	1137
08:00 AM	48	0	50	0	98	120	630	0	0	750	0	0	0	0	0	0	**287**	0	0	**287**	1135
08:15 AM	62	1	55	0	118	**190**	664	0	0	854	0	0	0	0	0	0	231	0	0	231	1203
08:30 AM	**115**	0	**66**	0	**181**	184	**714**	0	0	**898**	0	0	0	0	0	0	196	0	0	196	**1275**
Total Volume	278	2	220	3	503	633	2681	0	0	3314	0	0	0	0	0	0	933	0	0	933	4750
% App. Total	55.3	0.4	43.7	0.6		19.1	80.9	0	0		0	0	0	0		0	100	0	0		
PHF	.604	.500	.833	.250	.695	.833	.939	.000	.000	.923	.000	.000	.000	.000	.000	.000	.813	.000	.000	.813	.931

Traffic Data Service

Campbell, CA

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File Name : 1AM FINAL
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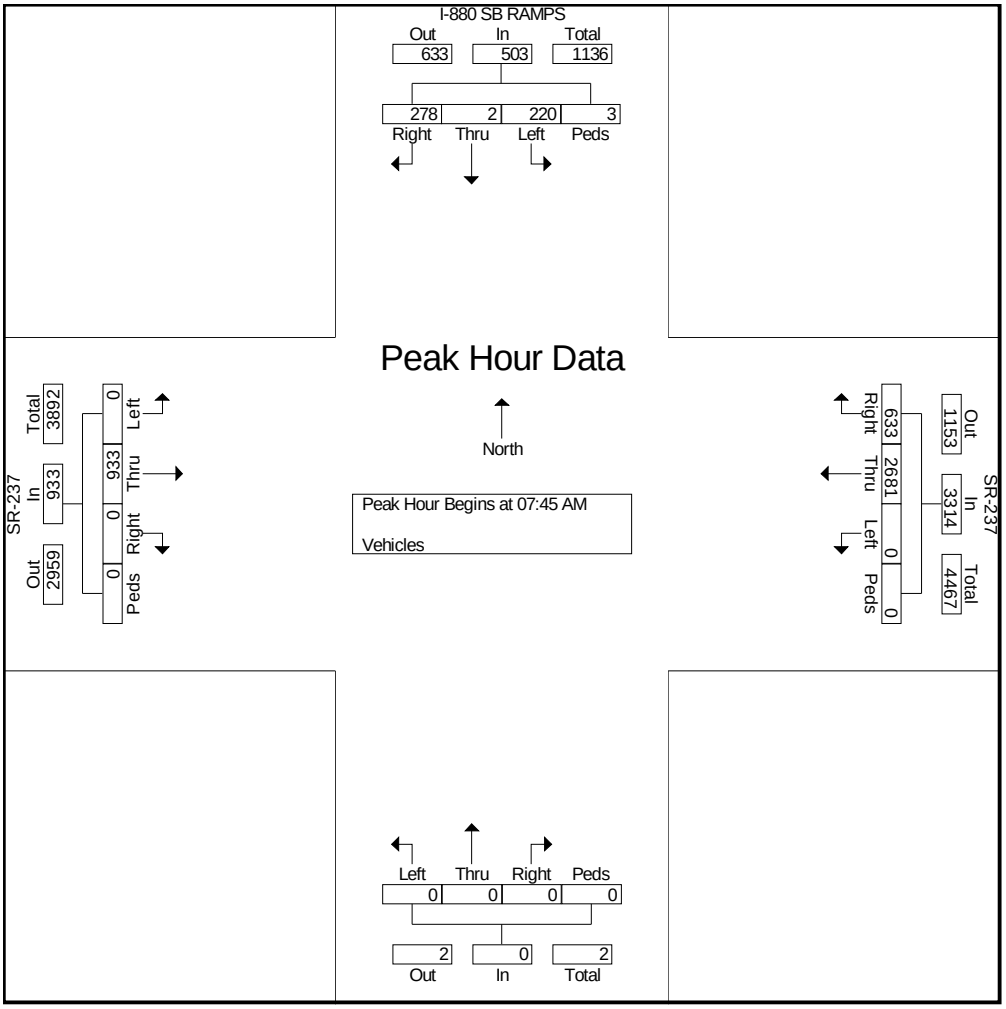

Traffic Data Service

Campbell, CA

(408) 377-2988
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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 8/14/2007
Page No : 1

Groups Printed- Vehicles

	Southbound					CALAVERAS BLVD Westbound					I-880 NB RAMPS Northbound					CALAVERAS BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	57	585	0	0	642	73	0	81	0	154	6	210	0	0	216	1012
07:15 AM	0	0	0	0	0	52	602	0	0	654	88	0	107	0	195	5	184	0	0	189	1038
07:30 AM	0	0	0	0	0	60	713	0	0	773	61	0	107	0	168	9	200	0	0	209	1150
07:45 AM	0	0	0	0	0	65	702	0	0	767	80	0	95	0	175	4	269	0	0	273	1215
Total	0	0	0	0	0	234	2602	0	0	2836	302	0	390	0	692	24	863	0	0	887	4415
08:00 AM	0	0	0	0	0	44	665	0	0	709	84	0	112	0	196	8	342	0	0	350	1255
08:15 AM	0	0	0	0	0	42	730	0	0	772	76	0	115	0	191	8	288	0	0	296	1259
08:30 AM	0	0	0	0	0	62	707	0	0	769	77	0	116	0	193	8	262	0	0	270	1232
08:45 AM	0	0	0	0	0	57	587	0	0	644	86	0	98	0	184	12	261	0	0	273	1101
Total	0	0	0	0	0	205	2689	0	0	2894	323	0	441	0	764	36	1153	0	0	1189	4847
Grand Total	0	0	0	0	0	439	5291	0	0	5730	625	0	831	0	1456	60	2016	0	0	2076	9262
Apprch %	0	0	0	0		7.7	92.3	0	0		42.9	0	57.1	0		2.9	97.1	0	0		
Total %	0	0	0	0	0	4.7	57.1	0	0	61.9	6.7	0	9	0	15.7	0.6	21.8	0	0	22.4	

	Southbound					CALAVERAS BLVD Westbound					I-880 NB RAMPS Northbound					CALAVERAS BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	**65**	702	0	0	767	80	0	95	0	175	4	269	0	0	273	1215
08:00 AM	0	0	0	0	0	44	665	0	0	709	**84**	0	112	0	**196**	**8**	**342**	0	0	**350**	1255
08:15 AM	0	0	0	0	0	42	**730**	0	0	**772**	76	0	115	0	191	8	288	0	0	296	**1259**
08:30 AM	0	0	0	0	0	62	707	0	0	769	77	0	**116**	0	193	8	262	0	0	270	1232
Total Volume	0	0	0	0	0	213	2804	0	0	3017	317	0	438	0	755	28	1161	0	0	1189	4961
% App. Total	0	0	0	0		7.1	92.9	0	0		42	0	58	0		2.4	97.6	0	0		
PHF	.000	.000	.000	.000	.000	.819	.960	.000	.000	.977	.943	.000	.944	.000	.963	.875	.849	.000	.000	.849	.985

Traffic Data Service

Campbell, CA

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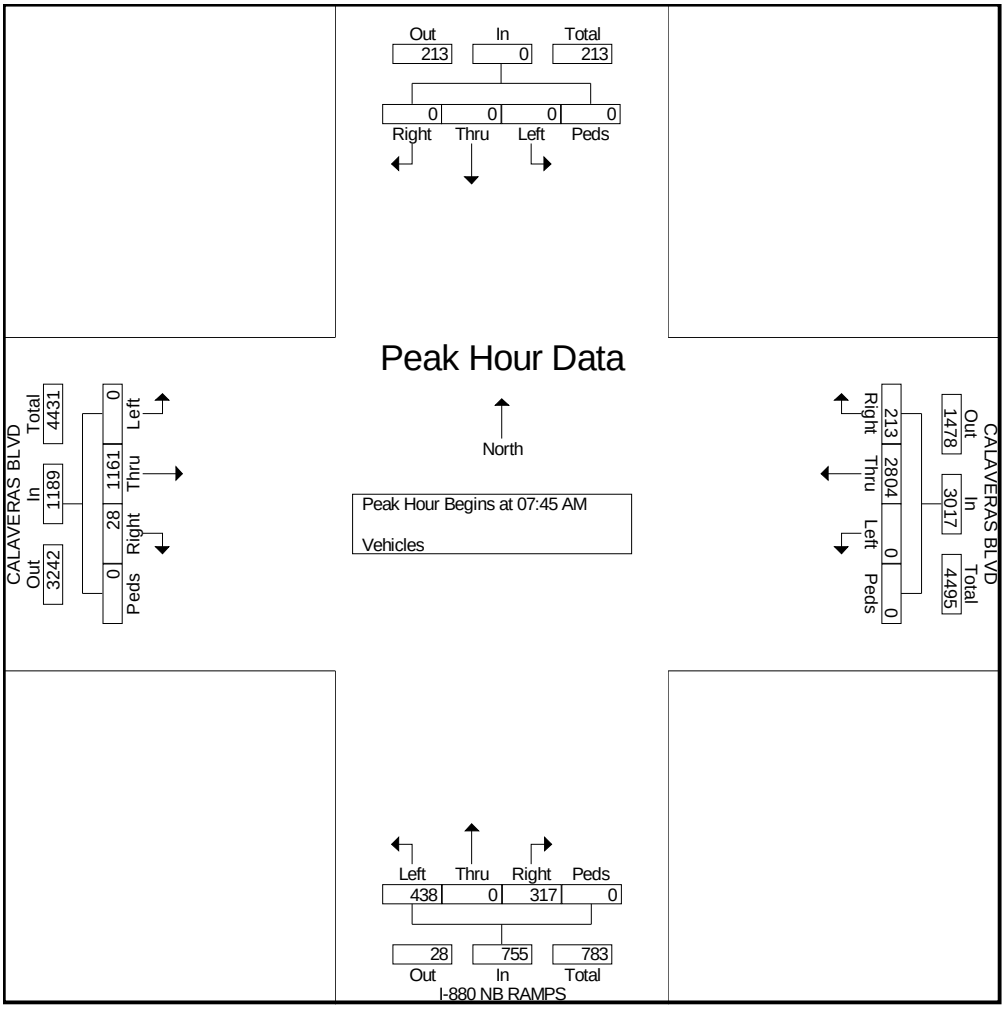
File Name : 2AM FINAL
Site Code : 00000002
Start Date : 8/14/2007
Page No : 2



AM Peak-Hour Volume Count Worksheet

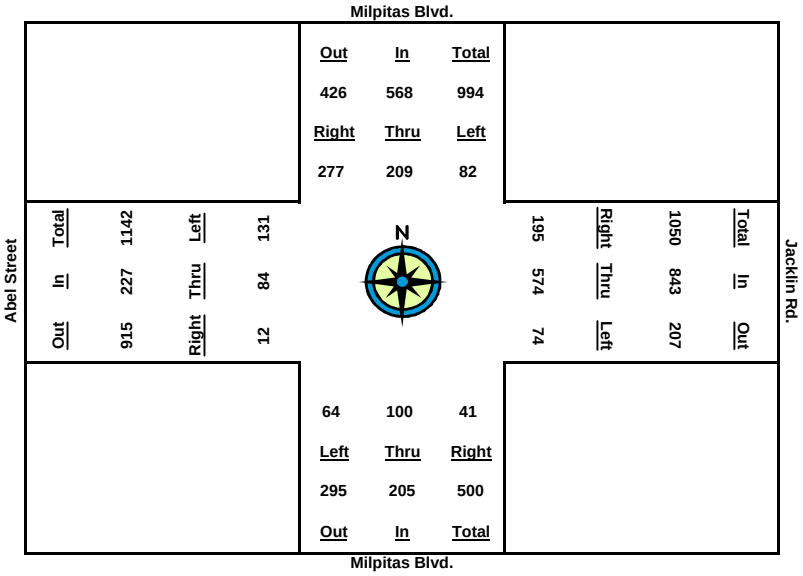
Date: 6/19/07
Counter: Jamie and Huy
Intersection Name: Milpitas Blvd. and Abel Street
Weather: Clear

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

	Milpitas Blvd.				Jacklin Rd.				Milpitas Blvd.				Abel Street			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	33	24	10	67	17	69	11	97	13	29	11	53	1	6	19	26
7:30	91	48	30	169	61	158	19	238	16	49	28	93	3	22	36	61
7:45	161	92	64	317	94	280	35	409	22	82	40	144	8	41	65	114
8:00	230	136	82	448	127	426	65	618	28	114	50	192	11	61	99	171
8:15	304	190	110	604	198	579	78	855	40	136	64	240	14	84	135	233
8:30	379	239	129	747	236	709	98	1,043	55	157	80	292	16	103	161	280
8:45	438	301	146	885	289	854	109	1,252	63	182	104	349	20	125	196	341
9:00	502	354	152	1,008	314	995	124	1,433	72	212	125	409	25	141	221	387

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	230	136	82	448	127	426	65	618	28	114	50	192	11	61	99	171	1,429
7:15 - 8:15	271	166	100	537	181	510	67	758	27	107	53	187	13	78	116	207	1,689
7:30 - 8:30	288	191	99	578	175	551	79	805	39	108	52	199	13	81	125	219	1,801
7:45 - 8:45	277	209	82	568	195	574	74	843	41	100	64	205	12	84	131	227	1,843
8:00 - 9:00	272	218	70	560	187	569	59	815	44	98	75	217	14	80	122	216	1,808
Peak Volumes:	**277**	**209**	**82**	**568**	**195**	**574**	**74**	**843**	**41**	**100**	**64**	**205**	**12**	**84**	**131**	**227**	**1,843**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	64	100	41	82	209	277	131	84	12	74	574	195



Calaveras/Milpitas CMP Volumes

	MILPITAS BLVD Southbound				CALAVERAS BLVD Westbound				MILPITAS BLVD Northbound				CALAVERAS BLVD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Total
07:30 AM	151	47	39	0	22	506	9	0	2	40	74	0	65	113	12	0	1080
07:45 AM	151	94	52	0	26	497	8	0	6	24	100	0	117	157	30	0	1262
08:00 AM	177	69	70	0	24	486	31	1	4	22	89	0	89	187	36	0	1285
08:15 AM	136	69	57	1	15	451	26	0	5	42	96	1	97	191	55	0	1242
	615	**279**	**218**	**1**	**87**	**1940**	**74**	**1**	**17**	**128**	**359**	**1**	**368**	**648**	**133**	**0**	
04:45 PM	82	73	82	0	64	292	28	3	27	76	115	0	88	492	117	0	1539
05:00 PM	94	65	98	0	66	280	31	0	20	93	136	3	84	442	93	0	1505
05:15 PM	46	41	72	0	55	276	30	1	26	121	121	2	95	459	91	2	1438
05:30 PM	35	58	74	0	64	338	41	2	22	94	106	0	99	495	69	1	1498
	257	**237**	**326**	**0**	**249**	**1186**	**130**	**6**	**95**	**384**	**478**	**5**	**366**	**1888**	**370**	**3**	**5980**

Peak-Hour Volume Count Worksheet

Date: 11/15/06
Counter:
on Name: Calaveras and Abel
Weather: Clear

AUTO-CENSUS

Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-16

AM Peak-Hour Volume Count Worksheet

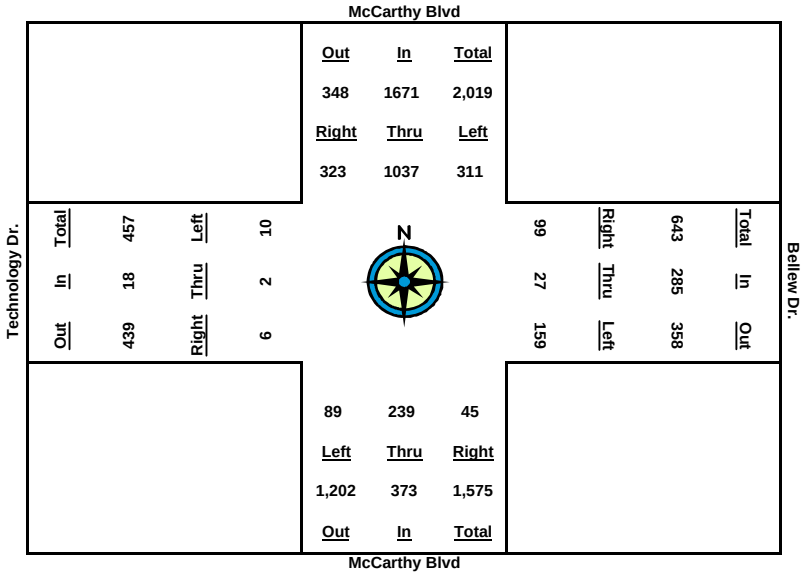
Date: 6/14/07
Counter: Byron and Jamie
Intersection Name: McCarthy and Technology/Bellew
Weather: Clear

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

	McCarthy Blvd				Bellew Dr.				McCarthy Blvd				Technology Dr.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	54	111	32	197	22	16	15	53	2	9	8	19	1	0	0	1
7:30	87	261	79	427	43	22	39	104	5	43	31	79	3	0	0	3
7:45	134	446	136	716	67	24	70	161	21	96	45	162	6	2	4	12
8:00	203	687	176	1,066	82	32	112	226	39	145	70	254	8	4	6	18
8:15	269	937	244	1,450	110	40	158	308	50	202	90	342	10	5	7	22
8:30	354	1,189	319	1,862	137	45	197	379	61	267	116	444	13	5	11	29
8:45	437	1,468	398	2,303	155	52	226	433	70	325	141	536	14	6	15	35
9:00	526	1,724	487	2,737	181	59	271	511	84	384	159	627	14	6	16	36

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	203	687	176	1,066	82	32	112	226	39	145	70	254	8	4	6	18	1,564
7:15 - 8:15	215	826	212	1,253	88	24	143	255	48	193	82	323	9	5	7	21	1,852
7:30 - 8:30	267	928	240	1,435	94	23	158	275	56	224	85	365	10	5	11	26	2,101
7:45 - 8:45	303	1,022	262	1,587	88	28	156	272	49	229	96	374	8	4	11	23	2,256
8:00 - 9:00	323	1,037	311	1,671	99	27	159	285	45	239	89	373	6	2	10	18	2,347
Peak Volumes:	**323**	**1,037**	**311**	**1,671**	**99**	**27**	**159**	**285**	**45**	**239**	**89**	**373**	**6**	**2**	**10**	**18**	**2,347**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	89	239	45	311	1,037	323	10	2	6	159	27	99



AM Peak-Hour Volume Count Worksheet

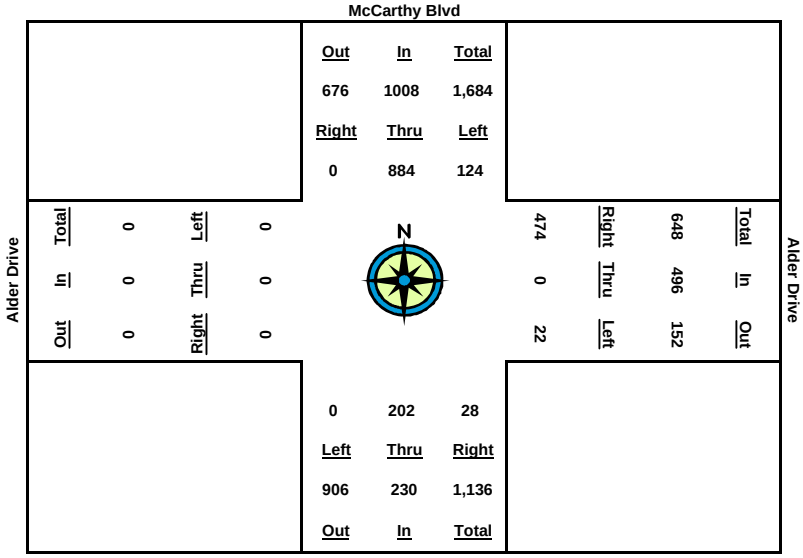
Date: 6/14/07
Counter: Logan and Jane
Intersection Name: McCarthy Blvd and Alder Drive
Weather: Clear

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

	McCarthy Blvd				Alder Drive				McCarthy Blvd				Alder Drive			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	78	18	96	63	0	0	63	1	25	0	26	0	0	0	0
7:30	0	201	41	242	139	0	3	142	1	47	0	48	0	0	0	0
7:45	0	369	66	435	220	0	4	224	2	78	0	80	0	0	0	0
8:00	0	590	98	688	326	0	9	335	4	107	0	111	0	0	0	0
8:15	0	827	137	964	443	0	11	454	10	150	0	160	0	0	0	0
8:30	0	1,058	153	1,211	560	0	18	578	16	192	0	208	0	0	0	0
8:45	0	1,273	184	1,457	657	0	21	678	21	242	0	263	0	0	0	0
9:00	0	1,474	222	1,696	800	0	31	831	32	309	0	341	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	590	98	688	326	0	9	335	4	107	0	111	0	0	0	0	1,134
7:15 - 8:15	0	749	119	868	380	0	11	391	9	125	0	134	0	0	0	0	1,393
7:30 - 8:30	0	857	112	969	421	0	15	436	15	145	0	160	0	0	0	0	1,565
7:45 - 8:45	0	904	118	1,022	437	0	17	454	19	164	0	183	0	0	0	0	1,659
8:00 - 9:00	0	884	124	1,008	474	0	22	496	28	202	0	230	0	0	0	0	1,734
Peak Volumes:	**0**	**884**	**124**	**1,008**	**474**	**0**	**22**	**496**	**28**	**202**	**0**	**230**	**0**	**0**	**0**	**0**	**1,734**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	202	28	124	884	0	0	0	0	22	0	474



AM Peak-Hour Volume Count Worksheet

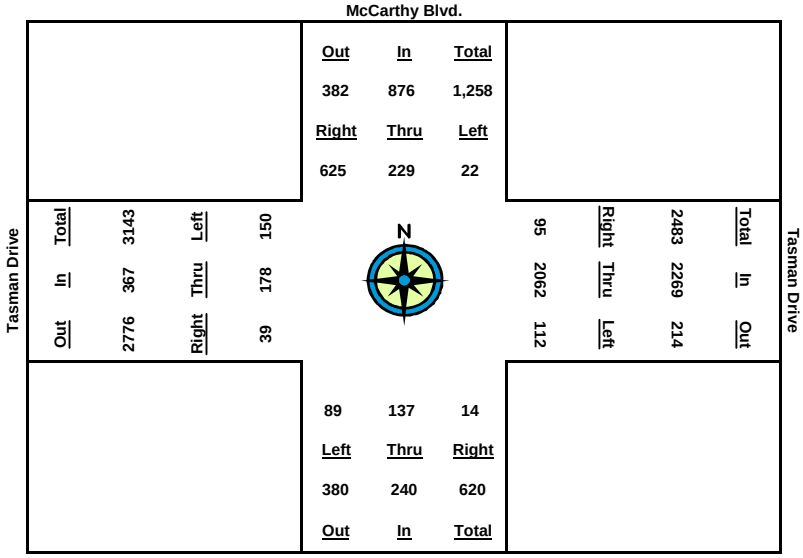
Date: 6/14/07
Counter: Patti and Dianne
Intersection Name: McCarthy Blvd. and Tasman Drive
Weather: Clear

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

	McCarthy Blvd.				Tasman Drive				McCarthy Blvd.				Tasman Drive			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	56	28	1	85	13	257	11	281	1	17	14	32	3	24	12	39
7:30	140	65	6	211	27	537	24	588	3	33	25	61	8	46	18	72
7:45	259	97	12	368	39	953	42	1,034	7	58	42	107	13	76	29	118
8:00	388	140	14	542	58	1,428	62	1,548	10	85	63	158	25	101	55	181
8:15	572	204	20	796	83	1,917	97	2,097	12	120	85	217	39	135	88	262
8:30	729	252	25	1,006	105	2,481	126	2,712	14	141	104	259	45	169	111	325
8:45	875	317	33	1,225	130	2,938	152	3,220	16	188	133	337	53	213	144	410
9:00	1,013	369	36	1,418	153	3,490	174	3,817	24	222	152	398	64	279	205	548

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	388	140	14	542	58	1,428	62	1,548	10	85	63	158	25	101	55	181	2,429
7:15 - 8:15	516	176	19	711	70	1,660	86	1,816	11	103	71	185	36	111	76	223	2,935
7:30 - 8:30	589	187	19	795	78	1,944	102	2,124	11	108	79	198	37	123	93	253	3,370
7:45 - 8:45	616	220	21	857	91	1,985	110	2,186	9	130	91	230	40	137	115	292	3,565
8:00 - 9:00	625	229	22	876	95	2,062	112	2,269	14	137	89	240	39	178	150	367	3,752
Peak Volumes:	**625**	**229**	**22**	**876**	**95**	**2,062**	**112**	**2,269**	**14**	**137**	**89**	**240**	**39**	**178**	**150**	**367**	**3,752**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	89	137	14	22	229	625	150	178	39	112	2,062	95



AM Peak-Hour Volume Count Worksheet

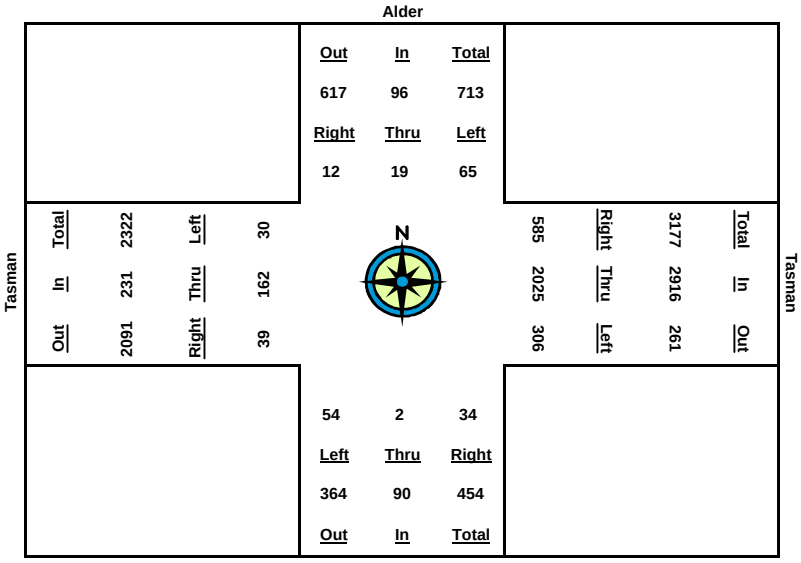
Date: 7/10/07
Counter: Logan & Jane
Intersection Name: Tasman Dr. & Alder Dr
Weather: Clear

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

	Alder				Tasman				Alder				Tasman			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	3	24	28	60	226	35	321	3	2	0	5	1	26	3	30
7:30	1	5	40	46	138	557	69	764	11	2	8	21	6	50	5	61
7:45	3	7	51	61	247	1,000	115	1,362	18	3	14	35	15	81	7	103
8:00	6	13	65	84	351	1,441	168	1,960	23	3	21	47	19	114	12	145
8:15	10	20	75	105	476	1,957	234	2,667	30	4	25	59	26	163	18	207
8:30	11	26	84	121	615	2,495	311	3,421	36	4	38	78	32	206	24	262
8:45	14	28	106	148	786	2,994	405	4,185	47	4	58	109	42	235	34	311
9:00	18	32	130	180	936	3,466	474	4,876	57	5	75	137	58	276	42	376

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	6	13	65	84	351	1,441	168	1,960	23	3	21	47	19	114	12	145	2,236
7:15 - 8:15	9	17	51	77	416	1,731	199	2,346	27	2	25	54	25	137	15	177	2,654
7:30 - 8:30	10	21	44	75	477	1,938	242	2,657	25	2	30	57	26	156	19	201	2,990
7:45 - 8:45	11	21	55	87	539	1,994	290	2,823	29	1	44	74	27	154	27	208	3,192
8:00 - 9:00	12	19	65	96	585	2,025	306	2,916	34	2	54	90	39	162	30	231	3,333
Peak Volumes:	**12**	**19**	**65**	**96**	**585**	**2,025**	**306**	**2,916**	**34**	**2**	**54**	**90**	**39**	**162**	**30**	**231**	**3,333**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	54	2	34	65	19	12	30	162	39	306	2,025	585



AM Peak-Hour Volume Count Worksheet

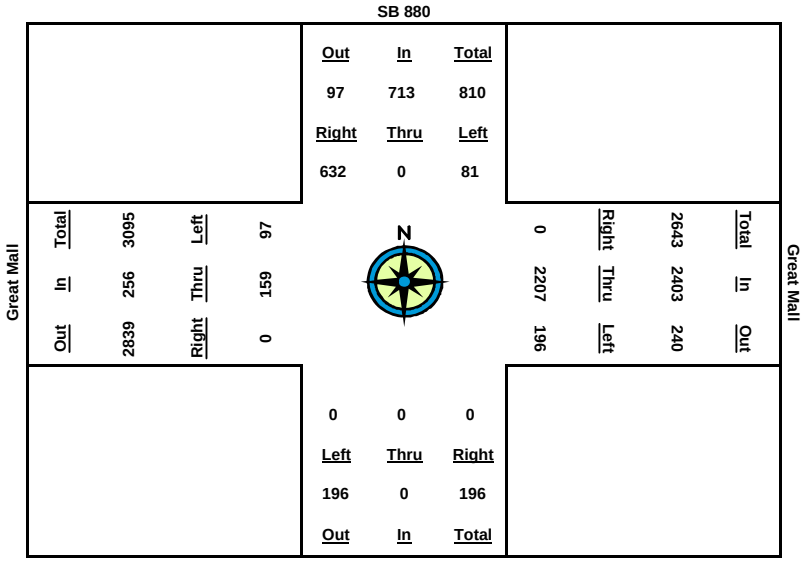
Date: 6/13/07
Counter: Alvan and Ngoc
Intersection Name: Tasman Drive/Great Mall & 880 SB
Weather: Clear

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

	SB 880				Great Mall				SB 880				Great Mall			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	76	0	17	93	0	258	20	278	0	0	0	0	0	28	20	48
7:30	162	0	31	193	0	625	57	682	0	0	0	0	0	55	42	97
7:45	293	0	57	350	0	1,110	100	1,210	0	0	0	0	0	83	65	148
8:00	459	0	85	544	0	1,678	139	1,817	0	0	0	0	0	121	89	210
8:15	640	0	105	745	0	2,125	180	2,305	0	0	0	0	0	161	115	276
8:30	765	0	115	880	0	2,677	232	2,909	0	0	0	0	0	200	137	337
8:45	925	0	138	1,063	0	3,317	296	3,613	0	0	0	0	0	242	162	404
9:00	1,104	0	161	1,265	0	3,838	338	4,176	0	0	0	0	0	276	200	476

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	459	0	85	544	0	1,678	139	1,817	0	0	0	0	0	121	89	210	2,571
7:15 - 8:15	564	0	88	652	0	1,867	160	2,027	0	0	0	0	0	133	95	228	2,907
7:30 - 8:30	603	0	84	687	0	2,052	175	2,227	0	0	0	0	0	145	95	240	3,154
7:45 - 8:45	632	0	81	713	0	2,207	196	2,403	0	0	0	0	0	159	97	256	3,372
8:00 - 9:00	645	0	76	721	0	2,160	199	2,359	0	0	0	0	0	155	111	266	3,346
Peak Volumes:	**632**	**0**	**81**	**713**	**0**	**2,207**	**196**	**2,403**	**0**	**0**	**0**	**0**	**0**	**159**	**97**	**256**	**3,372**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	81	0	632	97	159	0	196	2,207	0



AM Peak-Hour Volume Count Worksheet

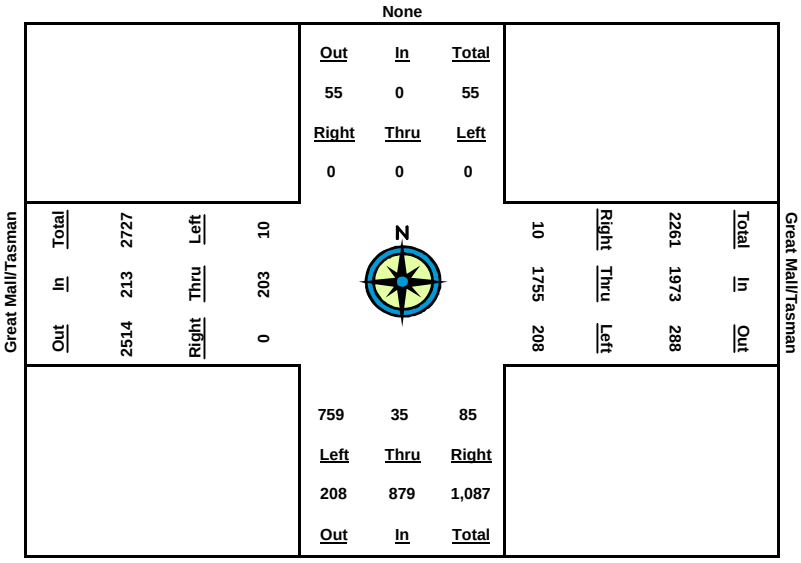
Date: 6/13/07
Counter: Patt and Byron
Intersection Name: NB 880 Ramps and Tasman/Great Mall
Weather: Clear

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

	None				Great Mall/Tasman				880 NB Off Ramp				Great Mall/Tasman			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	6	162	30	198	16	10	102	128	0	41	3	44
7:30	0	0	0	0	12	433	68	513	44	21	221	286	0	76	4	80
7:45	0	0	0	0	22	756	127	905	86	32	422	540	0	126	11	137
8:00	0	0	0	0	32	1,134	184	1,350	134	43	574	751	0	154	18	172
8:15	0	0	0	0	34	1,536	232	1,802	167	53	773	993	0	211	20	231
8:30	0	0	0	0	38	1,993	297	2,328	182	70	916	1,168	0	256	21	277
8:45	0	0	0	0	39	2,464	340	2,843	204	74	1,121	1,399	0	316	25	341
9:00	0	0	0	0	42	2,889	392	3,323	219	78	1,333	1,630	0	357	28	385

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	32	1,134	184	1,350	134	43	574	751	0	154	18	172	2,273
7:15 - 8:15	0	0	0	0	28	1,374	202	1,604	151	43	671	865	0	170	17	187	2,656
7:30 - 8:30	0	0	0	0	26	1,560	229	1,815	138	49	695	882	0	180	17	197	2,894
7:45 - 8:45	0	0	0	0	17	1,708	213	1,938	118	42	699	859	0	190	14	204	3,001
8:00 - 9:00	0	0	0	0	10	1,755	208	1,973	85	35	759	879	0	203	10	213	3,065
Peak Volumes:	**0**	**0**	**0**	**0**	**10**	**1,755**	**208**	**1,973**	**85**	**35**	**759**	**879**	**0**	**203**	**10**	**213**	**3,065**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	759	35	85	0	0	0	10	203	0	208	1,755	10



PM Peak-Hour Volume Count Worksheet

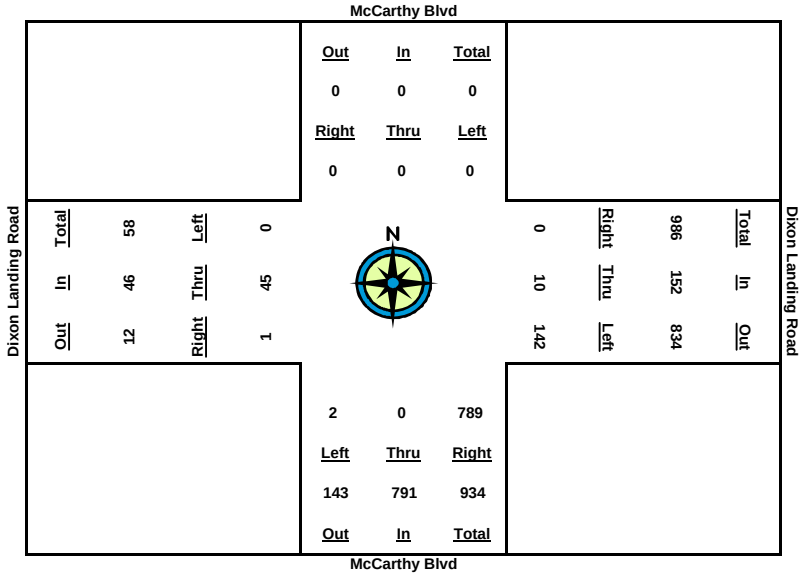
Date: 6/26/07
Counter: Alvan and Shaun
Intersection Name: McCarthy Blvd. and Dixon Landing Road
Weather: Clear

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

	McCarthy Blvd				Dixon Landing Road				McCarthy Blvd				Dixon Landing Road			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	4	18	22	111	0	0	111	0	22	0	22
4:30	0	0	0	0	0	8	40	48	230	0	0	230	0	36	0	36
4:45	0	0	0	0	0	10	75	85	405	0	1	406	1	63	0	64
5:00	0	0	0	0	0	12	108	120	610	0	1	611	1	70	0	71
5:15	0	0	0	0	0	18	143	161	803	0	2	805	1	80	0	81
5:30	0	0	0	0	0	18	182	200	1,019	0	2	1,021	1	81	0	82
5:45	0	0	0	0	0	20	210	230	1,180	0	3	1,183	1	86	0	87
6:00	0	0	0	0	0	21	236	257	1,296	0	3	1,299	1	92	0	93

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	0	0	0	0	12	108	120	610	0	1	611	1	70	0	71	802
4:15 - 5:15	0	0	0	0	0	14	125	139	692	0	2	694	1	58	0	59	892
4:30 - 5:30	0	0	0	0	0	10	142	152	789	0	2	791	1	45	0	46	989
4:45 - 5:45	0	0	0	0	0	10	135	145	775	0	2	777	0	23	0	23	945
5:00 - 6:00	0	0	0	0	0	9	128	137	686	0	2	688	0	22	0	22	847
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**10**	**142**	**152**	**789**	**0**	**2**	**791**	**1**	**45**	**0**	**46**	**989**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	2	0	789	0	0	0	0	45	1	142	10	0



PM Peak-Hour Volume Count Worksheet

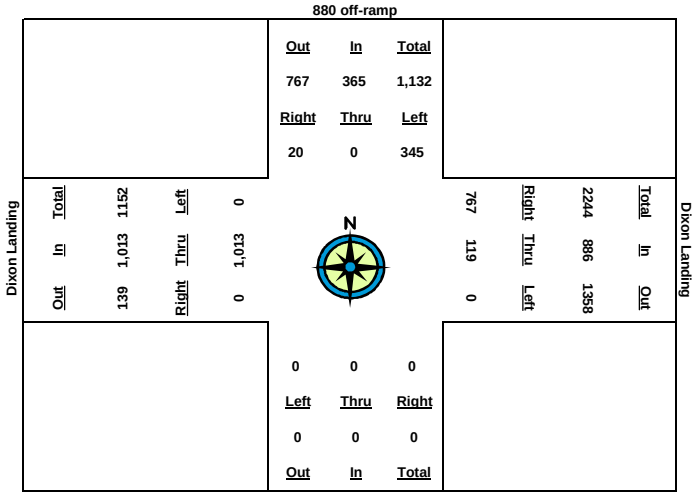
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 4/24/07
Counter: Ronald and Shaun
Intersection Name: 880 off-ramp and Dixon Landing
Weather: Clear
City/Project: Milpitas - 07GB14

	880 off-ramp				Dixon Landing								Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	14	0	85	99	170	26	0	196	0	0	0	0	0	124	0	124
4:30	22	0	158	180	332	47	0	379	0	0	0	0	0	235	0	235
4:45	41	0	247	288	514	73	0	587	0	0	0	0	0	392	0	392
5:00	48	0	305	353	653	102	0	755	0	0	0	0	0	538	0	538
5:15	55	0	389	444	879	131	0	1,010	0	0	0	0	0	807	0	807
5:30	58	0	472	530	1,067	165	0	1,232	0	0	0	0	0	1,036	0	1,036
5:45	63	0	565	628	1,268	187	0	1,455	0	0	0	0	0	1,351	0	1,351
6:00	68	0	650	718	1,420	221	0	1,641	0	0	0	0	0	1,551	0	1,551

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	48	0	305	353	653	102	0	755	0	0	0	0	0	538	0	538	1,646
4:15 - 5:15	41	0	304	345	709	105	0	814	0	0	0	0	0	683	0	683	1,842
4:30 - 5:30	36	0	314	350	735	118	0	853	0	0	0	0	0	801	0	801	2,004
4:45 - 5:45	22	0	318	340	754	114	0	868	0	0	0	0	0	959	0	959	2,167
5:00 - 6:00	20	0	345	365	767	119	0	886	0	0	0	0	0	1,013	0	1,013	2,264
Peak Volumes:	**20**	**0**	**345**	**365**	**767**	**119**	**0**	**886**	**0**	**0**	**0**	**0**	**0**	**1,013**	**0**	**1,013**	**2,264**

Cut and Paste	**NR**	**NT**	**NL**		**ER**	**ET**	**EL**		**SR**	**ST**	**SL**		**WR**	**WT**	**WL**
	20	0	345		767	119	0		0	0	0		0	1,013	0



PM Peak-Hour Volume Count Worksheet

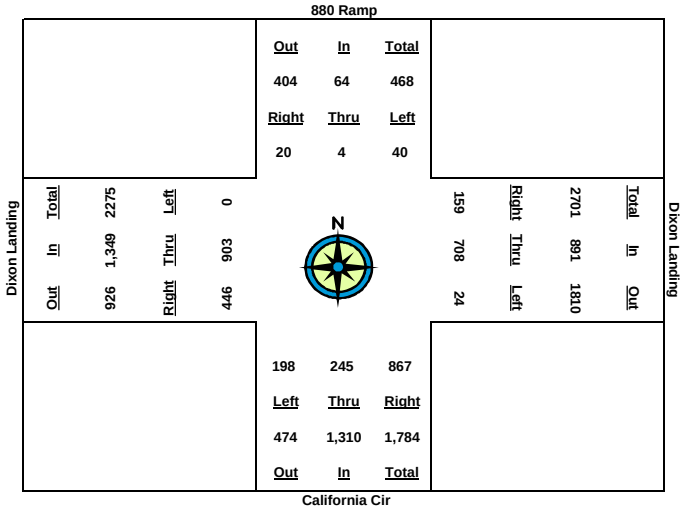
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 4/24/07
Counter: Rholan and Geralc
Intersection Name: California Cir-880 ramp and Dixon Landing Rd
Weather: Clear
City/Project: Milpitas - 07GB14

	880 Ramp				Dixon Landing				California Cir				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	7	0	1	8	55	157	6	218	239	19	30	288	54	137	0	191
4:30	11	0	3	14	103	306	11	420	501	37	60	598	108	315	0	423
4:45	13	0	8	21	160	469	14	643	790	61	89	940	153	459	0	612
5:00	15	0	12	27	199	624	18	841	1,082	95	126	1,303	212	663	0	875
5:15	17	0	15	32	241	799	23	1,063	1,311	141	177	1,629	303	846	0	1,149
5:30	22	3	30	55	276	981	28	1,285	1,478	202	228	1,908	422	1,083	0	1,505
5:45	33	4	48	85	319	1,177	38	1,534	1,657	306	287	2,250	599	1,362	0	1,961
6:00	36	4	56	96	344	1,297	41	1,682	1,803	366	319	2,488	703	1,574	0	2,277

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	15	0	12	27	199	624	18	841	1,082	95	126	1,303	212	663	0	875	3,046
4:15 - 5:15	10	0	14	24	186	642	17	845	1,072	122	147	1,341	249	709	0	958	3,168
4:30 - 5:30	11	3	27	41	173	675	17	865	977	165	168	1,310	314	768	0	1,082	3,298
4:45 - 5:45	20	4	40	64	159	708	24	891	867	245	198	1,310	446	903	0	1,349	3,614
5:00 - 6:00	21	4	44	69	145	673	23	841	721	271	193	1,185	491	911	0	1,402	3,497
Peak Volumes:	**20**	**4**	**40**	**64**	**159**	**708**	**24**	**891**	**867**	**245**	**198**	**1,310**	**446**	**903**	**0**	**1,349**	**3,614**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	20	4	40		159	708	24		867	245	198		446	903	0



PM Peak-Hour Volume Count Worksheet

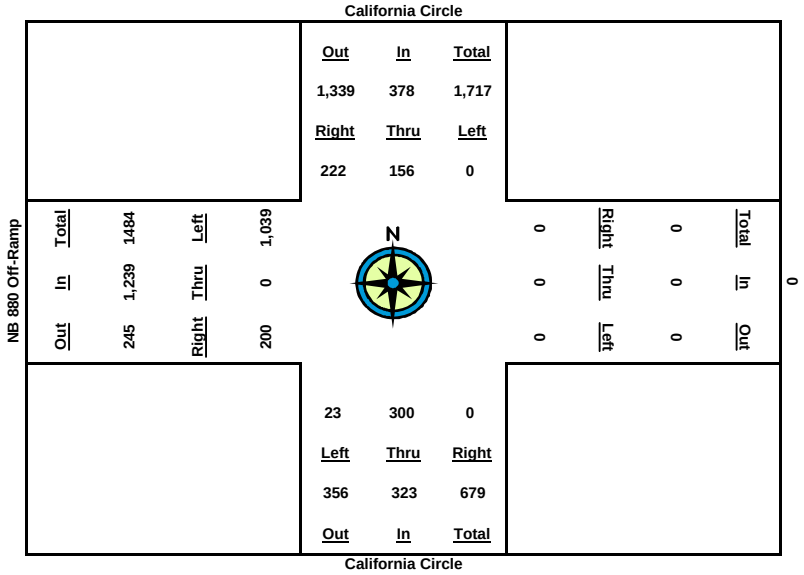
Date: 6/20/07
Counter: Kevin and Byron
Intersection Name: NB 880 Ramps and California Circle
Weather: Clear

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

	California Circle								California Circle				NB 880 Off-Ramp			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	30	9	0	39	0	0	0	0	0	19	3	22	19	0	150	169
4:30	81	27	0	108	0	0	0	0	0	65	6	71	53	0	395	448
4:45	135	37	0	172	0	0	0	0	0	121	15	136	79	0	576	655
5:00	188	59	0	247	0	0	0	0	0	175	20	195	109	0	797	906
5:15	248	80	0	328	0	0	0	0	0	261	27	288	146	0	1,044	1,190
5:30	309	117	0	426	0	0	0	0	0	321	29	350	197	0	1,308	1,505
5:45	368	169	0	537	0	0	0	0	0	390	37	427	249	0	1,577	1,826
6:00	410	215	0	625	0	0	0	0	0	475	43	518	309	0	1,836	2,145

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	188	59	0	247	0	0	0	0	0	175	20	195	109	0	797	906	1,348
4:15 - 5:15	218	71	0	289	0	0	0	0	0	242	24	266	127	0	894	1,021	1,576
4:30 - 5:30	228	90	0	318	0	0	0	0	0	256	23	279	144	0	913	1,057	1,654
4:45 - 5:45	233	132	0	365	0	0	0	0	0	269	22	291	170	0	1,001	1,171	1,827
5:00 - 6:00	222	156	0	378	0	0	0	0	0	300	23	323	200	0	1,039	1,239	1,940
Peak Volumes:	**222**	**156**	**0**	**378**	**0**	**0**	**0**	**0**	**0**	**300**	**23**	**323**	**200**	**0**	**1,039**	**1,239**	**1,940**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	23	300	0	0	156	222	1,039	0	200	0	0	0



PM Peak-Hour Volume Count Worksheet

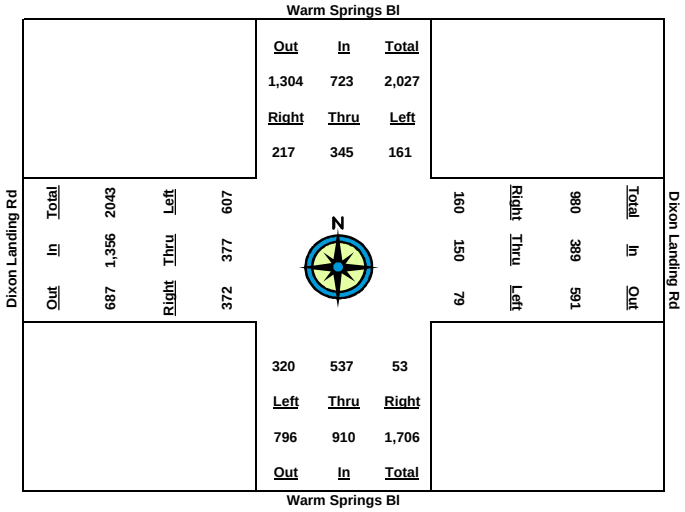
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 3/21/07
Counter: Rholan & Ronald
Intersection Name: Warm Springs Bl and Dixon Landing Rd
Weather: Sunny
City/Project: Milpitas - Fremont Milmont - 07GB14

	Warm Springs Bl				Dixon Landing Rc				Warm Springs Bl				Dixon Landing Rd			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	47	74	38	159	23	29	13	65	12	119	76	207	66	58	107	231
4:30	93	145	81	319	41	54	27	122	33	201	138	372	139	111	201	451
4:45	133	230	122	485	72	76	37	185	41	319	227	587	225	174	303	702
5:00	179	295	148	622	113	106	49	268	67	461	308	836	299	260	430	989
5:15	248	373	187	808	148	138	60	346	89	530	369	988	401	344	585	1,330
5:30	298	464	227	989	189	185	84	458	94	668	447	1,209	485	447	740	1,672
5:45	350	551	263	1,164	238	227	93	558	106	846	529	1,481	577	555	904	2,036
6:00	396	640	309	1,345	273	256	128	657	120	998	628	1,746	671	637	1,037	2,345

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	179	295	148	622	113	106	49	268	67	461	308	836	299	260	430	989	2,715
4:15 - 5:15	201	299	149	649	125	109	47	281	77	411	293	781	335	286	478	1,099	2,810
4:30 - 5:30	205	319	146	670	148	131	57	336	61	467	309	837	346	336	539	1,221	3,064
4:45 - 5:45	217	321	141	679	166	151	56	373	65	527	302	894	352	381	601	1,334	3,280
5:00 - 6:00	217	345	161	723	160	150	79	389	53	537	320	910	372	377	607	1,356	3,378
Peak Volumes:	**217**	**345**	**161**	**723**	**160**	**150**	**79**	**389**	**53**	**537**	**320**	**910**	**372**	**377**	**607**	**1,356**	**3,378**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	217	345	161		160	150	79		53	537	320		372	377	607



PM Peak-Hour Volume Count Worksheet

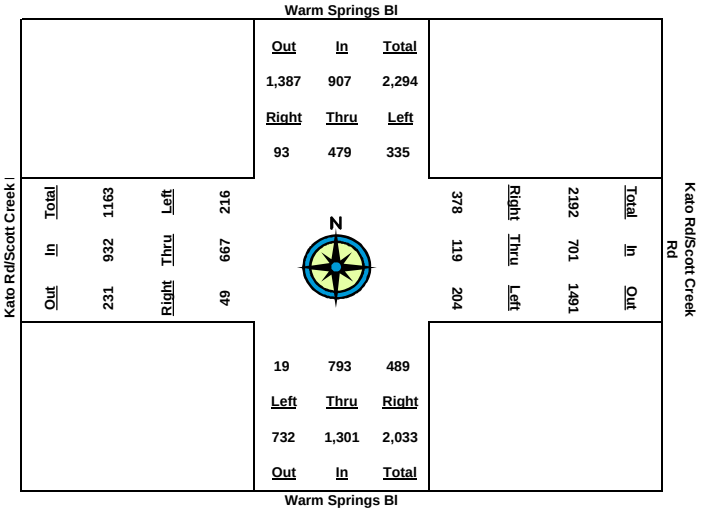
HEXAGON TRANSPORTATION CONSULTANTS
40 S. Market Street, Suite 600
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-6102

Date: 3/21/07
Counter: Nathan & Ryan
Intersection Name: Warm Springs Bl and Kato Rd/Scot Creek Rd
Weather: Clear and Sunny
City/Project: Fremont - Fremont Milmont - 07GB14

	Warm Springs Bl				Kato Rd/Scott Creek Rd				Warm Springs Bl				Kato Rd/Scott Creek Rd			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	15	102	93	210	46	42	35	123	92	109	10	211	15	145	32	192
4:30	29	198	149	376	100	65	92	257	176	231	14	421	25	257	63	345
4:45	49	299	269	617	142	87	125	354	248	346	15	609	40	463	95	598
5:00	59	388	325	772	197	112	175	484	396	503	21	920	55	626	132	813
5:15	85	517	432	1,034	261	138	214	613	503	647	28	1,178	70	799	182	1,051
5:30	110	631	502	1,243	342	170	202	714	638	863	31	1,532	85	960	229	1,274
5:45	131	735	592	1,458	469	204	316	989	750	1,076	33	1,859	96	1,128	284	1,508
6:00	152	867	660	1,679	575	231	379	1,185	885	1,296	40	2,221	104	1,293	348	1,745

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	59	388	325	772	197	112	175	484	396	503	21	920	55	626	132	813	2,989
4:15 - 5:15	70	415	339	824	215	96	179	490	411	538	18	967	55	654	150	859	3,140
4:30 - 5:30	81	433	353	867	242	105	110	457	462	632	17	1,111	60	703	166	929	3,364
4:45 - 5:45	82	436	323	841	327	117	191	635	502	730	18	1,250	56	665	189	910	3,636
5:00 - 6:00	93	479	335	907	378	119	204	701	489	793	19	1,301	49	667	216	932	3,841
Peak Volumes:	**93**	**479**	**335**	**907**	**378**	**119**	**204**	**701**	**489**	**793**	**19**	**1,301**	**49**	**667**	**216**	**932**	**3,841**

Cut and Paste	**NR**	**NT**	**NL**		**ER**	**ET**	**EL**		**SR**	**ST**	**SL**		**WR**	**WT**	**WL**
	93	479	335		378	119	204		489	793	19		49	667	216



PM Peak-Hour Volume Count Worksheet

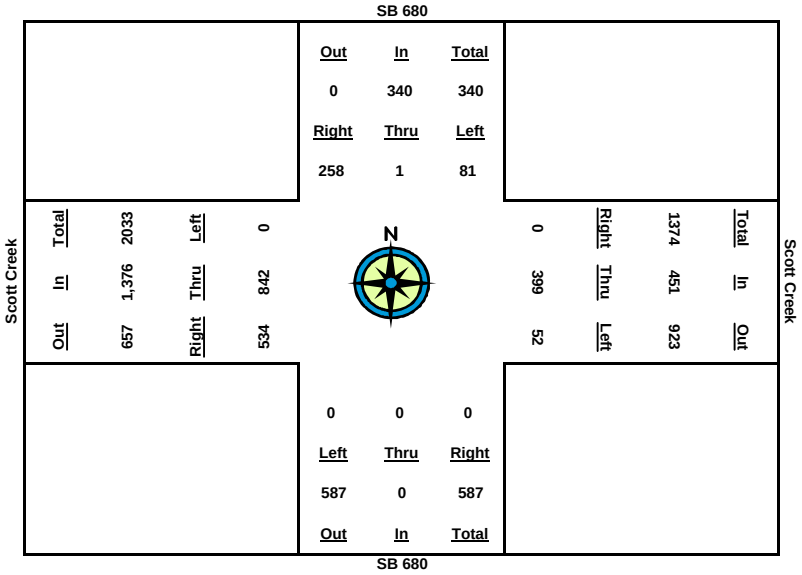
Date: 6/19/07
Counter: Matt & Jamye
Intersection Name: SB 680 & Scott Creek
Weather: Clear

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

	SB 680				Scott Creek				SB 680				Scott Creek			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	34	0	8	42	0	52	9	61	0	0	0	0	138	136	0	274
4:30	93	0	31	124	0	112	19	131	0	0	0	0	233	278	0	511
4:45	144	0	43	187	0	173	37	210	0	0	0	0	452	439	0	891
5:00	201	1	66	268	0	238	45	283	0	0	0	0	569	615	0	1,184
5:15	262	1	79	342	0	317	56	373	0	0	0	0	732	795	0	1,527
5:30	321	2	102	425	0	418	66	484	0	0	0	0	886	1,075	0	1,961
5:45	387	2	122	511	0	514	81	595	0	0	0	0	993	1,263	0	2,256
6:00	459	2	147	608	0	637	97	734	0	0	0	0	1,103	1,457	0	2,560

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	201	1	66	268	0	238	45	283	0	0	0	0	569	615	0	1,184	1,735
4:15 - 5:15	228	1	71	300	0	265	47	312	0	0	0	0	594	659	0	1,253	1,865
4:30 - 5:30	228	2	71	301	0	306	47	353	0	0	0	0	653	797	0	1,450	2,104
4:45 - 5:45	243	2	79	324	0	341	44	385	0	0	0	0	541	824	0	1,365	2,074
4:00 - 5:00	258	1	81	340	0	399	52	451	0	0	0	0	534	842	0	1,376	2,167
Peak Volumes:	**258**	**1**	**81**	**340**	**0**	**399**	**52**	**451**	**0**	**0**	**0**	**0**	**534**	**842**	**0**	**1,376**	**2,167**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	81	1	258	0	842	534	52	399	0



PM Peak-Hour Volume Count Worksheet

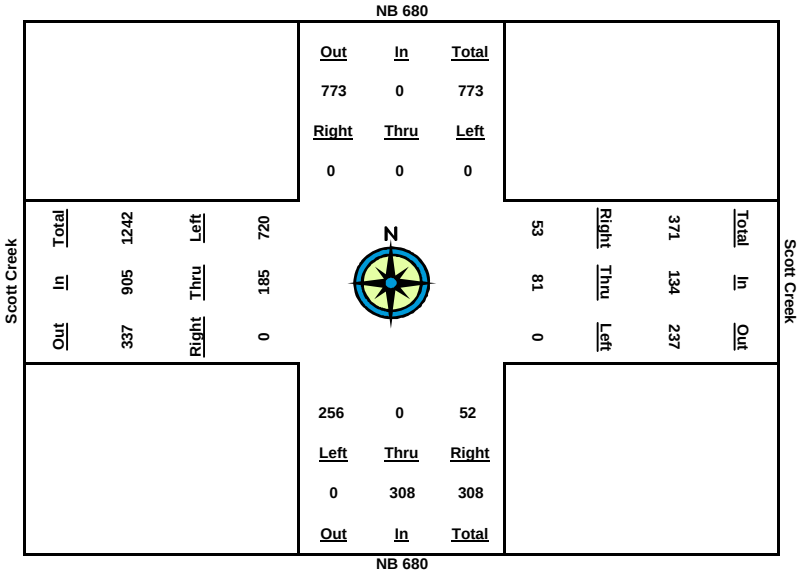
Date: 6/19/07
Counter: Alvan & Kevin
Intersection Name: NB 680 & (Scott Creek) Kato Rd.
Weather: Clear

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

	NB 680				Scott Creek				NB 680				Scott Creek			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	17	18	0	35	12	0	52	64	0	28	132	160
4:30	0	0	0	0	31	38	0	69	23	0	91	114	0	65	260	325
4:45	0	0	0	0	44	55	0	99	35	0	144	179	0	101	389	490
5:00	0	0	0	0	55	76	0	131	50	0	191	241	0	149	546	695
5:15	0	0	0	0	64	94	0	158	63	0	253	316	0	185	718	903
5:30	0	0	0	0	73	120	0	193	75	0	319	394	0	241	918	1,159
5:45	0	0	0	0	97	136	0	233	87	0	400	487	0	286	1,109	1,395
6:00	0	0	0	0	109	161	0	270	97	0	470	567	0	323	1,229	1,552

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00-5:00	0	0	0	0	55	76	0	131	50	0	191	241	0	149	546	695	1,067
4:15-5:15	0	0	0	0	47	76	0	123	51	0	201	252	0	157	586	743	1,118
4:30 - 5:30	0	0	0	0	42	82	0	124	52	0	228	280	0	176	658	834	1,238
4:45 - 5:45	0	0	0	0	53	81	0	134	52	0	256	308	0	185	720	905	1,347
5:00 - 6:00	0	0	0	0	54	85	0	139	47	0	279	326	0	174	683	857	1,322
Peak Volumes:	**0**	**0**	**0**	**0**	**53**	**81**	**0**	**134**	**52**	**0**	**256**	**308**	**0**	**185**	**720**	**905**	**1,347**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	256	0	52	0	0	0	720	185	0	0	81	53



PM Peak-Hour Volume Count Worksheet

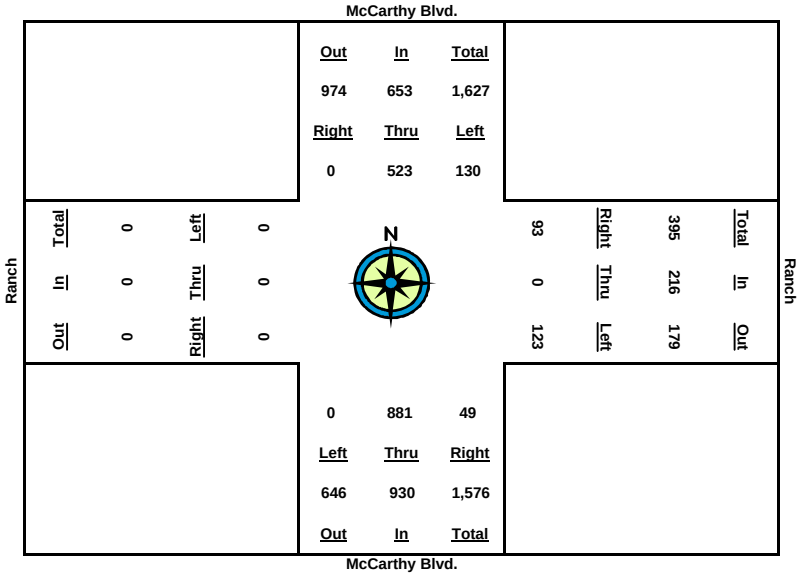
Date: 6/20/07
Counter: Alvan & kevin
Intersection Name: McCarthy Blvd. & Ranch Dr. North
Weather: Clear

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

	McCarthy Blvd.				Ranch				McCarthy Blvd.				Ranch			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	26	9	35	13	0	21	34	15	87	0	102	0	0	0	0
4:30	0	61	27	88	32	0	44	76	28	181	0	209	0	0	0	0
4:45	0	96	48	144	50	0	70	120	50	304	0	354	0	0	0	0
5:00	0	131	75	206	75	0	97	172	62	449	0	511	0	0	0	0
5:15	0	189	103	292	91	0	126	217	74	650	0	724	0	0	0	0
5:30	0	249	130	379	111	0	162	273	83	900	0	983	0	0	0	0
5:45	0	306	162	468	142	0	195	337	103	1,144	0	1,247	0	0	0	0
6:00	0	654	205	859	168	0	220	388	111	1,330	0	1,441	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	131	75	206	75	0	97	172	62	449	0	511	0	0	0	0	889
4:15 - 5:15	0	163	94	257	78	0	105	183	59	563	0	622	0	0	0	0	1,062
4:30 - 5:30	0	188	103	291	79	0	118	197	55	719	0	774	0	0	0	0	1,262
4:45 - 5:45	0	210	114	324	92	0	125	217	53	840	0	893	0	0	0	0	1,434
5:00 - 6:00	0	523	130	653	93	0	123	216	49	881	0	930	0	0	0	0	1,799
Peak Volumes:	**0**	**523**	**130**	**653**	**93**	**0**	**123**	**216**	**49**	**881**	**0**	**930**	**0**	**0**	**0**	**0**	**1,799**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	881	49	130	523	0	0	0	0	123	0	93



PM Peak-Hour Volume Count Worksheet

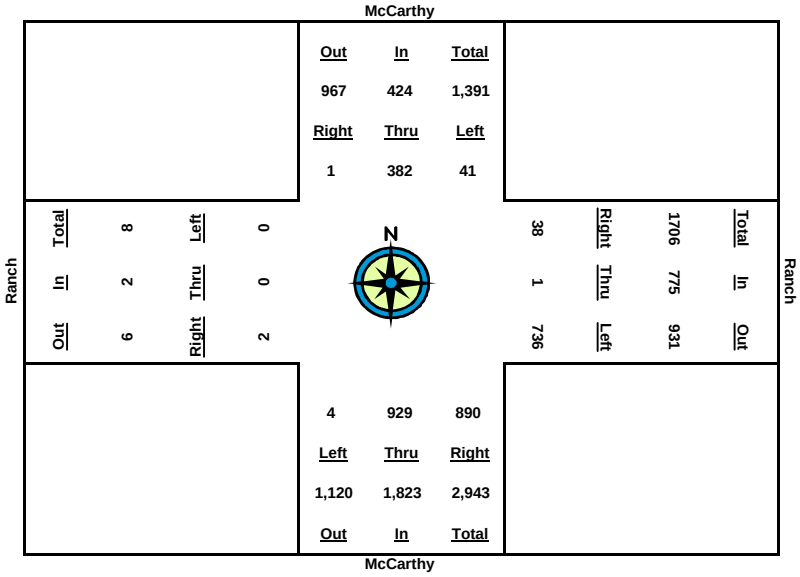
Date: 6/20/07
Counter: Jamye & Matt
Intersection Name: McCarthy Blvd. & Ranch Dr. South
Weather: Clear

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

	McCarthy				Ranch				McCarthy				Ranch			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	69	7	76	9	0	22	31	183	111	1	295	0	1	1	2
4:30	0	137	10	147	12	0	405	417	362	215	1	578	1	1	1	3
4:45	0	196	13	209	19	0	571	590	527	360	4	891	3	1	1	5
5:00	0	262	15	277	28	1	720	749	724	529	5	1,258	4	1	1	6
5:15	1	360	22	383	39	2	912	953	914	715	6	1,635	5	1	1	7
5:30	1	459	27	487	47	2	1,091	1,140	1,147	970	7	2,124	5	1	1	7
5:45	1	571	43	615	57	2	1,283	1,342	1,386	1,245	8	2,639	6	1	1	8
6:00	1	644	56	701	66	2	1,456	1,524	1,614	1,458	9	3,081	6	1	1	8

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	262	15	277	28	1	720	749	724	529	5	1,258	4	1	1	6	2,290
4:15 - 5:15	1	291	15	307	30	2	890	922	731	604	5	1,340	5	0	0	5	2,574
4:30 - 5:30	1	322	17	340	35	2	686	723	785	755	6	1,546	4	0	0	4	2,613
4:45 - 5:45	1	375	30	406	38	2	712	752	859	885	4	1,748	3	0	0	3	2,909
5:00 - 6:00	1	382	41	424	38	1	736	775	890	929	4	1,823	2	0	0	2	3,024
Peak Volumes:	**1**	**382**	**41**	**424**	**38**	**1**	**736**	**775**	**890**	**929**	**4**	**1,823**	**2**	**0**	**0**	**2**	**3,024**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	4	929	890	41	382	1	0	0	2	736	1	38



PM Peak-Hour Volume Count Worksheet

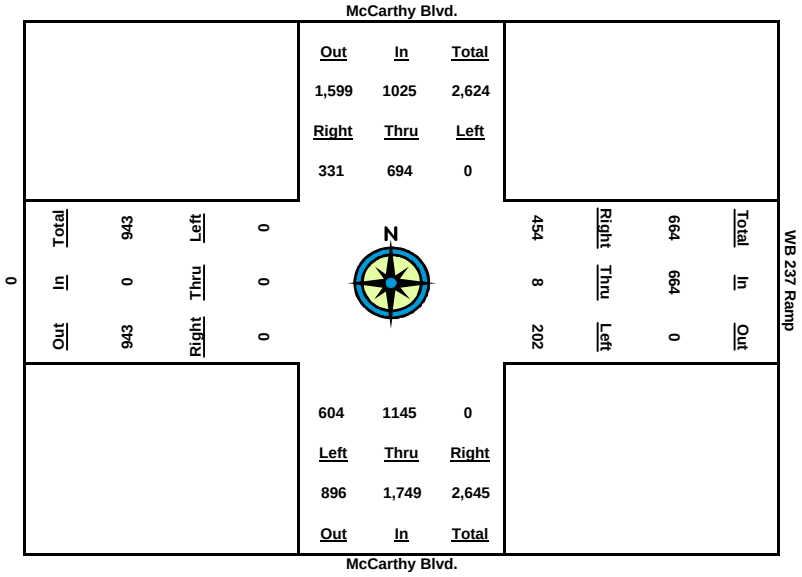
Date: 6/20/07
Counter: Logan & Huy
Intersection Name: WB 237 & McCarthy Blvd.
Weather: Clear

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

	McCarthy Blvd.				WB 237 Ramp				McCarthy Blvd.							
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	84	240	0	324	120	0	40	160	0	201	87	288	0	0	0	0
4:30	145	393	0	538	189	3	73	265	0	394	189	583	0	0	0	0
4:45	294	647	0	941	327	7	120	454	0	580	296	876	0	0	0	0
5:00	327	717	0	1,044	385	9	182	576	0	809	433	1,242	0	0	0	0
5:15	409	863	0	1,272	493	11	228	732	0	1,050	591	1,641	0	0	0	0
5:30	508	1,029	0	1,537	594	14	263	871	0	1,369	763	2,132	0	0	0	0
5:45	591	1,230	0	1,821	717	16	325	1,058	0	1,637	881	2,518	0	0	0	0
6:00	658	1,411	0	2,069	839	17	384	1,240	0	1,954	1,037	2,991	0	0	0	0

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	327	717	0	1,044	385	9	182	576	0	809	433	1,242	0	0	0	0	2,862
4:15 - 5:15	325	623	0	948	373	11	188	572	0	849	504	1,353	0	0	0	0	2,873
4:30 - 5:30	363	636	0	999	405	11	190	606	0	975	574	1,549	0	0	0	0	3,154
4:45 - 5:45	297	583	0	880	390	9	205	604	0	1,057	585	1,642	0	0	0	0	3,126
5:00 - 6:00	331	694	0	1,025	454	8	202	664	0	1,145	604	1,749	0	0	0	0	3,438
Peak Volumes:	**331**	**694**	**0**	**1,025**	**454**	**8**	**202**	**664**	**0**	**1,145**	**604**	**1,749**	**0**	**0**	**0**	**0**	**3,438**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	604	1,145	0	0	694	331	0	0	0	202	8	454



PM Peak-Hour Volume Count Worksheet

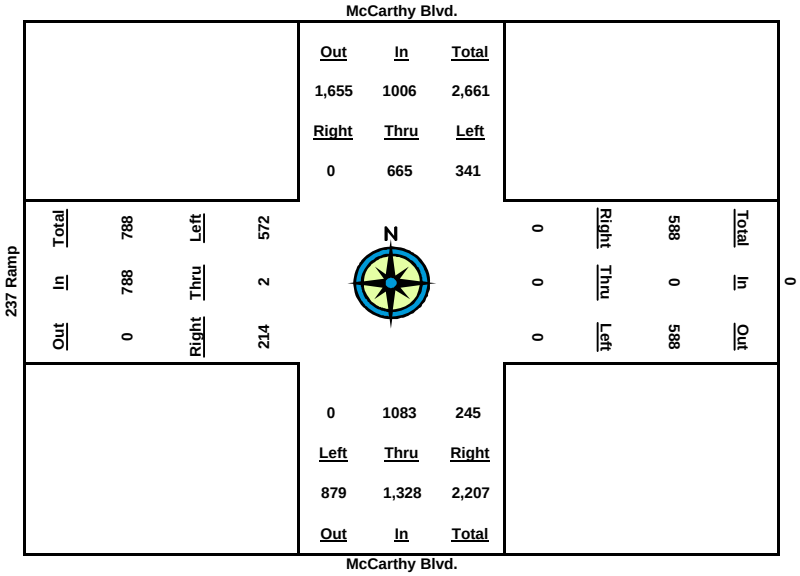
Date: 6/20/07
Counter: Patti & Shun Alverez
Intersection Name: EB 237 & McCarthy Blvd.
Weather: Clear

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

	McCarthy Blvd.								McCarthy Blvd.				237 Ramp			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	138	101	239	0	0	0	0	83	154	0	237	79	3	83	165
4:30	0	287	184	471	0	0	0	0	132	289	0	421	151	8	160	319
4:45	0	418	272	690	0	0	0	0	211	453	0	664	208	13	252	473
5:00	0	567	335	902	0	0	0	0	268	645	0	913	264	16	338	618
5:15	0	745	410	1,155	0	0	0	0	332	895	0	1,227	335	16	441	792
5:30	0	902	486	1,388	0	0	0	0	413	1,224	0	1,637	394	17	585	996
5:45	0	1,075	567	1,642	0	0	0	0	486	1,439	0	1,925	430	17	730	1,177
6:00	0	1,232	676	1,908	0	0	0	0	513	1,728	0	2,241	478	18	910	1,406

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	567	335	902	0	0	0	0	268	645	0	913	264	16	338	618	2,433
4:15 - 5:15	0	607	309	916	0	0	0	0	249	741	0	990	256	13	358	627	2,533
4:30 - 5:30	0	615	302	917	0	0	0	0	281	935	0	1,216	243	9	425	677	2,810
4:45 - 5:45	0	657	295	952	0	0	0	0	275	986	0	1,261	222	4	478	704	2,917
5:00 - 6:00	0	665	341	1,006	0	0	0	0	245	1,083	0	1,328	214	2	572	788	3,122
Peak Volumes:	**0**	**665**	**341**	**1,006**	**0**	**0**	**0**	**0**	**245**	**1,083**	**0**	**1,328**	**214**	**2**	**572**	**788**	**3,122**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	1,083	245	341	665	0	572	2	214	0	0	0



Traffic Data Service

Campbell, CA

(408) 377-2988
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 8/14/2007
Page No : 1

Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					SR-237 Westbound					Northbound					SR-237 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	22	0	68	0	90	112	442	0	0	554	0	0	0	0	0	0	686	0	0	686	1330
04:15 PM	46	0	90	0	136	93	436	0	0	529	0	0	0	0	0	0	664	0	0	664	1329
04:30 PM	32	0	98	0	130	103	488	0	0	591	0	0	0	0	0	0	715	0	0	715	1436
04:45 PM	51	0	81	0	132	82	457	0	0	539	0	0	0	0	0	0	735	0	0	735	1406
Total	151	0	337	0	488	390	1823	0	0	2213	0	0	0	0	0	0	2800	0	0	2800	5501
05:00 PM	33	0	79	0	112	84	446	0	0	530	0	0	0	0	0	0	747	0	0	747	1389
05:15 PM	45	0	80	0	125	100	465	0	0	565	0	0	0	0	0	0	764	0	0	764	1454
05:30 PM	37	0	74	0	111	95	446	0	0	541	0	0	0	0	0	0	764	0	0	764	1416
05:45 PM	71	0	83	0	154	88	460	0	0	548	0	0	0	0	0	0	765	0	0	765	1467
Total	186	0	316	0	502	367	1817	0	0	2184	0	0	0	0	0	0	3040	0	0	3040	5726
Grand Total	337	0	653	0	990	757	3640	0	0	4397	0	0	0	0	0	0	5840	0	0	5840	11227
Apprch %	34	0	66	0		17.2	82.8	0	0		0	0	0	0		0	100	0	0		
Total %	3	0	5.8	0	8.8	6.7	32.4	0	0	39.2	0	0	0	0	0	0	52	0	0	52	

	I-880 SB RAMPS Southbound					SR-237 Westbound					Northbound					SR-237 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	33	0	79	0	112	84	446	0	0	530	0	0	0	0	0	0	747	0	0	747	1389
05:15 PM	45	0	80	0	125	**100**	**465**	0	0	**565**	0	0	0	0	0	0	764	0	0	764	1454
05:30 PM	37	0	74	0	111	95	446	0	0	541	0	0	0	0	0	0	764	0	0	764	1416
05:45 PM	**71**	0	**83**	0	**154**	88	460	0	0	548	0	0	0	0	0	0	**765**	0	0	**765**	**1467**
Total Volume	186	0	316	0	502	367	1817	0	0	2184	0	0	0	0	0	0	3040	0	0	3040	5726
% App. Total	37.1	0	62.9	0		16.8	83.2	0	0		0	0	0	0		0	100	0	0		
PHF	.655	.000	.952	.000	.815	.918	.977	.000	.000	.966	.000	.000	.000	.000	.000	.000	.993	.000	.000	.993	.976

Traffic Data Service

Campbell, CA

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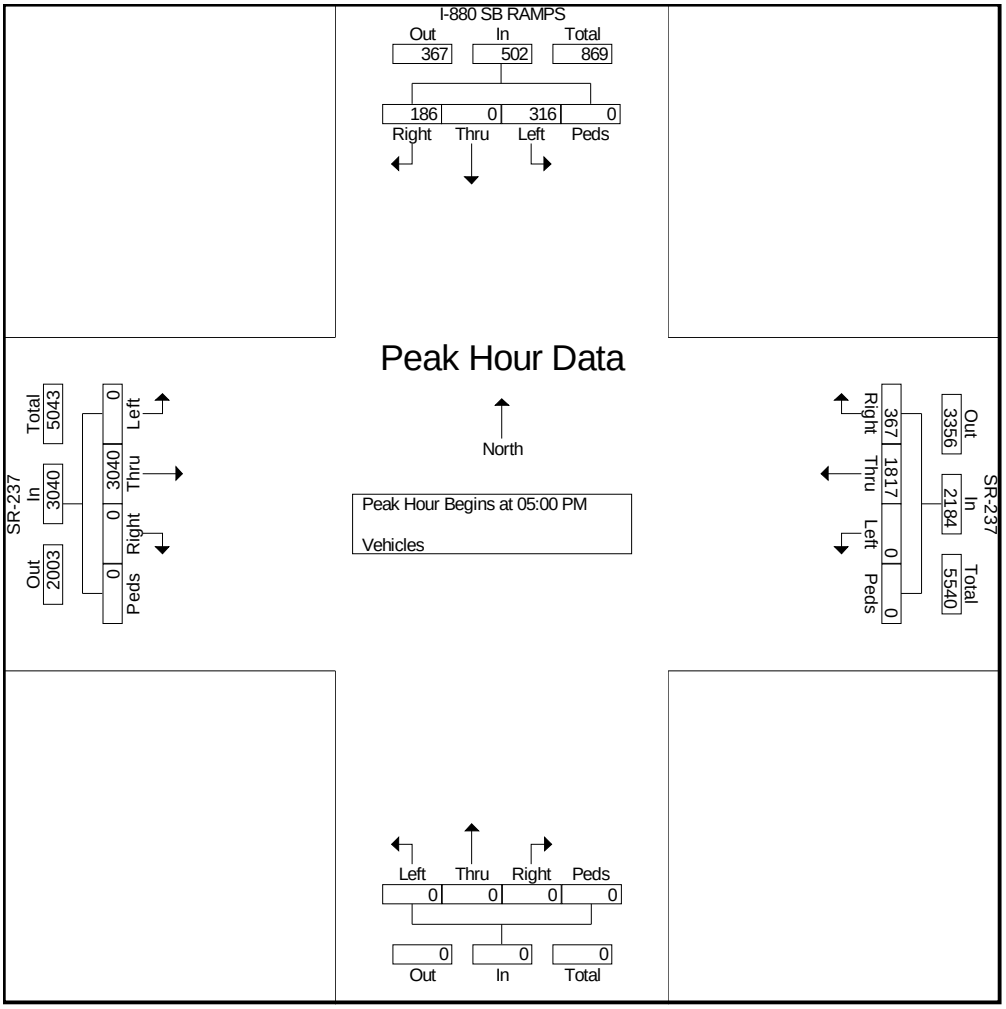
File Name : 1PM FINAL
Site Code : 00000001
Start Date : 8/14/2007
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 8/14/2007
Page No : 1

Groups Printed- Vehicles

	Southbound					CALAVERAS BLVD Westbound					I-880 NB RAMPS Northbound					CALAVERAS BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	49	384	0	0	433	140	0	143	0	283	59	652	0	0	711	1427
04:15 PM	0	0	0	0	0	52	370	0	0	422	175	0	148	0	323	53	723	0	0	776	1521
04:30 PM	0	0	0	0	0	53	388	0	0	441	205	0	165	0	370	54	731	0	0	785	1596
04:45 PM	0	0	0	0	0	56	363	0	0	419	196	0	149	0	345	61	743	0	0	804	1568
Total	0	0	0	0	0	210	1505	0	0	1715	716	0	605	0	1321	227	2849	0	0	3076	6112
05:00 PM	0	0	0	0	0	60	427	0	0	487	213	0	141	0	354	65	783	0	0	848	1689
05:15 PM	0	0	0	0	0	48	404	0	0	452	212	0	168	0	380	56	749	0	0	805	1637
05:30 PM	0	0	0	0	0	29	347	0	0	376	188	0	165	0	353	62	759	0	0	821	1550
05:45 PM	0	0	0	0	0	40	359	0	0	399	193	0	155	0	348	58	753	0	0	811	1558
Total	0	0	0	0	0	177	1537	0	0	1714	806	0	629	0	1435	241	3044	0	0	3285	6434
Grand Total	0	0	0	0	0	387	3042	0	0	3429	1522	0	1234	0	2756	468	5893	0	0	6361	12546
Apprch %	0	0	0	0		11.3	88.7	0	0		55.2	0	44.8	0		7.4	92.6	0	0		
Total %	0	0	0	0	0	3.1	24.2	0	0	27.3	12.1	0	9.8	0	22	3.7	47	0	0	50.7	

	Southbound					CALAVERAS BLVD Westbound					I-880 NB RAMPS Northbound					CALAVERAS BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	53	388	0	0	441	205	0	165	0	370	54	731	0	0	785	1596
04:45 PM	0	0	0	0	0	56	363	0	0	419	196	0	149	0	345	61	743	0	0	804	1568
05:00 PM	0	0	0	0	0	**60**	**427**	0	0	**487**	**213**	0	141	0	354	**65**	**783**	0	0	**848**	**1689**
05:15 PM	0	0	0	0	0	48	404	0	0	452	212	0	**168**	0	**380**	56	749	0	0	805	1637
Total Volume	0	0	0	0	0	217	1582	0	0	1799	826	0	623	0	1449	236	3006	0	0	3242	6490
% App. Total	0	0	0	0		12.1	87.9	0	0		57	0	43	0		7.3	92.7	0	0		
PHF	.000	.000	.000	.000	.000	.904	.926	.000	.000	.924	.969	.000	.927	.000	.953	.908	.960	.000	.000	.956	.961

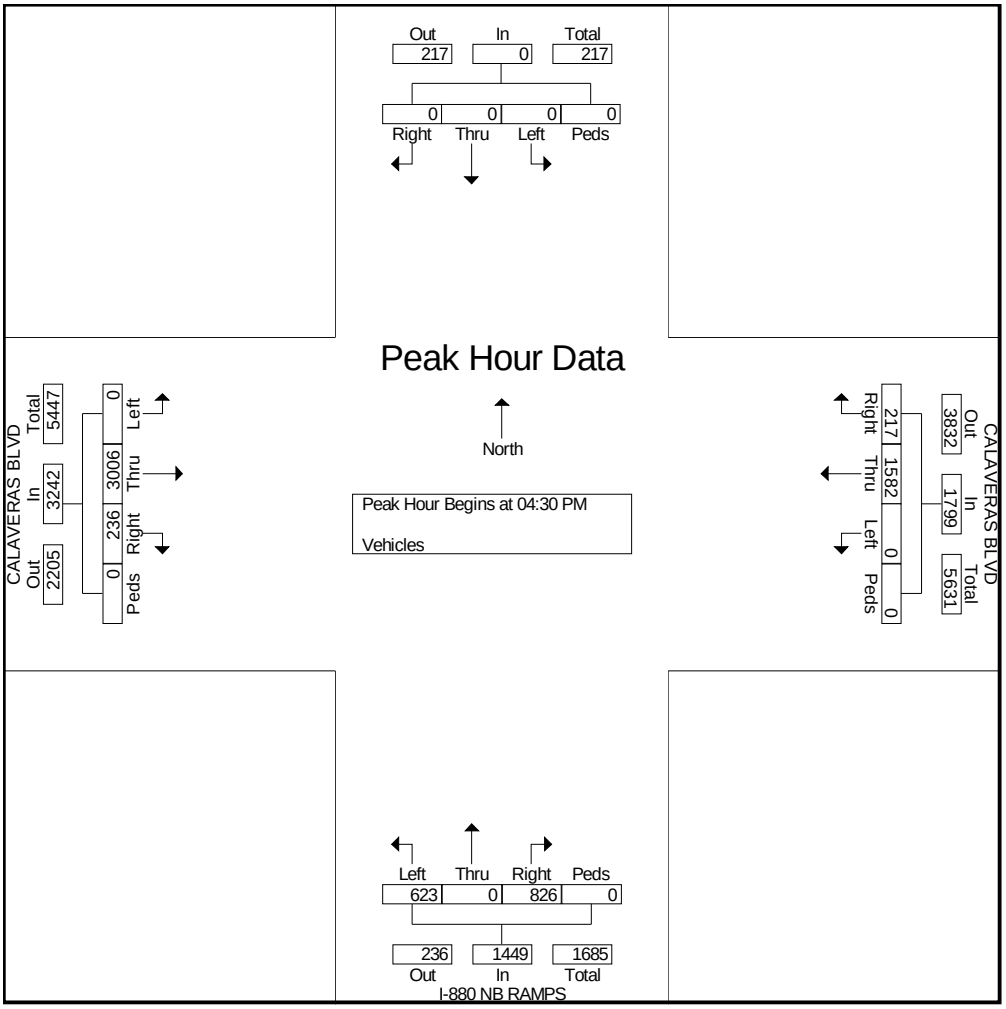
Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 8/14/2007
Page No : 2



PM Peak-Hour Volume Count Worksheet

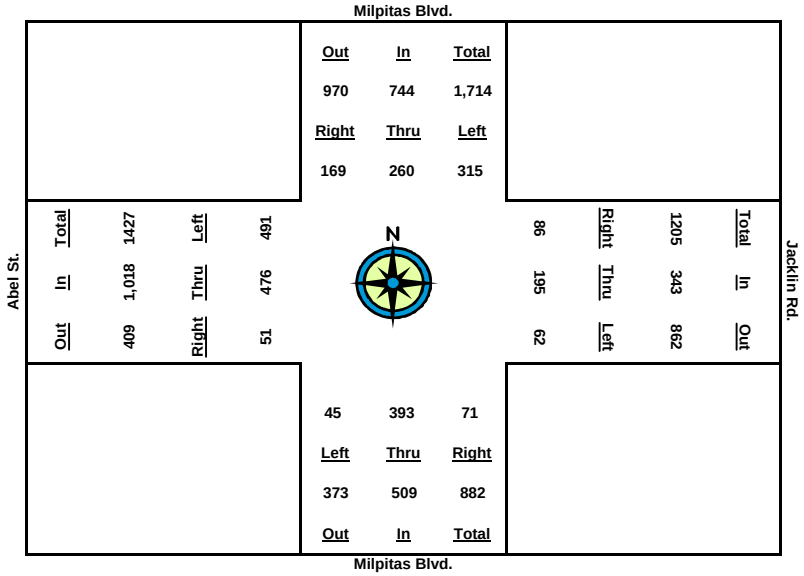
Date: 6/19/07
Counter: Shaun and Kristin
Intersection Name: Milpitas Blvd. and Abel St../Jacklin Rd.
Weather: Clear

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

	Milpitas Blvd.				Jacklin Rd.				Milpitas Blvd.				Abel St.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	38	53	35	126	23	30	12	65	36	64	23	123	3	58	57	118
4:30	79	109	84	272	54	93	29	176	53	125	47	225	7	137	133	277
4:45	123	165	141	429	94	142	44	280	72	242	55	369	19	229	232	480
5:00	174	217	230	621	133	204	60	397	85	312	63	460	24	326	329	679
5:15	219	276	313	808	154	243	77	474	98	432	78	608	32	411	419	862
5:30	255	345	384	984	173	278	93	544	121	506	92	719	51	540	553	1,144
5:45	292	425	456	1,173	180	337	106	623	143	635	100	878	70	705	723	1,498
6:00	316	465	492	1,273	195	380	122	697	162	733	109	1,004	84	781	801	1,666

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	174	217	230	621	133	204	60	397	85	312	63	460	24	326	329	679	2,157
4:15 - 5:15	181	223	278	682	131	213	65	409	62	368	55	485	29	353	362	744	2,320
4:30 - 5:30	176	236	300	712	119	185	64	368	68	381	45	494	44	403	420	867	2,441
4:45 - 5:45	169	260	315	744	86	195	62	343	71	393	45	509	51	476	491	1,018	2,614
5:00 - 6:00	142	248	262	652	62	176	62	300	77	421	46	544	60	455	472	987	2,483
Peak Volumes:	**169**	**260**	**315**	**744**	**86**	**195**	**62**	**343**	**71**	**393**	**45**	**509**	**51**	**476**	**491**	**1,018**	**2,614**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	45	393	71	315	260	169	491	476	51	62	195	86



Calaveras/Milpitas CMP Volumes

	MILPITAS BLVD Southbound				CALAVERAS BLVD Westbound				MILPITAS BLVD Northbound				CALAVERAS BLVD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Total
07:30 AM	151	47	39	0	22	506	9	0	2	40	74	0	65	113	12	0	1080
07:45 AM	151	94	52	0	26	497	8	0	6	24	100	0	117	157	30	0	1262
08:00 AM	177	69	70	0	24	486	31	1	4	22	89	0	89	187	36	0	1285
08:15 AM	136	69	57	1	15	451	26	0	5	42	96	1	97	191	55	0	1242
	615	**279**	**218**	**1**	**87**	**1940**	**74**	**1**	**17**	**128**	**359**	**1**	**368**	**648**	**133**	**0**	
04:45 PM	82	73	82	0	64	292	28	3	27	76	115	0	88	492	117	0	1539
05:00 PM	94	65	98	0	66	280	31	0	20	93	136	3	84	442	93	0	1505
05:15 PM	46	41	72	0	55	276	30	1	26	121	121	2	95	459	91	2	1438
05:30 PM	35	58	74	0	64	338	41	2	22	94	106	0	99	495	69	1	1498
	257	**237**	**326**	**0**	**249**	**1186**	**130**	**6**	**95**	**384**	**478**	**5**	**366**	**1888**	**370**	**3**	**5980**

Peak-Hour Volume Count Worksheet

Date: 11/15/06
Counter:
on Name: Calaveras and Abel
Weather: Clear

AUTO-CENSUS

Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-16

PM Peak-Hour Volume Count Worksheet

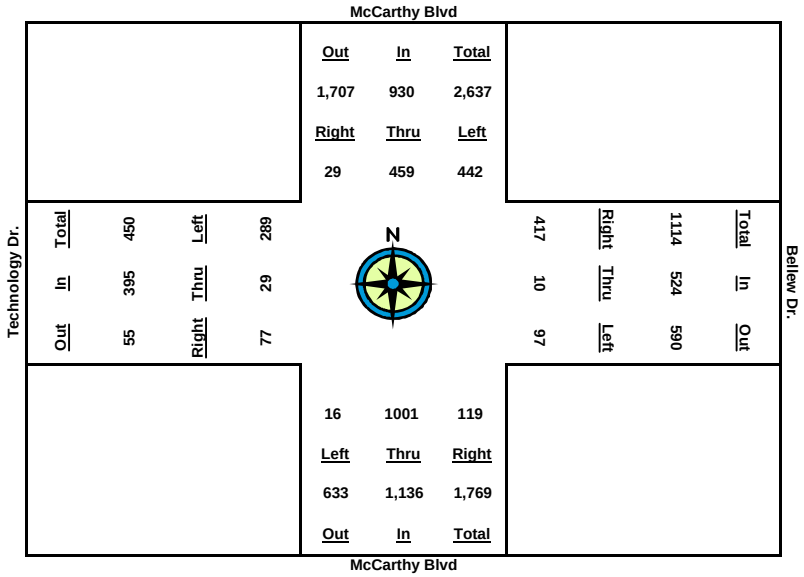
Date: 6/14/07
Counter: Shaun and Byron
Intersection Name: McCarthy Blvd and Technology/Bellew Dr.
Weather: Clear

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

	McCarthy Blvd				Bellew Dr.				McCarthy Blvd				Technology Dr.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	13	129	97	239	93	4	23	120	19	91	4	114	9	4	25	38
4:30	26	235	168	429	165	4	49	218	37	286	9	332	16	7	50	73
4:45	31	335	237	603	257	10	69	336	63	369	12	444	34	9	79	122
5:00	36	452	311	799	344	14	95	453	93	534	15	642	43	17	118	178
5:15	41	559	389	989	464	19	127	610	115	738	19	872	63	21	194	278
5:30	44	671	466	1,181	556	20	151	727	144	1,027	20	1,191	82	28	283	393
5:45	60	799	678	1,537	658	23	189	870	174	1,290	24	1,488	102	38	349	489
6:00	65	911	753	1,729	761	24	192	977	212	1,535	31	1,778	120	46	407	573

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	36	452	311	799	344	14	95	453	93	534	15	642	43	17	118	178	2,072
4:15 - 5:15	28	430	292	750	371	15	104	490	96	647	15	758	54	17	169	240	2,238
4:30 - 5:30	18	436	298	752	391	16	102	509	107	741	11	859	66	21	233	320	2,440
4:45 - 5:45	29	464	441	934	401	13	120	534	111	921	12	1,044	68	29	270	367	2,879
5:00 - 6:00	29	459	442	930	417	10	97	524	119	1,001	16	1,136	77	29	289	395	2,985
Peak Volumes:	**29**	**459**	**442**	**930**	**417**	**10**	**97**	**524**	**119**	**1,001**	**16**	**1,136**	**77**	**29**	**289**	**395**	**2,985**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	16	1,001	119	442	459	29	289	29	77	97	10	417



PM Peak-Hour Volume Count Worksheet

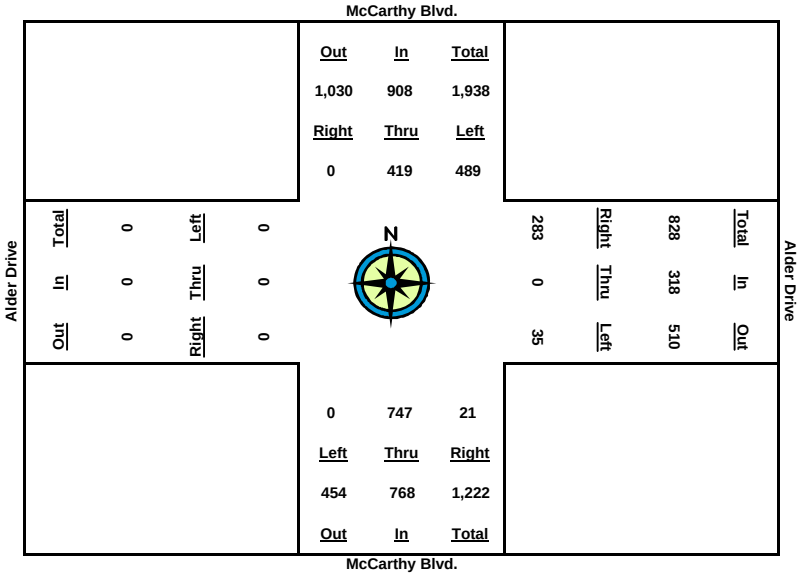
Date: 6/14/07
Counter: Logan and Jayme
Intersection Name: McCarthy Blvd. and Alder Dr.
Weather: Clear

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

	McCarthy Blvd.				Alder Drive				McCarthy Blvd.				Alder Drive			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	71	91	162	50	0	5	55	1	61	0	62	0	0	0	0
4:30	0	166	220	386	101	0	7	108	4	185	0	189	0	0	0	0
4:45	0	231	304	535	143	0	15	158	12	340	0	352	0	0	0	0
5:00	0	380	470	850	225	0	24	249	19	488	0	507	0	0	0	0
5:15	0	440	562	1,002	275	0	29	304	24	696	0	720	0	0	0	0
5:30	0	526	660	1,186	337	0	35	372	29	870	0	899	0	0	0	0
5:45	0	650	793	1,443	426	0	50	476	33	1,087	0	1,120	0	0	0	0
6:00	0	751	883	1,634	498	0	59	557	37	1,297	0	1,334	0	0	0	0

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	0	380	470	850	225	0	24	249	19	488	0	507	0	0	0	0	1,606
4:15 - 5:15	0	369	471	840	225	0	24	249	23	635	0	658	0	0	0	0	1,747
4:30 - 5:30	0	360	440	800	236	0	28	264	25	685	0	710	0	0	0	0	1,774
4:45 - 5:45	0	419	489	908	283	0	35	318	21	747	0	768	0	0	0	0	1,994
5:00 - 6:00	0	371	413	784	273	0	35	308	18	809	0	827	0	0	0	0	1,919
Peak Volumes:	**0**	**419**	**489**	**908**	**283**	**0**	**35**	**318**	**21**	**747**	**0**	**768**	**0**	**0**	**0**	**0**	**1,994**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	0	747	21	489	419	0	0	0	0	35	0	283



PM Peak-Hour Volume Count Worksheet

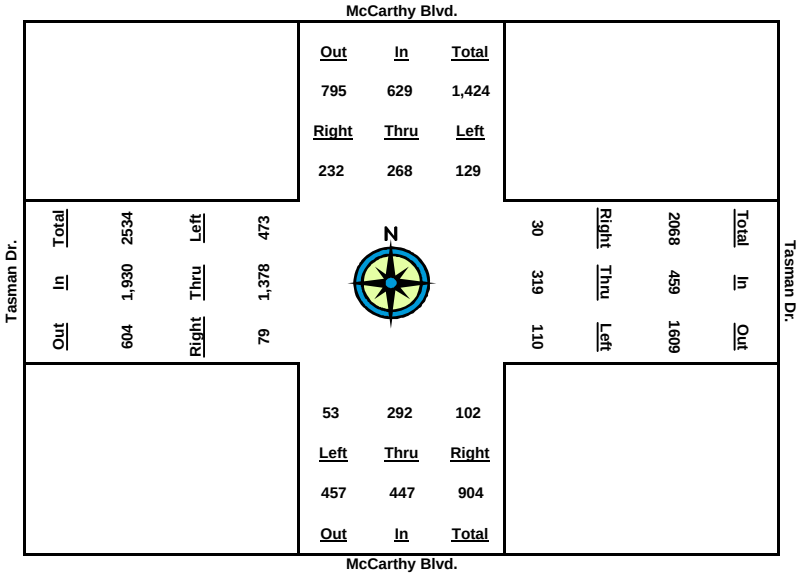
Date: 6/14/07
Counter: Patti and Byron
Intersection Name: McCarthy Blvd. and Tasman Dr.
Weather: Clear

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

	McCarthy Blvd.				Tasman Dr.				McCarthy Blvd.				Tasman Dr.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	40	43	20	103	8	53	7	68	21	53	13	87	14	220	56	290
4:30	75	89	46	210	12	121	9	142	34	101	27	162	30	453	130	613
4:45	109	134	78	321	19	179	19	217	54	173	36	263	42	740	211	993
5:00	156	183	108	447	23	241	28	292	72	243	61	376	49	1,013	269	1,331
5:15	203	244	142	589	30	301	40	371	101	316	74	491	68	1,326	387	1,781
5:30	253	307	169	729	38	384	73	495	126	363	83	572	82	1,652	489	2,223
5:45	323	370	193	886	49	466	119	634	151	464	97	712	104	2,052	611	2,767
6:00	388	451	237	1,076	53	560	138	751	174	535	114	823	128	2,391	742	3,261

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	156	183	108	447	23	241	28	292	72	243	61	376	49	1,013	269	1,331	2,446
4:15 - 5:15	163	201	122	486	22	248	33	303	80	263	61	404	54	1,106	331	1,491	2,684
4:30 - 5:30	178	218	123	519	26	263	64	353	92	262	56	410	52	1,199	359	1,610	2,892
4:45 - 5:45	214	236	115	565	30	287	100	417	97	291	61	449	62	1,312	400	1,774	3,205
5:00 - 6:00	232	268	129	629	30	319	110	459	102	292	53	447	79	1,378	473	1,930	3,465
Peak Volumes:	**232**	**268**	**129**	**629**	**30**	**319**	**110**	**459**	**102**	**292**	**53**	**447**	**79**	**1,378**	**473**	**1,930**	**3,465**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	53	292	102	129	268	232	473	1,378	79	110	319	30



PM Peak-Hour Volume Count Worksheet

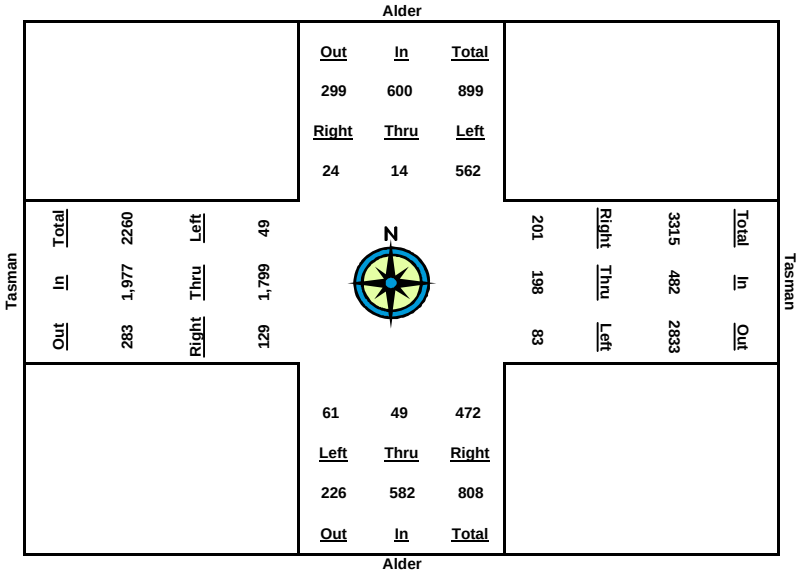
Date: 6/13/07
Counter: Kevin and Josh
Intersection Name: Tasman and Alder
Weather: Clear

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

	Alder				Tasman				Alder				Tasman			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	8	1	83	92	43	61	13	117	47	13	41	101	14	144	8	166
4:30	13	5	211	229	87	110	32	229	140	33	55	228	30	300	24	354
4:45	19	7	322	348	116	163	46	325	219	36	72	327	57	756	41	854
5:00	24	11	468	503	154	220	66	440	281	43	83	407	74	1,188	53	1,315
5:15	30	16	610	656	213	265	86	564	415	51	96	562	98	1,607	62	1,767
5:30	34	18	780	832	267	326	106	699	524	62	116	702	130	2,024	79	2,233
5:45	42	22	905	969	305	374	132	811	681	80	131	892	174	2,511	88	2,773
6:00	48	25	1,030	1,103	355	418	149	922	753	92	144	989	203	2,987	102	3,292

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	24	11	468	503	154	220	66	440	281	43	83	407	74	1,188	53	1,315	2,665
4:15 - 5:15	22	15	527	564	170	204	73	447	368	38	55	461	84	1,463	54	1,601	3,073
4:30 - 5:30	21	13	569	603	180	216	74	470	384	29	61	474	100	1,724	55	1,879	3,426
4:45 - 5:45	23	15	583	621	189	211	86	486	462	44	59	565	117	1,755	47	1,919	3,591
5:00 - 6:00	24	14	562	600	201	198	83	482	472	49	61	582	129	1,799	49	1,977	3,641
Peak Volumes:	**24**	**14**	**562**	**600**	**201**	**198**	**83**	**482**	**472**	**49**	**61**	**582**	**129**	**1,799**	**49**	**1,977**	**3,641**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	61	49	472	562	14	24	49	1,799	129	83	198	201



PM Peak-Hour Volume Count Worksheet

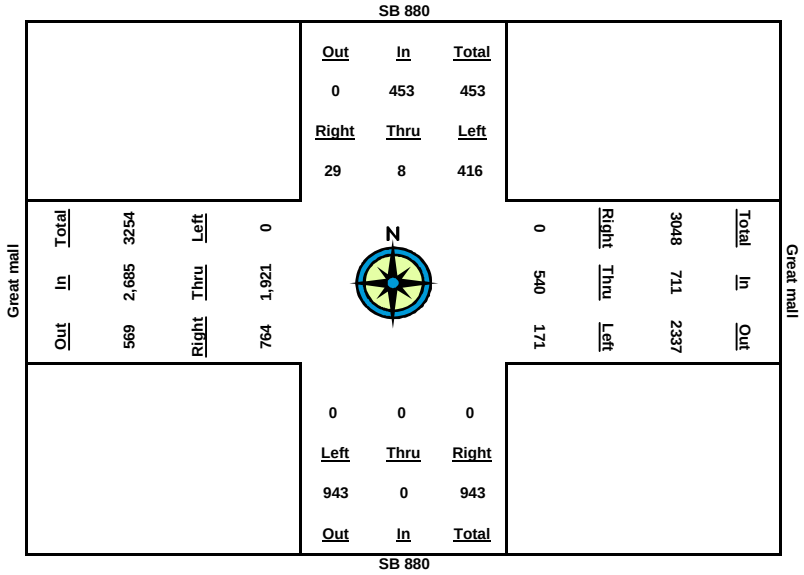
Date: 6/13/07
Counter: Shoun Alvarez & Kristen Pedronan
Intersection Name: Tasman Drive/Great Mall & 880 SB
Weather: Clear

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

	SB 880				Great mall				SB 880				Great mall			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	15	1	56	72	0	87	57	144	0	0	0	0	135	246	0	381
4:30	21	5	107	133	0	190	109	299	0	0	0	0	321	846	0	1,167
4:45	28	7	170	205	0	307	161	468	0	0	0	0	511	900	0	1,411
5:00	39	7	232	278	0	391	200	591	0	0	0	0	667	1,284	0	1,951
5:15	45	8	415	468	0	530	264	794	0	0	0	0	894	1,769	0	2,663
5:30	52	9	500	561	0	669	314	983	0	0	0	0	1,111	2,325	0	3,436
5:45	65	15	588	668	0	807	341	1,148	0	0	0	0	1,277	2,768	0	4,045
6:00	68	15	648	731	0	931	371	1,302	0	0	0	0	1,431	3,205	0	4,636

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	39	7	232	278	0	391	200	591	0	0	0	0	667	1,284	0	1,951	2,820
4:15 - 5:15	30	7	359	396	0	443	207	650	0	0	0	0	759	1,523	0	2,282	3,328
4:30 - 5:30	31	4	393	428	0	479	205	684	0	0	0	0	790	1,479	0	2,269	3,381
4:45 - 5:45	37	8	418	463	0	500	180	680	0	0	0	0	766	1,868	0	2,634	3,777
5:00 - 6:00	29	8	416	453	0	540	171	711	0	0	0	0	764	1,921	0	2,685	3,849
Peak Volumes:	**29**	**8**	**416**	**453**	**0**	**540**	**171**	**711**	**0**	**0**	**0**	**0**	**764**	**1,921**	**0**	**2,685**	**3,849**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	416	8	29	0	1,921	764	171	540	0



PM Peak-Hour Volume Count Worksheet

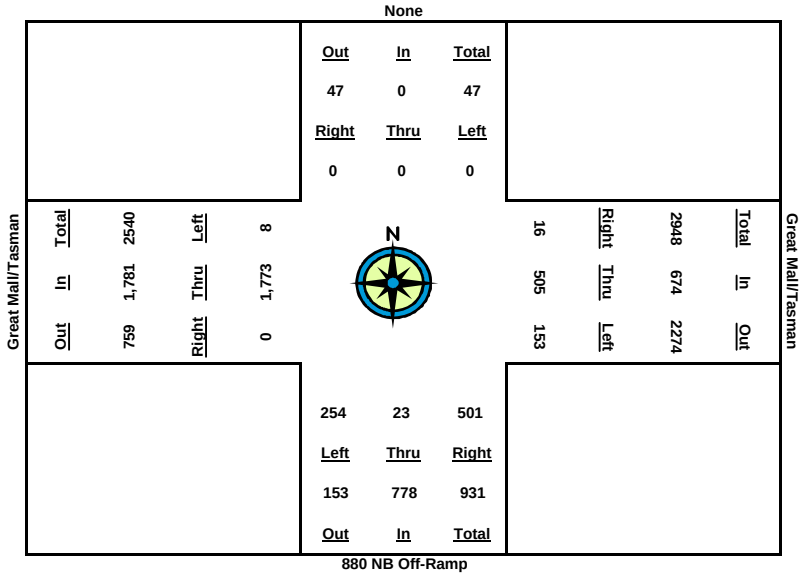
Date: 6/14/07
Counter: Patti and Byron
Intersection Name: NB 880 Ramps and Great Mall/Tasman
Weather: Clear

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

	None				Great Mall/Tasman				880 NB Off-Ramp				Great Mall/Tasman			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	4	97	44	145	112	7	58	177	0	22	5	27
4:30	0	0	0	0	7	211	87	305	241	11	107	359	0	495	6	501
4:45	0	0	0	0	18	312	135	465	321	12	142	475	0	787	10	797
5:00	0	0	0	0	22	412	165	599	429	19	197	645	0	1,112	16	1,128
5:15	0	0	0	0	24	550	210	784	604	22	267	893	0	1,475	19	1,494
5:30	0	0	0	0	26	675	241	942	738	28	332	1,098	0	2,036	21	2,057
5:45	0	0	0	0	30	783	281	1,094	828	38	394	1,260	0	2,491	24	2,515
6:00	0	0	0	0	38	917	318	1,273	930	42	451	1,423	0	2,885	24	2,909

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	0	0	0	0	22	412	165	599	429	19	197	645	0	1,112	16	1,128	2,372
4:15 - 5:15	0	0	0	0	20	453	166	639	492	15	209	716	0	1,453	14	1,467	2,822
4:30 - 5:30	0	0	0	0	19	464	154	637	497	17	225	739	0	1,541	15	1,556	2,932
4:45 - 5:45	0	0	0	0	12	471	146	629	507	26	252	785	0	1,704	14	1,718	3,132
5:00 - 6:00	0	0	0	0	16	505	153	674	501	23	254	778	0	1,773	8	1,781	3,233
Peak Volumes:	**0**	**0**	**0**	**0**	**16**	**505**	**153**	**674**	**501**	**23**	**254**	**778**	**0**	**1,773**	**8**	**1,781**	**3,233**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	254	23	501	0	0	0	8	1,773	0	153	505	16

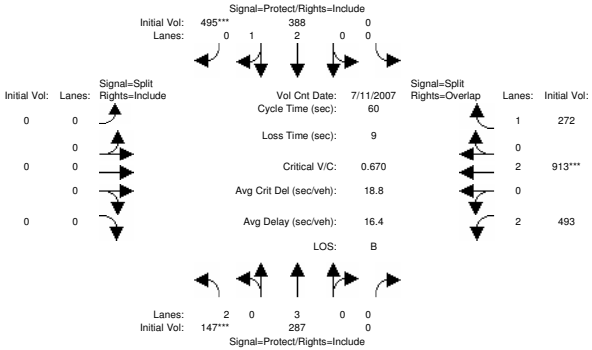


APPENDIX B:
INTERSECTION LEVEL OF SERVICE CALCULATIONS

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps



Street Name:	McCarthy Blvd.						SR 237 WB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 11 Jul 2007 << 7-9a												
Base Vol:	147	287	0	0	388	495	0	0	0	493	913	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	287	0	0	388	495	0	0	0	493	913	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	287	0	0	388	495	0	0	0	493	913	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	287	0	0	388	495	0	0	0	493	913	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	287	0	0	388	495	0	0	0	493	913	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	287	0	0	388	495	0	0	0	493	913	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.00	0.10	0.28	0.00	0.00	0.00	0.16	0.24	0.16
Crit Moves:	****					****					****	
Green Time:	7.0	30.8	0.0	0.0	23.8	23.8	0.0	0.0	0.0	20.2	20.2	20.2
Volume/Cap:	0.40	0.10	0.00	0.00	0.26	0.71	0.00	0.00	0.00	0.46	0.71	0.46
Delay/Veh:	25.3	7.5	0.0	0.0	12.2	17.2	0.0	0.0	0.0	16.0	19.3	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	7.5	0.0	0.0	12.2	17.2	0.0	0.0	0.0	16.0	19.3	16.2
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B-	B
HCM2kAvgQ:	2	1	0	0	2	9	0	0	0	5	9	5

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

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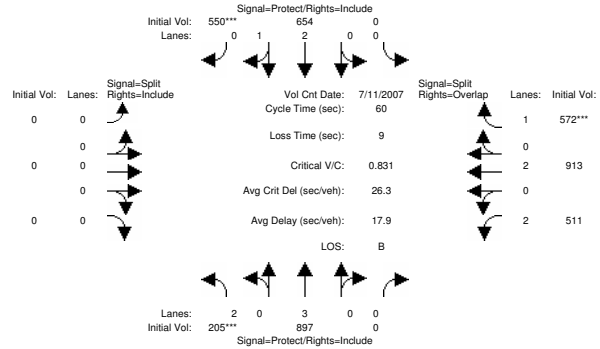
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps



Street Name:	McCarthy Blvd.						SR 237 WB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 11 Jul 2007 << 7-9a												
Base Vol:	147	287	0	0	388	495	0	0	0	493	913	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	287	0	0	388	495	0	0	0	493	913	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	58	610	0	0	266	55	0	0	0	18	0	300
Initial Fut:	205	897	0	0	654	550	0	0	0	511	913	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	897	0	0	654	550	0	0	0	511	913	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	897	0	0	654	550	0	0	0	511	913	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	897	0	0	654	550	0	0	0	511	913	572
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.00	0.00	0.17	0.31	0.00	0.00	0.00	0.16	0.24	0.33
Crit Moves:	****					****						****
Green Time:	7.0	28.6	0.0	0.0	21.6	21.6	0.0	0.0	0.0	22.4	22.4	22.4
Volume/Cap:	0.56	0.33	0.00	0.00	0.48	0.87	0.00	0.00	0.00	0.43	0.64	0.87
Delay/Veh:	27.0	9.8	0.0	0.0	15.0	24.5	0.0	0.0	0.0	14.3	16.5	30.0
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:	27.0	9.8	0.0	0.0	15.0	24.5	0.0	0.0	0.0	14.3	16.5	30.0
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	C
HCM2kAvgQ:	2	3	0	0	5	11	0	0	0	5	8	14

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

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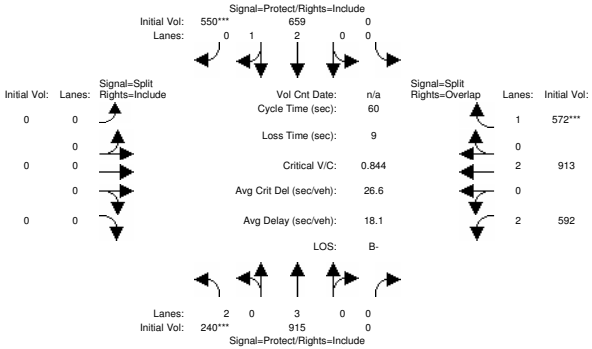
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps



Street Name:	McCarthy Blvd.						SR 237 WB Ramps					
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	0	0	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	205	897	0	0	654	550	0	0	0	511	913	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	897	0	0	654	550	0	0	0	511	913	572
Added Vol:	35	18	0	0	5	0	0	0	0	81	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	915	0	0	659	550	0	0	0	592	913	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	915	0	0	659	550	0	0	0	592	913	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	915	0	0	659	550	0	0	0	592	913	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	915	0	0	659	550	0	0	0	592	913	572
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.00	0.17	0.31	0.00	0.00	0.00	0.19	0.24	0.33
Crit Moves:	****					****						****
Green Time:	7.0	28.6	0.0	0.0	21.6	21.6	0.0	0.0	0.0	22.4	22.4	22.4
Volume/Cap:	0.65	0.34	0.00	0.00	0.48	0.87	0.00	0.00	0.00	0.50	0.64	0.87
Delay/Veh:	29.5	9.9	0.0	0.0	15.0	24.4	0.0	0.0	0.0	14.8	16.5	30.0
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:	29.5	9.9	0.0	0.0	15.0	24.4	0.0	0.0	0.0	14.8	16.5	30.0
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	C
HCM2kAvgQ:	3	3	0	0	5	11	0	0	0	6	8	14

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

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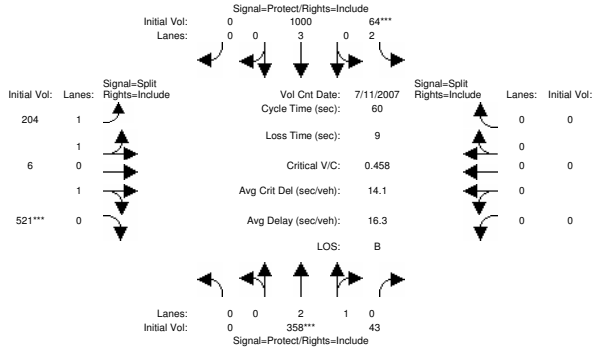
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps



Street Name:	McCarthy Blvd.						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 11 Jul 2007 <<												
Base Vol:	0	358	43	64	1000	0	204	6	521	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	358	43	64	1000	0	204	6	521	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	358	43	64	1000	0	204	6	521	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	358	43	64	1000	0	204	6	521	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	358	43	64	1000	0	204	6	521	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	358	43	64	1000	0	204	6	521	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.67	0.33	2.00	3.00	0.00	1.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	4999	600	3150	5700	0	3408	100	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.02	0.18	0.00	0.06	0.06	0.30	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	10.0	10.0	7.0	17.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.43	0.17	0.62	0.00	0.11	0.11	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	22.8	22.8	24.1	19.4	0.0	6.0	6.0	8.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	22.8	24.1	19.4	0.0	6.0	6.0	8.4	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	1	5	0	1	1	7	0	0	0

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

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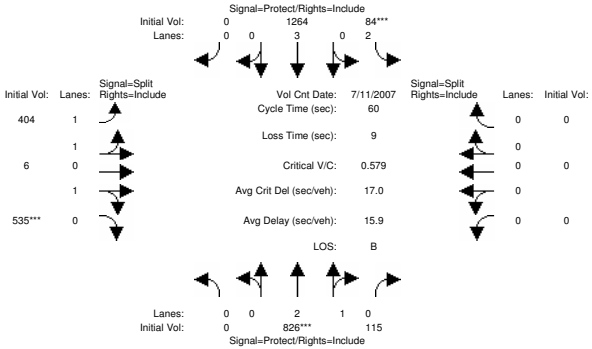
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps



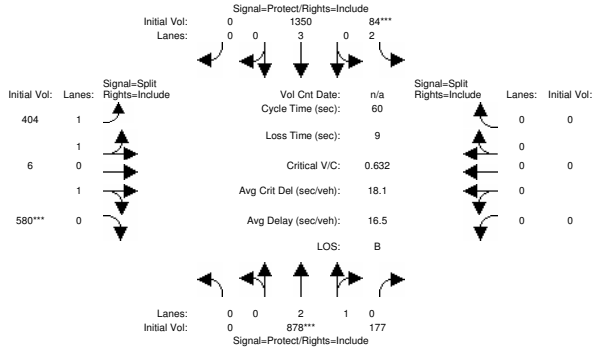
Street Name:	McCarthy Blvd.									SR 237 EB Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10			7	10	0			10	10	10			0	0	0		
Volume Module: >> Count Date: 11 Jul 2007 <<																				
Base Vol:	0	358	43		64	1000		0		204		6	521		0		0	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
Initial Bse:	0	358	43		64	1000		0		204		6	521		0		0	0		
Added Vol:	0	0	0		0	0		0		0		0	0		0		0	0		
ATI:	0	468	72		20	264		0		200		0	14		0		0	0		
Initial Fut:	0	826	115		84	1264		0		404		6	535		0		0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
PHF Volume:	0	826	115		84	1264		0		404		6	535		0		0	0		
Reduct Vol:	0	0	0		0	0		0		0		0	0		0		0	0		
Reduced Vol:	0	826	115		84	1264		0		404		6	535		0		0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
FinalVolume:	0	826	115		84	1264		0		404		6	535		0		0	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900		1900		1900		1900	1900		1900		1900	1900		
Adjustment:	0.92	0.99	0.95		0.83	1.00		0.92		0.93		0.95	0.95		0.92		1.00	0.92		
Lanes:	0.00	2.62	0.38		2.00	3.00		0.00		1.97		0.03	1.00		0.00		0.00	0.00		
Final Sat.:	0	4915	684		3150	5700		0		3472		52	1800		0		0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.17	0.17		0.03	0.22		0.00		0.12		0.12	0.30		0.00		0.00	0.00		
Crit Moves:		****			****								****							
Green Time:	0.0	15.9	15.9		7.0	22.9		0.0		28.1		28.1	28.1		0.0		0.0	0.0		
Volume/Cap:	0.00	0.63	0.63		0.23	0.58		0.00		0.25		0.25	0.63		0.00		0.00	0.00		
Delay/Veh:	0.0	20.4	20.4		24.4	15.1		0.0		9.6		9.6	13.0		0.0		0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
AdjDel/Veh:	0.0	20.4	20.4		24.4	15.1		0.0		9.6		9.6	13.0		0.0		0.0	0.0		
LOS by Move:	A	C+	C+		C	B		A		A		A	B		A		A	A		
HCM2kAvgQ:	0	5	5		1	6		0		3		3	9		0		0	0		

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps



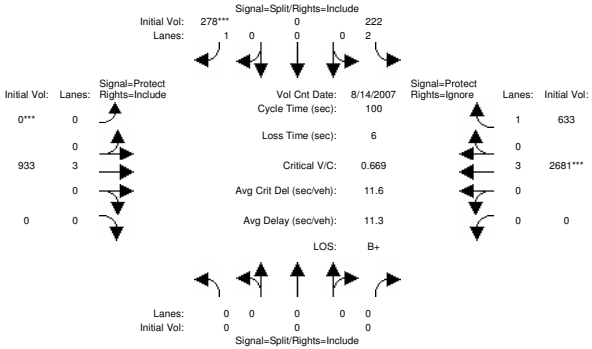
Street Name:	McCarthy Blvd.									SR 237 EB Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10			7	10	0			10	10	10			0	0	0		
Volume Module:																				
Base Vol:	0	826	115		84	1264		0		404		6	535		0		0	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
Initial Bse:	0	826	115		84	1264		0		404		6	535		0		0	0		
Added Vol:	0	52	62		0	86		0		0		0	45		0		0	0		
PasserByVol:	0	0	0		0	0		0		0		0	0		0		0	0		
Initial Fut:	0	878	177		84	1350		0		404		6	580		0		0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
PHF Volume:	0	878	177		84	1350		0		404		6	580		0		0	0		
Reduct Vol:	0	0	0		0	0		0		0		0	0		0		0	0		
Reduced Vol:	0	878	177		84	1350		0		404		6	580		0		0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
FinalVolume:	0	878	177		84	1350		0		404		6	580		0		0	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900		1900		1900		1900	1900		1900		1900	1900		
Adjustment:	0.92	0.99	0.95		0.83	1.00		0.92		0.93		0.95	0.95		0.92		1.00	0.92		
Lanes:	0.00	2.48	0.52		2.00	3.00		0.00		1.97		0.03	1.00		0.00		0.00	0.00		
Final Sat.:	0	4659	939		3150	5700		0		3468		52	1800		0		0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.19	0.19		0.03	0.24		0.00		0.12		0.12	0.32		0.00		0.00	0.00		
Crit Moves:		****			****								****							
Green Time:	0.0	16.2	16.2		7.0	23.2		0.0		27.8		27.8	27.8		0.0		0.0	0.0		
Volume/Cap:	0.00	0.70	0.70		0.23	0.61		0.00		0.25		0.25	0.70		0.00		0.00	0.00		
Delay/Veh:	0.0	21.1	21.1		24.4	15.3		0.0		9.8		9.8	14.3		0.0		0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		
AdjDel/Veh:	0.0	21.1	21.1		24.4	15.3		0.0		9.8		9.8	14.3		0.0		0.0	0.0		
LOS by Move:	A	C+	C+		C	B		A		A		A	B		A		A	A		
HCM2kAvgQ:	0	6	6		1	7		0		3		3	10		0		0	0		

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #3: SR 237 & I-880 SB Ramps

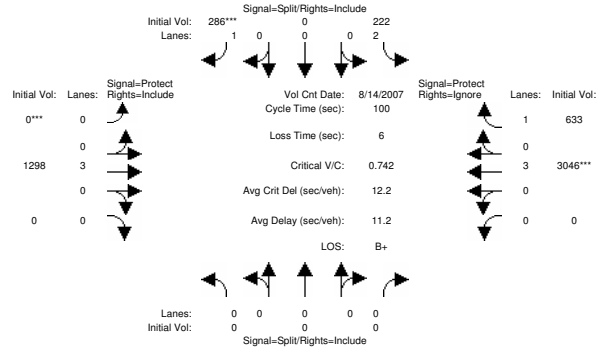



```
Street Name:          I-880 SB Ramps                    SR 237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 7:45Am-9:00
Base Vol:       0     0     0   222     0   278     0   933     0     0  2681   633
Growth Adj:  1.00  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   222     0   278     0   933     0     0  2681   633
Added Vol:      0     0     0     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   222     0   278     0   933     0     0  2681   633
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Volume:     0     0     0   222     0   278     0   933     0     0  2681     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   222     0   278     0   933     0     0  2681     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  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
FinalVolume:    0     0     0   222     0   278     0   933     0     0  2681     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  2.00  0.00  1.00  0.00  3.00  0.00  0.00  3.00  1.00
Final Sat.:     0     0     0  3150     0  1750     0  5700     0     0  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.07  0.00  0.16  0.00  0.16  0.00  0.00  0.47  0.00
Crit Moves:                                 ****  ****                    ****
Green Time:   0.0   0.0   0.0  23.7   0.0  23.7   0.0  70.3   0.0   0.0  70.3   0.0
Volume/Cap:  0.00  0.00  0.00  0.30  0.00  0.67  0.00  0.23  0.00  0.00  0.67  0.00
Delay/Veh:    0.0   0.0   0.0  31.5   0.0  38.8   0.0   5.3   0.0   0.0   8.8   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  31.5   0.0  38.8   0.0   5.3   0.0   0.0   8.8   0.0
LOS by Move:    A     A     A     C     A    D+     A     A     A     A     A     A
HCM2kAvgQ:      0     0     0     3     0     9     0     3     0     0    15     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #3: SR 237 & I-880 SB Ramps

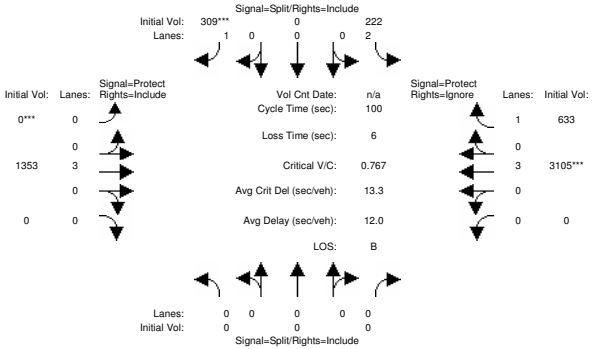



```
Street Name:          I-880 SB Ramps                    SR 237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 7:45Am-9:00
Base Vol:       0     0     0   222     0   278     0   933     0     0  2681   633
Growth Adj:  1.00  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   222     0   278     0   933     0     0  2681   633
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            0     0     0     0     0     8     0   365     0     0   365     0
Initial Fut:    0     0     0   222     0   286     0  1298     0     0  3046   633
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Volume:     0     0     0   222     0   286     0  1298     0     0  3046     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   222     0   286     0  1298     0     0  3046     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  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
FinalVolume:    0     0     0   222     0   286     0  1298     0     0  3046     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  2.00  0.00  1.00  0.00  3.00  0.00  0.00  3.00  1.00
Final Sat.:     0     0     0  3150     0  1750     0  5700     0     0  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.07  0.00  0.16  0.00  0.23  0.00  0.00  0.53  0.00
Crit Moves:                                 ****  ****                    ****
Green Time:   0.0   0.0   0.0  22.0   0.0  22.0   0.0  72.0   0.0   0.0  72.0   0.0
Volume/Cap:  0.00  0.00  0.00  0.32  0.00  0.74  0.00  0.32  0.00  0.00  0.74  0.00
Delay/Veh:    0.0   0.0   0.0  33.0   0.0  43.9   0.0   5.1   0.0   0.0   9.2   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  33.0   0.0  43.9   0.0   5.1   0.0   0.0   9.2   0.0
LOS by Move:    A     A     A    C-     A     D     A     A     A     A     A     A
HCM2kAvgQ:      0     0     0     4     0    10     0     5     0     0    18     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #3: SR 237 & I-880 SB Ramps

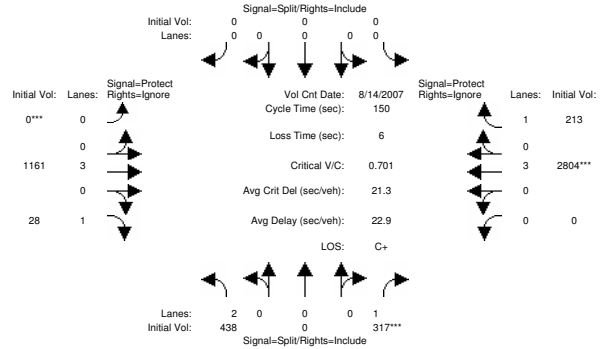



```
Street Name:          I-880 SB Ramps                    SR 237
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0   222     0   286     0  1298     0     0  3046   633
Growth Adj:  1.00  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   222     0   286     0  1298     0     0  3046   633
Added Vol:      0     0     0     0     0    23     0    55     0     0    59     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0   222     0   309     0  1353     0     0  3105   633
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Volume:     0     0     0   222     0   309     0  1353     0     0  3105     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   222     0   309     0  1353     0     0  3105     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  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
FinalVolume:    0     0     0   222     0   309     0  1353     0     0  3105     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  2.00  0.00  1.00  0.00  3.00  0.00  0.00  3.00  1.00
Final Sat.:     0     0     0  3150     0  1750     0  5700     0     0  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.07  0.00  0.18  0.00  0.24  0.00  0.00  0.54  0.00
Crit Moves:                                ****  ****                    ****
Green Time:   0.0   0.0   0.0  23.0   0.0  23.0   0.0  71.0   0.0   0.0  71.0   0.0
Volume/Cap:  0.00  0.00  0.00  0.31  0.00  0.77  0.00  0.33  0.00  0.00  0.77  0.00
Delay/Veh:    0.0   0.0   0.0  32.1   0.0  44.6   0.0   5.6   0.0   0.0  10.2   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  32.1   0.0  44.6   0.0   5.6   0.0   0.0  10.2   0.0
LOS by Move:    A     A     A    C-     A     D     A     A     A     A    B+     A
HCM2kAvgQ:      0     0     0     4     0    11     0     5     0     0    20     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps

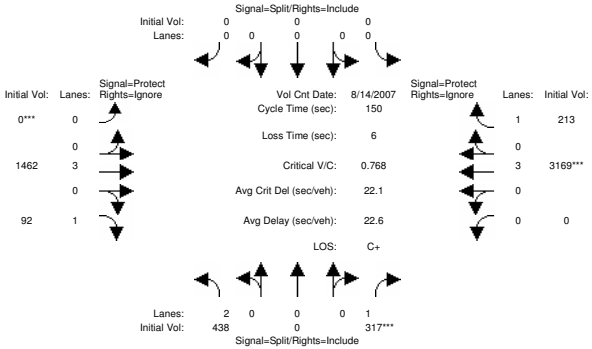



```
Street Name:          I-880 NB Ramps                    Calaveras Blvd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7    10    10     7    10    10     7    10    10     7    10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 7:45AM-8:45AM
Base Vol:     438     0   317     0     0     0     0  1161    28     0  2804   213
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:  438     0   317     0     0     0     0  1161    28     0  2804   213
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:  438     0   317     0     0     0     0  1161    28     0  2804   213
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:   438     0   317     0     0     0     0  1161     0     0  2804     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  438     0   317     0     0     0     0  1161     0     0  2804     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:  438     0   317     0     0     0     0  1161     0     0  2804     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.83  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       2.00  0.00  1.00  0.00  0.00  0.00  0.00  3.00  1.00  0.00  3.00  1.00
Final Sat.:  3150     0  1750     0     0     0     0  5700  1750     0  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14  0.00  0.18  0.00  0.00  0.00  0.00  0.20  0.00  0.00  0.49  0.00
Crit Moves:              ****                    ****                    ****
Green Time:  36.9   0.0  36.9   0.0   0.0   0.0   0.0  87.2   0.0   0.0   100   0.0
Volume/Cap:  0.57  0.00  0.74  0.00  0.00  0.00  0.00  0.35  0.00  0.00  0.74  0.00
Delay/Veh:   50.5   0.0  58.7   0.0   0.0   0.0   0.0  16.6   0.0   0.0  17.1   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  50.5   0.0  58.7   0.0   0.0   0.0   0.0  16.6   0.0   0.0  17.1   0.0
LOS by Move:    D     A    E+     A     A     A     A     B     A     A     B     A
HCM2kAvgQ:     11     0    16     0     0     0     0     9     0     0    28     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps

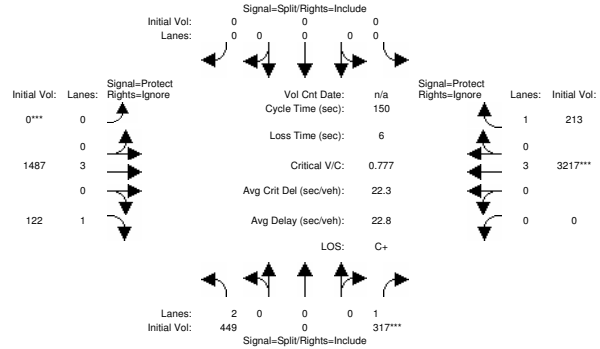



```
Street Name:          I-880 NB Ramps                    Calaveras Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 7:45AM-8:45AM
Base Vol:     438    0   317     0    0     0     0 1161    28     0 2804   213
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  438    0   317     0    0     0     0 1161    28     0 2804   213
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0  301    64     0  365     0
Initial Fut:  438    0   317     0    0     0     0 1462    92     0 3169   213
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   438    0   317     0    0     0     0 1462     0     0 3169     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  438    0   317     0    0     0     0 1462     0     0 3169     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  438    0   317     0    0     0     0 1462     0     0 3169     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  1750     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.18  0.00 0.00  0.00  0.00 0.26  0.00  0.00 0.56  0.00
Crit Moves:             ****                    ****                    ****
Green Time:  33.7  0.0  33.7   0.0  0.0   0.0   0.0 93.3   0.0   0.0  103   0.0
Volume/Cap:  0.62 0.00  0.81  0.00 0.00  0.00  0.00 0.41  0.00  0.00 0.81  0.00
Delay/Veh:   54.1  0.0  66.8   0.0  0.0   0.0   0.0 14.5   0.0   0.0 17.7   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  54.1  0.0  66.8   0.0  0.0   0.0   0.0 14.5   0.0   0.0 17.7   0.0
LOS by Move:   D-    A     E     A    A     A     A    B     A     A    B     A
HCM2kAvgQ:     11    0    17     0    0     0     0   11     0     0   35     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps

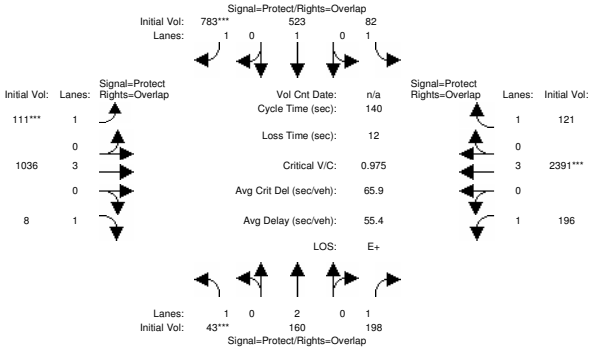



```
Street Name:          I-880 NB Ramps                    Calaveras Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     438    0   317     0    0     0     0 1462    92     0 3169   213
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  438    0   317     0    0     0     0 1462    92     0 3169   213
Added Vol:     11    0     0     0    0     0     0   25    30     0   48     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  449    0   317     0    0     0     0 1487   122     0 3217   213
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   449    0   317     0    0     0     0 1487     0     0 3217     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  449    0   317     0    0     0     0 1487     0     0 3217     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  449    0   317     0    0     0     0 1487     0     0 3217     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  1750     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.18  0.00 0.00  0.00  0.00 0.26  0.00  0.00 0.56  0.00
Crit Moves:             ****                    ****                    ****
Green Time:  33.3  0.0  33.3   0.0  0.0   0.0   0.0 93.9   0.0   0.0  104   0.0
Volume/Cap:  0.64 0.00  0.82  0.00 0.00  0.00  0.00 0.42  0.00  0.00 0.82  0.00
Delay/Veh:   55.0  0.0  68.1   0.0  0.0   0.0   0.0 14.3   0.0   0.0 17.8   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  55.0  0.0  68.1   0.0  0.0   0.0   0.0 14.3   0.0   0.0 17.8   0.0
LOS by Move:   D-    A     E     A    A     A     A    B     A     A    B     A
HCM2kAvgQ:     12    0    17     0    0     0     0   11     0     0   36     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



Street Name:	Abel St.						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	43	160	198	82	523	783	111	1036	8	196	2391	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	160	198	82	523	783	111	1036	8	196	2391	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	160	198	82	523	783	111	1036	8	196	2391	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	160	198	82	523	783	111	1036	8	196	2391	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	160	198	82	523	783	111	1036	8	196	2391	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	160	198	82	523	783	111	1036	8	196	2391	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.11	0.05	0.28	0.45	0.06	0.18	0.00	0.11	0.42	0.07
Crit Moves:	****					****	****				****	
Green Time:	7.0	35.6	61.3	25.0	53.6	62.5	8.9	41.7	48.7	25.7	58.5	83.5
Volume/Cap:	0.49	0.17	0.26	0.26	0.72	1.00	1.00	0.61	0.01	0.61	1.00	0.12
Delay/Veh:	69.1	40.7	25.1	50.0	40.3	71.7	151.9	42.8	29.9	56.0	59.9	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:	69.1	40.7	25.1	50.0	40.3	71.7	151.9	42.8	29.9	56.0	59.9	12.3
LOS by Move:	E	D	C	D	D	E	F	D	C	E+	E+	B
HCM2kAvgQ:	3	3	6	3	20	44	7	12	0	8	34	2

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

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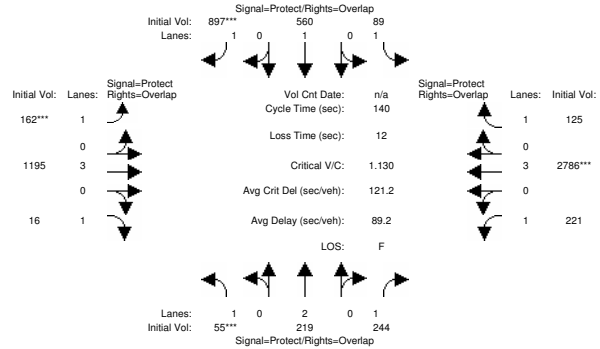
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



Street Name:	Abel St.						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	43	160	198	82	523	783	111	1036	8	196	2391	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	160	198	82	523	783	111	1036	8	196	2391	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	59	46	7	37	114	51	159	8	25	395	4
Initial Fut:	55	219	244	89	560	897	162	1195	16	221	2786	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	219	244	89	560	897	162	1195	16	221	2786	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	219	244	89	560	897	162	1195	16	221	2786	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	219	244	89	560	897	162	1195	16	221	2786	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.05	0.29	0.51	0.09	0.21	0.01	0.13	0.49	0.07
Crit Moves:	****					****	****				****	
Green Time:	7.0	33.7	60.1	24.0	50.8	61.9	11.2	43.8	50.8	26.4	59.1	83.1
Volume/Cap:	0.63	0.24	0.32	0.30	0.81	1.16	1.16	0.67	0.03	0.67	1.16	0.12
Delay/Veh:	78.9	42.9	26.7	51.2	47.7	124.6	189.4	42.8	28.7	58.0	117	12.5
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:	78.9	42.9	26.7	51.2	47.7	124.6	189.4	42.8	28.7	58.0	117	12.5
LOS by Move:	E-	D	C	D-	D	F	F	D	C	E+	F	B
HCM2kAvgQ:	4	4	7	4	23	60	11	15	0	9	53	2

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

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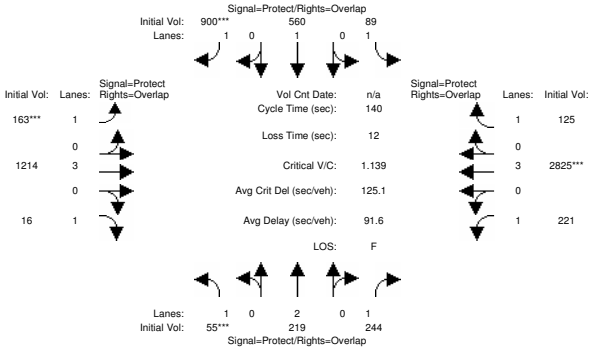
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



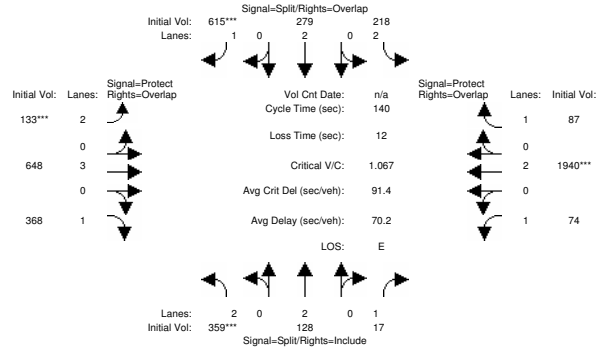
Street Name:	Abel St.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	219	244	89	560	897	162	1195	16	221	2786	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	219	244	89	560	897	162	1195	16	221	2786	125
Added Vol:	0	0	0	0	0	3	1	19	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	219	244	89	560	900	163	1214	16	221	2825	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	219	244	89	560	900	163	1214	16	221	2825	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	219	244	89	560	900	163	1214	16	221	2825	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	219	244	89	560	900	163	1214	16	221	2825	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.05	0.29	0.51	0.09	0.21	0.01	0.13	0.50	0.07
Crit Moves:	****					****	****				****	
Green Time:	7.0	33.6	59.8	23.9	50.5	61.6	11.2	44.3	51.3	26.3	59.4	83.3
Volume/Cap:	0.63	0.24	0.33	0.30	0.82	1.17	1.17	0.67	0.02	0.67	1.17	0.12
Delay/Veh:	78.9	43.1	26.9	51.3	48.2	128.7	193.0	42.6	28.4	58.3	121	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	43.1	26.9	51.3	48.2	128.7	193.0	42.6	28.4	58.3	121	12.4
LOS by Move:	E-	D	C	D-	D	F	F	D	C	E+	F	B
HCM2kAvgQ:	4	4	7	4	23	61	11	15	0	9	54	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



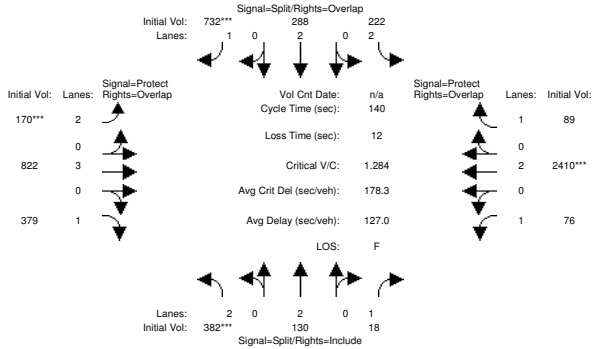
Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	359	128	17	218	279	615	133	648	368	74	1940	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	128	17	218	279	615	133	648	368	74	1940	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	128	17	218	279	615	133	648	368	74	1940	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	128	17	218	279	615	133	648	368	74	1940	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	128	17	218	279	615	133	648	368	74	1940	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	128	17	218	279	615	133	648	368	74	1940	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.01	0.07	0.07	0.35	0.04	0.11	0.21	0.04	0.51	0.05
Crit Moves:	****					****	****				****	
Green Time:	14.9	14.9	14.9	39.4	39.4	46.4	7.0	51.2	66.1	22.5	66.7	106.1
Volume/Cap:	1.07	0.32	0.09	0.25	0.26	1.06	0.84	0.31	0.45	0.26	1.07	0.07
Delay/Veh:	132.0	59.9	57.4	39.5	39.6	101.3	105.6	32.2	26.4	53.7	79.8	4.4
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:	132.0	59.9	57.4	39.5	39.6	101.3	105.6	32.2	26.4	53.7	79.8	4.4
LOS by Move:	F	E+	E+	D	D	F	F	C-	C	D-	E-	A
HCM2kAvgQ:	15	3	1	4	5	38	4	6	11	3	56	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



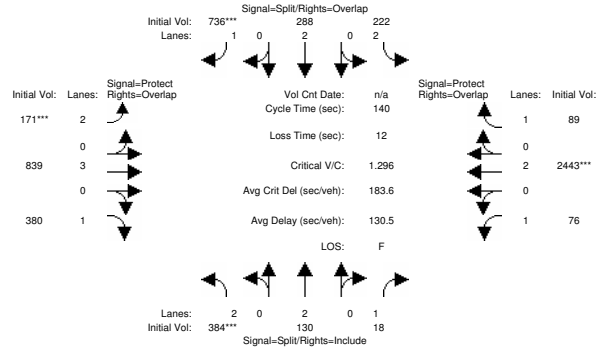
Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	359	128	17	218	279	615	133	648	368	74	1940	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	128	17	218	279	615	133	648	368	74	1940	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	2	1	4	9	117	37	174	11	2	470	2
Initial Fut:	382	130	18	222	288	732	170	822	379	76	2410	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	130	18	222	288	732	170	822	379	76	2410	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	130	18	222	288	732	170	822	379	76	2410	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	130	18	222	288	732	170	822	379	76	2410	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.01	0.07	0.08	0.42	0.05	0.14	0.22	0.04	0.63	0.05
Crit Moves:	****					****	****				****	
Green Time:	13.1	13.1	13.1	39.4	39.4	46.4	7.0	56.1	69.2	19.4	68.5	107.9
Volume/Cap:	1.30	0.37	0.11	0.25	0.27	1.26	1.08	0.36	0.44	0.31	1.30	0.07
Delay/Veh:	219.3	62.4	59.5	39.6	39.8	178.6	161.0	29.8	24.5	57.6	173	4.0
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:	219.3	62.4	59.5	39.6	39.8	178.6	161.0	29.8	24.5	57.6	173	4.0
LOS by Move:	F	E	E+	D	D	F	F	C	C	E+	F	A
HCM2kAvgQ:	19	3	1	4	5	56	6	8	11	3	87	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



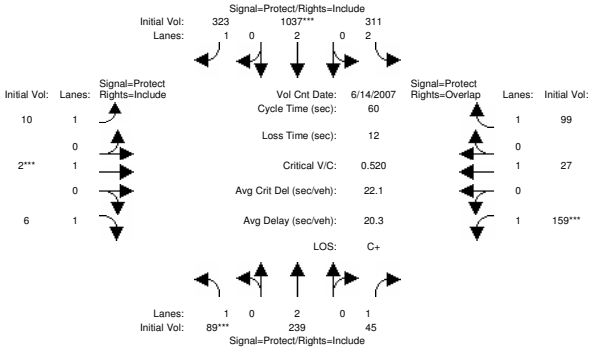
Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	382	130	18	222	288	732	170	822	379	76	2410	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	130	18	222	288	732	170	822	379	76	2410	89
Added Vol:	2	0	0	0	0	4	1	17	1	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	130	18	222	288	736	171	839	380	76	2443	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	130	18	222	288	736	171	839	380	76	2443	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	130	18	222	288	736	171	839	380	76	2443	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	130	18	222	288	736	171	839	380	76	2443	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.01	0.07	0.08	0.42	0.05	0.15	0.22	0.04	0.64	0.05
Crit Moves:	****					****	****				****	
Green Time:	13.0	13.0	13.0	39.2	39.2	46.2	7.0	56.6	69.6	19.2	68.8	108.0
Volume/Cap:	1.31	0.37	0.11	0.25	0.27	1.27	1.09	0.36	0.44	0.32	1.31	0.07
Delay/Veh:	224.8	62.5	59.5	39.7	39.9	183.7	163.0	29.6	24.2	57.9	178	4.0
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:	224.8	62.5	59.5	39.7	39.9	183.7	163.0	29.6	24.2	57.9	178	4.0
LOS by Move:	F	E	E+	D	D	F	F	C	C	E+	F	A
HCM2kAvgQ:	19	3	1	4	5	57	6	8	11	3	89	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #7: McCarthy Blvd. & Bellew Dr.



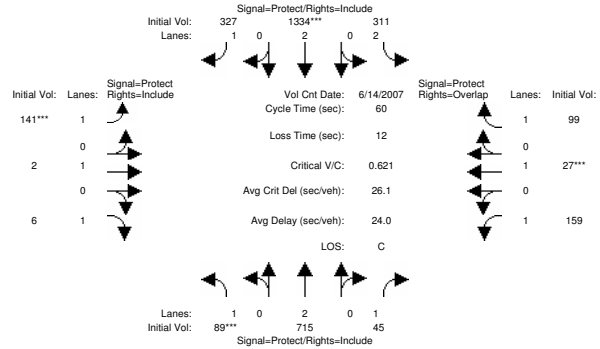
Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
Growth Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Added Vol:	0	0	0	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	239	45	311	1037	323	10	2	6	159	27	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	239	45	311	1037	323	10	2	6	159	27	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.03	0.10	0.27	0.18	0.01	0.00	0.00	0.09	0.01	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.8	17.8	12.5	23.3	23.3	7.3	10.0	10.0	7.7	10.4	22.9
Volume/Cap:	0.44	0.21	0.09	0.48	0.70	0.48	0.05	0.01	0.02	0.70	0.08	0.15
Delay/Veh:	31.3	16.3	15.6	23.4	18.3	16.2	23.7	20.9	21.0	41.9	21.2	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:	31.3	16.3	15.6	23.4	18.3	16.2	23.7	20.9	21.0	41.9	21.2	12.6
LOS by Move:	C	B	B	C	B-	B	C	C+	C+	D	C+	B
HCM2kAvgQ:	2	2	1	3	8	5	0	0	0	3	0	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #7: McCarthy Blvd. & Bellew Dr.



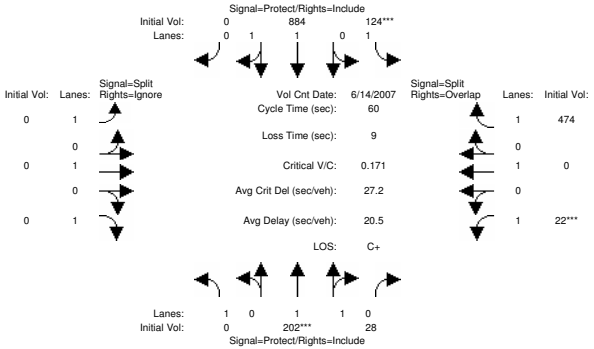
Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
Growth Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	476	0	0	297	4	131	0	0	0	0	0
Initial Fut:	89	715	45	311	1334	327	141	2	6	159	27	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	715	45	311	1334	327	141	2	6	159	27	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	715	45	311	1334	327	141	2	6	159	27	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	715	45	311	1334	327	141	2	6	159	27	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.10	0.35	0.19	0.08	0.00	0.00	0.09	0.01	0.06
Crit Moves:	****				****		****				****	
Green Time:	7.0	19.1	19.1	11.9	24.0	24.0	7.0	10.0	10.0	7.0	10.0	21.9
Volume/Cap:	0.44	0.59	0.08	0.50	0.88	0.47	0.69	0.01	0.02	0.78	0.09	0.16
Delay/Veh:	31.3	19.3	14.6	24.3	24.1	15.5	42.9	20.9	21.0	50.6	21.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	19.3	14.6	24.3	24.1	15.5	42.9	20.9	21.0	50.6	21.7	13.4
LOS by Move:	C	B-	B	C	C	B	D	C+	C+	D	C+	B
HCM2kAvgQ:	2	6	1	3	13	5	4	0	0	4	0	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #9: McCarthy Blvd. & Alder Dr.

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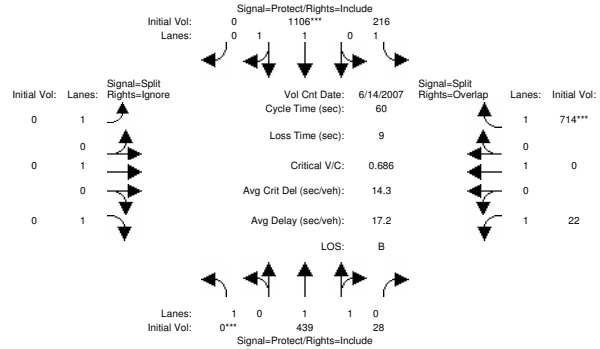
Street Name:          McCarthy Blvd.                    Alder Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0     0    0     0    10    0    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:       0  202    28   124  884     0     0    0     0    22    0   474
Growth Adj:  1.00 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    28   124  884     0     0    0     0    22    0   474
Added Vol:      0    0     0     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    28   124  884     0     0    0     0    22    0   474
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0  202    28   124  884     0     0    0     0    22    0   474
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  202    28   124  884     0     0    0     0    22    0   474
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    0  202    28   124  884     0     0    0     0    22    0   474
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.97  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.75  0.25  1.00 2.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3249   450  1750 3700     0  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.06  0.06  0.07 0.24  0.00  0.00 0.00  0.00  0.01 0.00  0.27
Crit Moves:        ****        ****                            ****
Green Time:   0.0 10.0  10.0   7.0 17.0   0.0   0.0  0.0   0.0  54.0  0.0  61.0
Volume/Cap:  0.00 0.37  0.37  0.61 0.84  0.00  0.00 0.00  0.00  0.01 0.00  0.27
Delay/Veh:    0.0 23.9  23.9  37.9 28.5   0.0   0.0  0.0   0.0   0.3  0.0   0.4
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 23.9  23.9  37.9 28.5   0.0   0.0  0.0   0.0   0.3  0.0   0.4
LOS by Move:    A    C     C    D+    C     A     A    A     A     A    A     A
HCM2kAvgQ:      0    2     2     4   11     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #9: McCarthy Blvd. & Alder Dr.

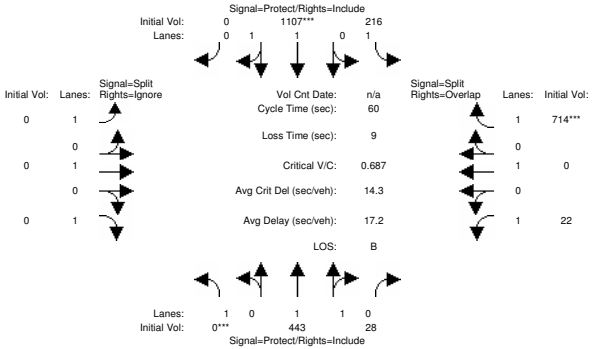



```
Street Name:          McCarthy Blvd.                    Alder Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0     0    0     0    10    0    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:       0  202    28   124  884     0     0    0     0    22    0   474
Growth Adj:  1.00 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    28   124  884     0     0    0     0    22    0   474
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0  237     0    92  222     0     0    0     0     0    0   240
Initial Fut:    0  439    28   216 1106     0     0    0     0    22    0   714
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0  439    28   216 1106     0     0    0     0    22    0   714
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  439    28   216 1106     0     0    0     0    22    0   714
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    0  439    28   216 1106     0     0    0     0    22    0   714
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.97  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.88  0.12  1.00 2.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3478   222  1750 3700     0  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13  0.13  0.12 0.30  0.00  0.00 0.00  0.00  0.01 0.00  0.41
Crit Moves:  ****                ****                                      ****
Green Time:   0.0 15.0  15.0  11.1 26.1   0.0   0.0  0.0   0.0  24.9  0.0  36.0
Volume/Cap:  0.00 0.50  0.50  0.67 0.69  0.00  0.00 0.00  0.00  0.03 0.00  0.68
Delay/Veh:    0.0 21.3  21.3  33.1 16.0   0.0   0.0  0.0   0.0  10.5  0.0  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:   0.0 21.3  21.3  33.1 16.0   0.0   0.0  0.0   0.0  10.5  0.0  11.7
LOS by Move:    A   C+    C+    C-    B     A     A    A     A    B+    A    B+
HCM2kAvgQ:      0    4     4     5   10     0     0    0     0     0    0    10
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #9: McCarthy Blvd. & Alder Dr.

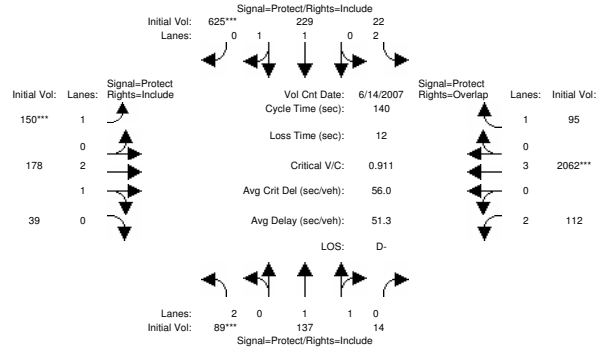



```
Street Name:          McCarthy Blvd.                    Alder Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10   10     7   10    0     0    0    0    10    0   10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  439   28   216 1106    0     0    0    0    22    0  714
Growth Adj:  1.00 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  439   28   216 1106    0     0    0    0    22    0  714
Added Vol:      0    4    0     0    1    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  443   28   216 1107    0     0    0    0    22    0  714
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Volume:     0  443   28   216 1107    0     0    0    0    22    0  714
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  443   28   216 1107    0     0    0    0    22    0  714
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00
FinalVolume:    0  443   28   216 1107    0     0    0    0    22    0  714
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.98 0.95  0.92 0.97 0.92  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       1.00 1.88 0.12  1.00 2.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Sat.:  1750 3480  220  1750 3700    0  1750 1900 1750  1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13 0.13  0.12 0.30 0.00  0.00 0.00 0.00  0.01 0.00 0.41
Crit Moves:  ****                 ****                                  ****
Green Time:   0.0 15.0 15.0  11.1 26.1  0.0   0.0  0.0  0.0  24.9  0.0 36.0
Volume/Cap:  0.00 0.51 0.51  0.67 0.69 0.00  0.00 0.00 0.00  0.03 0.00 0.68
Delay/Veh:    0.0 21.3 21.3  33.1 16.0  0.0   0.0  0.0  0.0  10.5  0.0 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:   0.0 21.3 21.3  33.1 16.0  0.0   0.0  0.0  0.0  10.5  0.0 11.7
LOS by Move:    A   C+   C+    C-    B    A     A    A    A    B+    A   B+
HCM2kAvgQ:      0    4    4     5   10    0     0    0    0     0    0   10
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #10: McCarthy Blvd. & Tasman Dr.

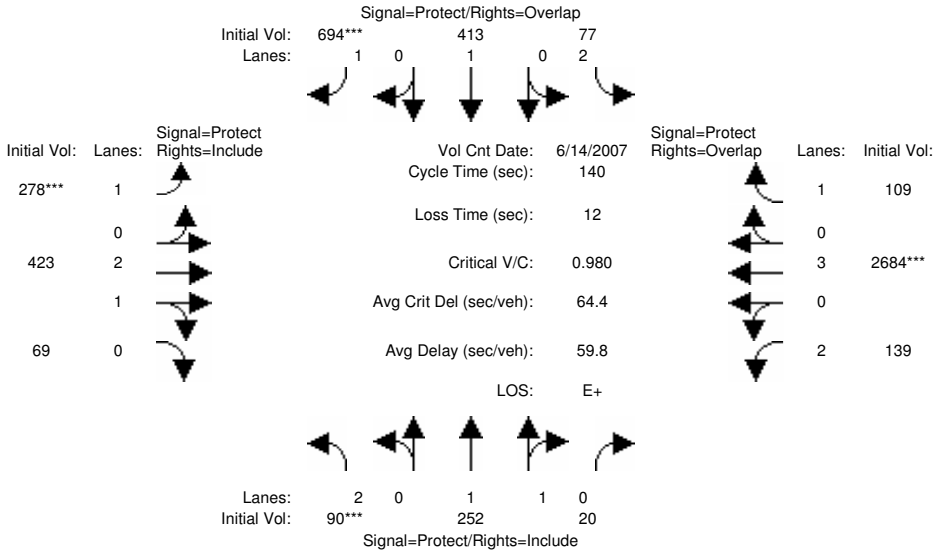



```
Street Name:          McCarthy Blvd.                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:      89  137   14    22  229  625   150  178   39   112 2062   95
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   89  137   14    22  229  625   150  178   39   112 2062   95
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   89  137   14    22  229  625   150  178   39   112 2062   95
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    89  137   14    22  229  625   150  178   39   112 2062   95
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   89  137   14    22  229  625   150  178   39   112 2062   95
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   89  137   14    22  229  625   150  178   39   112 2062   95
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 0.98 0.95  0.83 1.00 0.92  0.92 0.99 0.95  0.83 1.00 0.92
Lanes:       2.00 1.81 0.19  2.00 1.00 1.00  1.00 2.44 0.56  2.00 3.00 1.00
Final Sat.:  3150 3357  343  3150 1900 1750  1750 4592 1006  3150 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.04 0.04  0.01 0.12 0.36  0.09 0.04 0.04  0.04 0.36 0.05
Crit Moves:  ****                      ****  ****                 ****
Green Time:   7.0 35.7 35.7  25.0 53.7 53.7  12.9 39.6 39.6  27.7 54.4 79.4
Volume/Cap:  0.57 0.16 0.16  0.04 0.31 0.93  0.93 0.14 0.14  0.18 0.93 0.10
Delay/Veh:   78.9 40.9 40.9  47.7 30.5 58.4 117.7 37.6 37.6  47.3 49.6 14.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  78.9 40.9 40.9  47.7 30.5 58.4 117.7 37.6 37.6  47.3 49.6 14.1
LOS by Move:   E-    D    D     D    C   E+     F   D+   D+     D    D    B
HCM2kAvgQ:      2    2    2     0    7   32     9    2    2     2   32    2
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	89	137	14	22	229	625	150	178	39	112	2062	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	137	14	22	229	625	150	178	39	112	2062	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	115	6	55	184	69	128	245	30	27	622	14
Initial Fut:	90	252	20	77	413	694	278	423	69	139	2684	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	252	20	77	413	694	278	423	69	139	2684	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	252	20	77	413	694	278	423	69	139	2684	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	252	20	77	413	694	278	423	69	139	2684	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.85	0.15	2.00	1.00	1.00	1.00	2.56	0.44	2.00	3.00	1.00
Final Sat.:	3150	3428	272	3150	1900	1750	1750	4814	785	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.22	0.40	0.16	0.09	0.09	0.04	0.47	0.06
Crit Moves:	****					****	****				****	
Green Time:	7.0	23.9	23.9	16.3	33.2	55.3	22.2	56.0	56.0	31.9	65.7	81.9
Volume/Cap:	0.57	0.43	0.43	0.21	0.92	1.00	1.00	0.22	0.22	0.19	1.00	0.11
Delay/Veh:	79.2	54.1	54.1	57.4	78.2	77.5	113.9	27.9	27.9	44.3	55.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	54.1	54.1	57.4	78.2	77.5	113.9	27.9	27.9	44.3	55.4	13.0
LOS by Move:	E-	D-	D-	E+	E-	E-	F	C	C	D	E+	B
HCM2kAvgQ:	2	5	5	2	21	39	17	5	5	3	44	2

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

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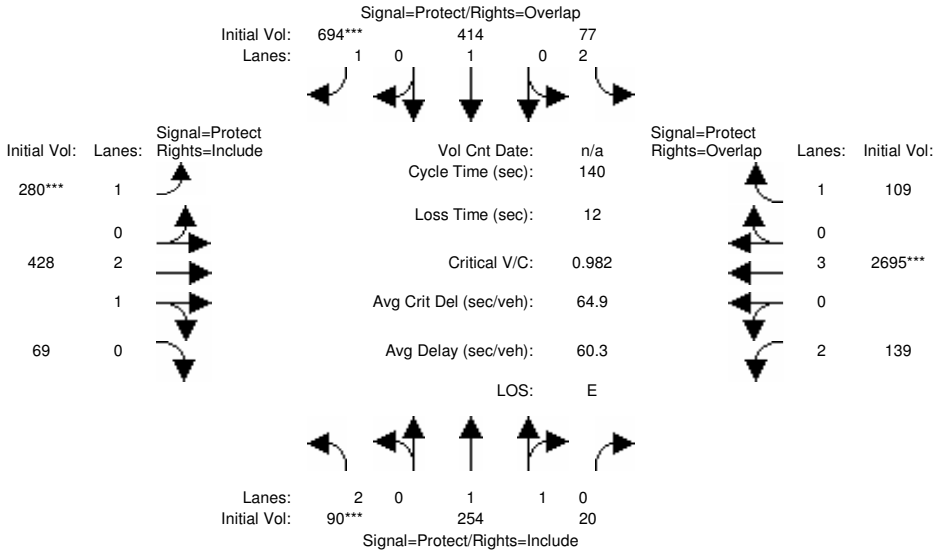
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	90	252	20	77	413	694	278	423	69	139	2684	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	252	20	77	413	694	278	423	69	139	2684	109
Added Vol:	0	2	0	0	1	0	2	5	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	254	20	77	414	694	280	428	69	139	2695	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	254	20	77	414	694	280	428	69	139	2695	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	254	20	77	414	694	280	428	69	139	2695	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	254	20	77	414	694	280	428	69	139	2695	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.85	0.15	2.00	1.00	1.00	1.00	2.57	0.43	2.00	3.00	1.00
Final Sat.:	3150	3430	270	3150	1900	1750	1750	4822	777	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.02	0.22	0.40	0.16	0.09	0.09	0.04	0.47	0.06
Crit Moves:	****					****	****				****	
Green Time:	7.0	23.8	23.8	16.1	32.9	55.2	22.3	56.3	56.3	31.7	65.8	81.9
Volume/Cap:	0.57	0.44	0.44	0.21	0.93	1.01	1.01	0.22	0.22	0.19	1.01	0.11
Delay/Veh:	79.2	54.2	54.2	57.5	80.0	78.1	114.3	27.7	27.7	44.4	55.9	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:	79.2	54.2	54.2	57.5	80.0	78.1	114.3	27.7	27.7	44.4	55.9	13.1
LOS by Move:	E-	D-	D-	E+	F	E-	F	C	C	D	E+	B
HCM2kAvgQ:	2	5	5	2	21	39	17	5	5	3	44	2

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

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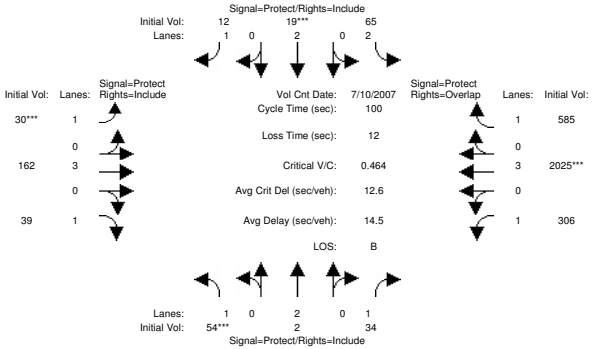
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #11: Tasman Dr. & Alder Dr.



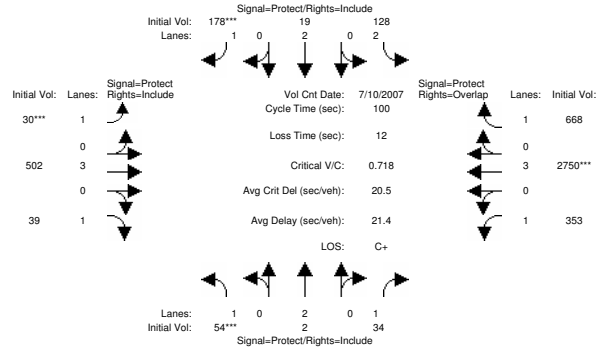
Street Name:	Alder Dr.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Jul 2007 <<												
Base Vol:	54	2	34	65	19	12	30	162	39	306	2025	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2	34	65	19	12	30	162	39	306	2025	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	2	34	65	19	12	30	162	39	306	2025	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2	34	65	19	12	30	162	39	306	2025	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2	34	65	19	12	30	162	39	306	2025	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	2	34	65	19	12	30	162	39	306	2025	585
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.01	0.01	0.02	0.03	0.02	0.17	0.36	0.33
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	25.8	25.8	45.2	64.0	71.0
Volume/Cap:	0.44	0.01	0.19	0.29	0.05	0.07	0.24	0.11	0.09	0.39	0.56	0.47
Delay/Veh:	55.7	40.5	43.8	47.5	41.0	41.5	48.7	28.5	28.5	19.6	10.7	7.6
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:	55.7	40.5	43.8	47.5	41.0	41.5	48.7	28.5	28.5	19.6	10.7	7.6
LOS by Move:	E+	D	D	D	D	D	D	C	C	B-	B+	A
HCM2kAvgQ:	2	0	1	1	0	0	1	1	1	7	12	9

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #11: Tasman Dr. & Alder Dr.



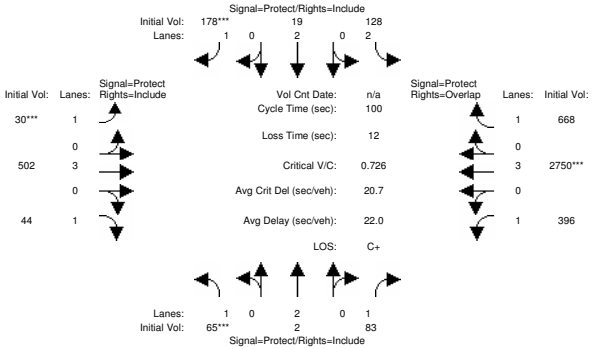
Street Name:	Alder Dr.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Jul 2007 <<												
Base Vol:	54	2	34	65	19	12	30	162	39	306	2025	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2	34	65	19	12	30	162	39	306	2025	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	63	0	166	0	340	0	47	725	83
Initial Fut:	54	2	34	128	19	178	30	502	39	353	2750	668
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2	34	128	19	178	30	502	39	353	2750	668
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2	34	128	19	178	30	502	39	353	2750	668
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	2	34	128	19	178	30	502	39	353	2750	668
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.04	0.01	0.10	0.02	0.09	0.02	0.20	0.48	0.38
Crit Moves:	****					****	****				****	
Green Time:	7.0	11.7	11.7	8.2	12.9	12.9	7.0	22.6	22.6	45.5	61.1	69.3
Volume/Cap:	0.44	0.00	0.17	0.50	0.04	0.79	0.24	0.39	0.10	0.44	0.79	0.55
Delay/Veh:	55.7	39.0	41.5	50.6	38.3	66.1	48.7	33.8	31.2	20.4	16.5	9.4
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:	55.7	39.0	41.5	50.6	38.3	66.1	48.7	33.8	31.2	20.4	16.5	9.4
LOS by Move:	E+	D	D	D	D+	E	D	C-	C	C+	B	A
HCM2kAvgQ:	2	0	1	2	0	6	1	4	1	8	21	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #11: Tasman Dr. & Alder Dr.



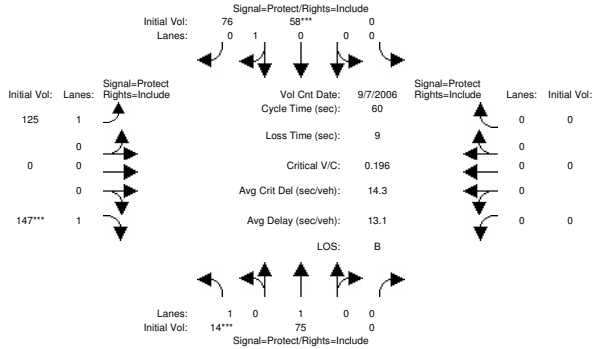
Street Name:	Alder Dr.									Tasman Dr.						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module:																
Base Vol:	54		2	34	128		19	178	30		502	39	353		2750	668
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	54		2	34	128		19	178	30		502	39	353		2750	668
Added Vol:	11		0	49	0		0	0	0		0	5	43		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	65		2	83	128		19	178	30		502	44	396		2750	668
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		2	83	128		19	178	30		502	44	396		2750	668
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	65		2	83	128		19	178	30		502	44	396		2750	668
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	65		2	83	128		19	178	30		502	44	396		2750	668
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	2.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	3150		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00		0.05	0.04	0.01		0.10	0.02	0.09		0.03	0.23		0.48	0.38
Crit Moves:	****							****	****						****	
Green Time:	7.0	11.7		11.7	8.2	12.9		12.9	7.0	20.9		20.9	47.2		61.1	69.3
Volume/Cap:	0.53	0.00		0.41	0.50	0.04		0.79	0.24	0.42		0.12	0.48		0.79	0.55
Delay/Veh:	60.4	39.0		46.8	50.6	38.3		66.1	48.7	35.4		32.8	20.0		16.5	9.4
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:	60.4	39.0		46.8	50.6	38.3		66.1	48.7	35.4		32.8	20.0		16.5	9.4
LOS by Move:	E	D		D	D	D+		E	D	D+		C-	B-		B	A
HCM2kAvgQ:	2	0		3	2	0		6	1	4		1	9		21	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #12: Barber Ln / Alder Dr



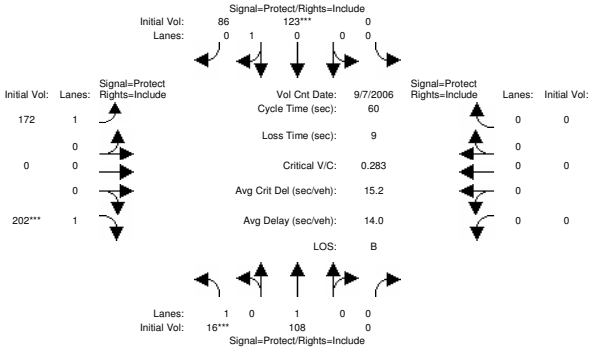
Street Name:	Barber Ln									Alder Dr						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	7		0	10	0		0	0
Volume Module: >> Count Date: 7 Sep 2006 <<																
Base Vol:	14		75	0	0		58	76	125		0	147	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:	14		75	0	0		58	76	125		0	147	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:	14		75	0	0		58	76	125		0	147	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:	14		75	0	0		58	76	125		0	147	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	14		75	0	0		58	76	125		0	147	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	14		75	0	0		58	76	125		0	147	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		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.43	0.57	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		779	1021	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01		0.04	0.00	0.00		0.07	0.07	0.07		0.00	0.08	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		27.7	0.0	0.0		20.7	20.7	23.3		0.0	23.3	0.0		0.0	0.0
Volume/Cap:	0.07		0.09	0.00	0.00		0.22	0.22	0.18		0.00	0.22	0.00		0.00	0.00
Delay/Veh:	24.2		9.3	0.0	0.0		14.7	14.7	12.7		0.0	13.0	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:	24.2		9.3	0.0	0.0		14.7	14.7	12.7		0.0	13.0	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	B		A	B	A		A	A
HCM2kAvgQ:	0		1	0	0		2	2	2		0	2	0		0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #12: Barber Ln / Alder Dr



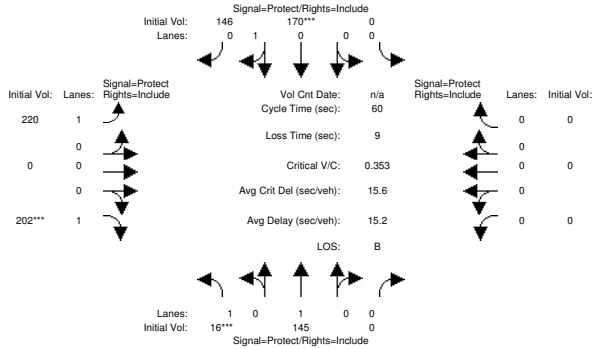
Street Name:	Barber Ln								Alder Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	7		0	10	0		0	0
Volume Module: >> Count Date: 7 Sep 2006 <<																
Base Vol:	14		75	0	0		58	76	125		0	147	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:	14		75	0	0		58	76	125		0	147	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	2		33	0	0		65	10	47		0	55	0		0	0
Initial Fut:	16		108	0	0		123	86	172		0	202	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:	16		108	0	0		123	86	172		0	202	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	16		108	0	0		123	86	172		0	202	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	16		108	0	0		123	86	172		0	202	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		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.59	0.41	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1059	741	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01		0.06	0.00	0.00		0.12	0.12	0.10		0.00	0.12	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		29.1	0.0	0.0		22.1	22.1	21.9		0.0	21.9	0.0		0.0	0.0
Volume/Cap:	0.08		0.12	0.00	0.00		0.32	0.32	0.27		0.00	0.32	0.00		0.00	0.00
Delay/Veh:	24.4		8.7	0.0	0.0		14.8	14.8	14.4		0.0	14.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	24.4		8.7	0.0	0.0		14.8	14.8	14.4		0.0	14.9	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	B		A	B	A		A	A
HCM2kAvgQ:	0		1	0	0		3	3	2		0	3	0		0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #12: Barber Ln / Alder Dr



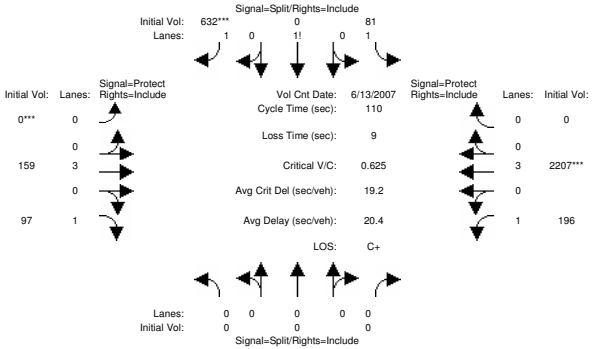
Street Name:	Barber Ln								Alder Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	7		0	10	0		0	0
Volume Module:																
Base Vol:	16		108	0	0		123	86	172		0	202	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	16		108	0	0		123	86	172		0	202	0		0	0
Added Vol:	0		37	0	0		47	60	48		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	16		145	0	0		170	146	220		0	202	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:	16		145	0	0		170	146	220		0	202	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	16		145	0	0		170	146	220		0	202	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	16		145	0	0		170	146	220		0	202	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		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.54	0.46	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		968	832	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.01		0.08	0.00	0.00		0.18	0.18	0.13		0.00	0.12	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		33.5	0.0	0.0		26.5	26.5	17.5		0.0	17.5	0.0		0.0	0.0
Volume/Cap:	0.08		0.14	0.00	0.00		0.40	0.40	0.43		0.00	0.40	0.00		0.00	0.00
Delay/Veh:	24.4		6.6	0.0	0.0		12.8	12.8	19.9		0.0	19.4	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	24.4		6.6	0.0	0.0		12.8	12.8	19.9		0.0	19.4	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	B-		A	B-	A		A	A
HCM2kAvgQ:	0		1	0	0		4	4	4		0	3	0		0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #13: Tasman Dr. & I-880 SB Ramps

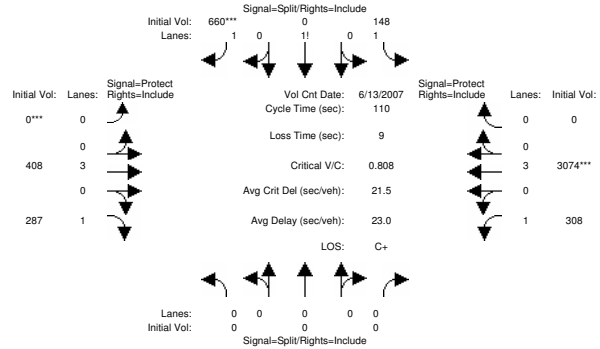



```
Street Name:          I-880 SB Ramps                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     7    10     0     7    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0     0     0    81     0   632     0   159    97   196  2207     0
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0    81     0   632     0   159    97   196  2207     0
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0    81     0   632     0   159    97   196  2207     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0     0     0    81     0   632     0   159    97   196  2207     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0    81     0   632     0   159    97   196  2207     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0     0     0    81     0   632     0   159    97   196  2207     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.92  1.00  0.95  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  1.12  0.00  1.88  0.00  3.00  1.00  1.00  3.00  0.00
Final Sat.:     0     0     0  1954     0  3390     0  5700  1750  1750  5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.04  0.00  0.19  0.00  0.03  0.06  0.11  0.39  0.00
Crit Moves:                                ****  ****                    ****
Green Time:   0.0   0.0   0.0  32.8   0.0  32.8   0.0  30.5  30.5  37.6  68.2   0.0
Volume/Cap:  0.00  0.00  0.00  0.14  0.00  0.62  0.00  0.10  0.20  0.33  0.62  0.00
Delay/Veh:    0.0   0.0   0.0  28.3   0.0  35.9   0.0  29.6  31.3  28.3  13.8   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  28.3   0.0  35.9   0.0  29.6  31.3  28.3  13.8   0.0
LOS by Move:    A     A     A     C     A    D+     A     C     C     C     B     A
HCM2kAvgQ:      0     0     0     2     0    11     0     1     3     5    16     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #13: Tasman Dr. & I-880 SB Ramps

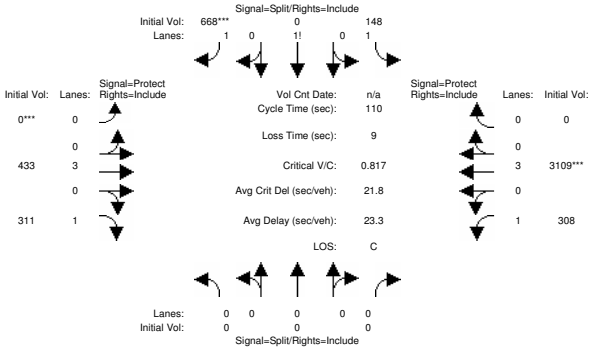



```
Street Name:          I-880 SB Ramps                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     7    10     0     7    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0     0     0    81     0   632     0   159    97   196  2207     0
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0    81     0   632     0   159    97   196  2207     0
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            0     0     0    67     0    28     0   249   190   112   867     0
Initial Fut:    0     0     0   148     0   660     0   408   287   308  3074     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0     0     0   148     0   660     0   408   287   308  3074     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   148     0   660     0   408   287   308  3074     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0     0     0   148     0   660     0   408   287   308  3074     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.92  1.00  0.95  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  1.19  0.00  1.81  0.00  3.00  1.00  1.00  3.00  0.00
Final Sat.:     0     0     0  2078     0  3263     0  5700  1750  1750  5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.07  0.00  0.20  0.00  0.07  0.16  0.18  0.54  0.00
Crit Moves:                                ****  ****                    ****
Green Time:   0.0   0.0   0.0  27.6   0.0  27.6   0.0  35.4  35.4  38.0  73.4   0.0
Volume/Cap:  0.00  0.00  0.00  0.28  0.00  0.81  0.00  0.22  0.51  0.51  0.81  0.00
Delay/Veh:    0.0   0.0   0.0  33.5   0.0  45.7   0.0  27.5  33.5  31.6  15.1   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  33.5   0.0  45.7   0.0  27.5  33.5  31.6  15.1   0.0
LOS by Move:    A     A     A    C-     A     D     A     C    C-     C     B     A
HCM2kAvgQ:      0     0     0     4     0    14     0     3     9     8    23     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #13: Tasman Dr. & I-880 SB Ramps



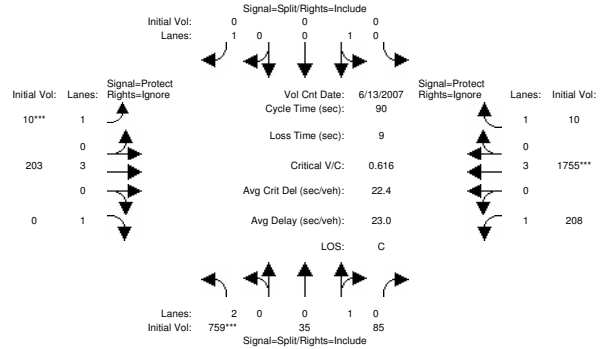
Street Name:	I-880 SB Ramps						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	0
Volume Module:												
Base Vol:	0	0	0	148	0	660	0	408	287	308	3074	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	148	0	660	0	408	287	308	3074	0
Added Vol:	0	0	0	0	0	8	0	25	24	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	148	0	668	0	433	311	308	3109	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	148	0	668	0	433	311	308	3109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	148	0	668	0	433	311	308	3109	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	148	0	668	0	433	311	308	3109	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	0.00	1.81	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	2075	0	3266	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.20	0.00	0.08	0.18	0.18	0.55	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.5	0.0	27.5	0.0	36.9	36.9	36.5	73.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.82	0.00	0.23	0.53	0.53	0.82	0.00
Delay/Veh:	0.0	0.0	0.0	33.5	0.0	46.2	0.0	26.6	32.9	33.2	15.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.5	0.0	46.2	0.0	26.6	32.9	33.2	15.4	0.0
LOS by Move:	A	A	A	C-	A	D	A	C	C-	C-	B	A
HCM2kAvgQ:	0	0	0	4	0	15	0	3	9	8	24	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps



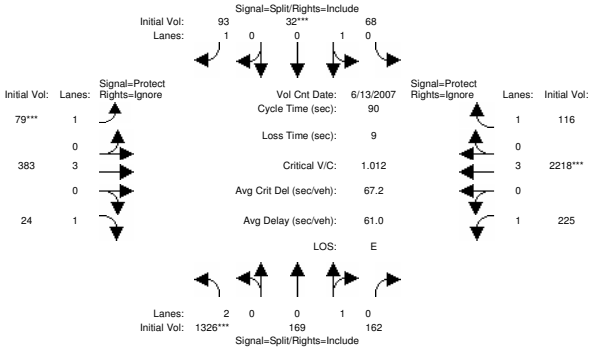
Street Name:	I-880 NB Ramps						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 <<												
Base Vol:	759	35	85	0	0	0	10	203	0	208	1755	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	759	35	85	0	0	0	10	203	0	208	1755	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	759	35	85	0	0	0	10	203	0	208	1755	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	759	35	85	0	0	0	10	203	0	208	1755	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	759	35	85	0	0	0	10	203	0	208	1755	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	759	35	85	0	0	0	10	203	0	208	1755	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.29	0.71	0.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	525	1275	0	1800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.07	0.00	0.00	0.00	0.01	0.04	0.00	0.12	0.31	0.00
Crit Moves:	****						****				****	
Green Time:	32.5	32.5	32.5	0.0	0.0	0.0	7.0	23.4	0.0	25.1	41.5	0.0
Volume/Cap:	0.67	0.18	0.18	0.00	0.00	0.00	0.07	0.14	0.00	0.43	0.67	0.00
Delay/Veh:	27.3	20.3	20.3	0.0	0.0	0.0	39.5	25.7	0.0	29.3	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	20.3	20.3	0.0	0.0	0.0	39.5	25.7	0.0	29.3	20.2	0.0
LOS by Move:	C	C+	C+	A	A	A	D	C	A	C	C+	A
HCM2kAvgQ:	12	2	2	0	0	0	0	1	0	5	13	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps

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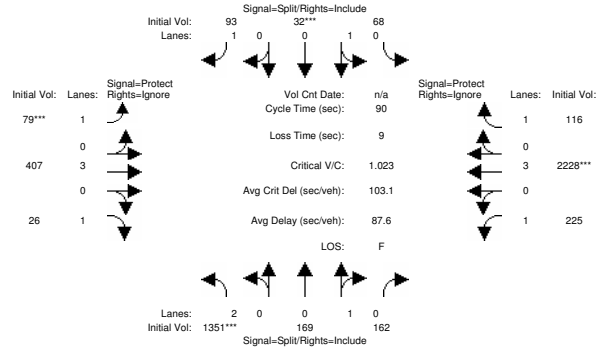
Street Name:          I-880 NB Ramps                    Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:     759   35    85     0    0     0    10  203     0   208 1755    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  759   35    85     0    0     0    10  203     0   208 1755    10
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:          567  134    77    68   32    93    69  180    24    17  463   106
Initial Fut: 1326  169   162    68   32    93    79  383    24   225 2218   116
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:  1326  169   162    68   32    93    79  383     0   225 2218     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1326  169   162    68   32    93    79  383     0   225 2218     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume: 1326  169   162    68   32    93    79  383     0   225 2218     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.95  0.95  0.95 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.51  0.49  0.68 0.32  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  3150  919   881  1224  576  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.42 0.18  0.18  0.06 0.06  0.05  0.05 0.07  0.00  0.13 0.39  0.00
Crit Moves:  ****                 ****        ****                   ****
Green Time:  36.0 36.0  36.0   4.7  4.7   4.7   7.0 18.7   0.0  21.6 33.3   0.0
Volume/Cap:  1.05 0.46  0.46  1.05 1.05  1.01  0.58 0.32  0.00  0.54 1.05  0.00
Delay/Veh:   67.5 22.0  22.0 150.0  150 138.2  56.9 31.0   0.0  34.7 63.6   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  67.5 22.0  22.0 150.0  150 138.2  56.9 31.0   0.0  34.7 63.6   0.0
LOS by Move:    E   C+    C+     F    F     F    E+    C     A    C-    E     A
HCM2kAvgQ:     33    7     7     7    7     6     2    3     0     6   26     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps

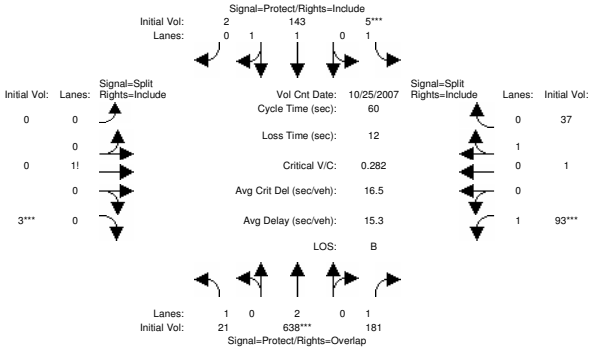



```
Street Name:          I-880 NB Ramps                    Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1326  169   162    68   32    93    79  383    24   225 2218   116
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1326  169   162    68   32    93    79  383    24   225 2218   116
Added Vol:     25    0     0     0    0     0     0   24     2     0   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1351  169   162    68   32    93    79  407    26   225 2228   116
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:  1351  169   162    68   32    93    79  407     0   225 2228     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1351  169   162    68   32    93    79  407     0   225 2228     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume: 1351  169   162    68   32    93    79  407     0   225 2228     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.95  0.95  0.95 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.51  0.49  0.68 0.32  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  3150  919   881  1224  576  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.18  0.18  0.06 0.06  0.05  0.05 0.07  0.00  0.13 0.39  0.00
Crit Moves:  ****                 ****        ****                   ****
Green Time:  33.5 33.5  33.5  10.0 10.0  10.0   7.0 17.4   0.0  20.1 30.5   0.0
Volume/Cap:  1.15 0.49  0.49  0.50 0.50  0.48  0.58 0.37  0.00  0.57 1.15  0.00
Delay/Veh:  107.1 24.3  24.3  46.3 46.3  45.8  56.9 32.5   0.0  37.2  105   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: 107.1 24.3  24.3  46.3 46.3  45.8  56.9 32.5   0.0  37.2  105   0.0
LOS by Move:    F    C     C     D    D     D    E+   C-     A    D+    F     A
HCM2kAvgQ:     39    8     8     3    3     3     2    3     0     6   32     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #15: McCarthy Blvd / Barber Ln



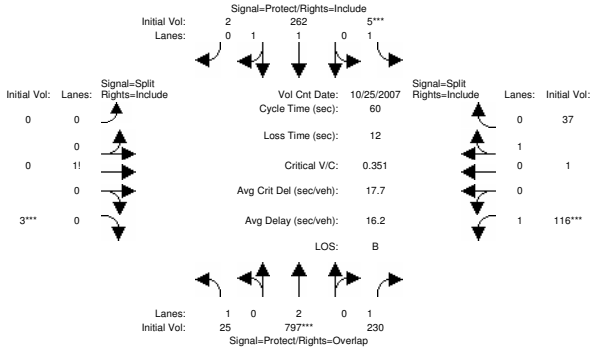
Street Name:	McCarthy Blvd						Barber Ln.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	21	638	181	5	143	2	0	0	3	93	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	638	181	5	143	2	0	0	3	93	1	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	638	181	5	143	2	0	0	3	93	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	638	181	5	143	2	0	0	3	93	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	638	181	5	143	2	0	0	3	93	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	638	181	5	143	2	0	0	3	93	1	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1750	3800	1750	1750	3649	51	0	0	1750	1750	47	1753
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.10	0.00	0.04	0.04	0.00	0.00	0.00	0.05	0.02	0.02
Crit Moves:		****		****					****	****		
Green Time:	11.5	21.0	31.0	7.0	16.5	16.5	0.0	0.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.48	0.20	0.02	0.14	0.14	0.00	0.00	0.01	0.32	0.13	0.13
Delay/Veh:	19.9	15.5	7.9	23.5	16.5	16.5	0.0	0.0	20.9	22.6	21.5	21.5
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:	19.9	15.5	7.9	23.5	16.5	16.5	0.0	0.0	20.9	22.6	21.5	21.5
LOS by Move:	B-	B	A	C	B	B	A	A	C+	C+	C+	C+
HCM2kAvgQ:	0	4	2	0	1	1	0	0	0	2	1	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #15: McCarthy Blvd / Barber Ln



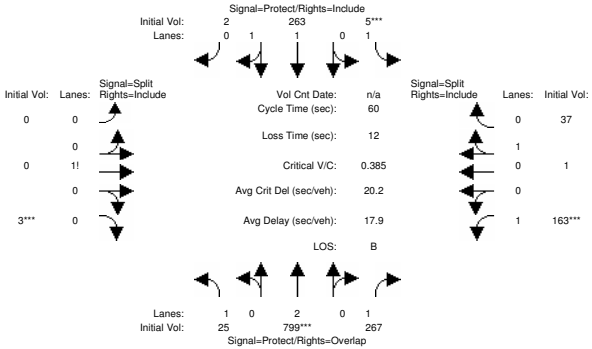
Street Name:	McCarthy Blvd						Barber Ln.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	21	638	181	5	143	2	0	0	3	93	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	638	181	5	143	2	0	0	3	93	1	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	159	49	0	119	0	0	0	0	23	0	0
Initial Fut:	25	797	230	5	262	2	0	0	3	116	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	797	230	5	262	2	0	0	3	116	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	797	230	5	262	2	0	0	3	116	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	797	230	5	262	2	0	0	3	116	1	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	0.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1750	3800	1750	1750	3672	28	0	0	1750	1750	47	1753
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.13	0.00	0.07	0.07	0.00	0.00	0.00	0.07	0.02	0.02
Crit Moves:		****		****					****	****		
Green Time:	11.5	21.0	31.0	7.0	16.5	16.5	0.0	0.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.07	0.60	0.25	0.02	0.26	0.26	0.00	0.00	0.01	0.40	0.13	0.13
Delay/Veh:	20.0	16.8	8.2	23.5	17.1	17.1	0.0	0.0	20.9	23.2	21.5	21.5
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:	20.0	16.8	8.2	23.5	17.1	17.1	0.0	0.0	20.9	23.2	21.5	21.5
LOS by Move:	B-	B	A	C	B	B	A	A	C+	C	C+	C+
HCM2kAvgQ:	0	6	2	0	2	2	0	0	0	2	1	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #15: McCarthy Blvd / Barber Ln

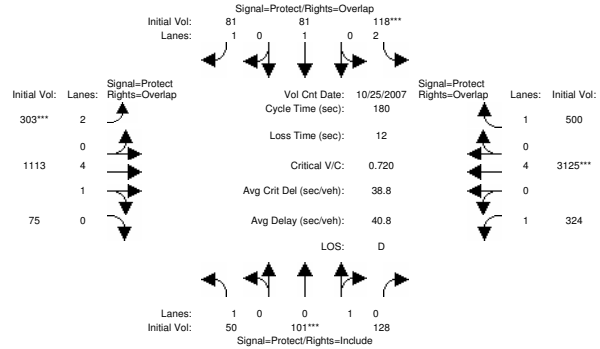



```
Street Name:          McCarthy Blvd                          Barber Ln.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      25  797   230     5  262     2     0    0     3   116    1    37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  797   230     5  262     2     0    0     3   116    1    37
Added Vol:      0    2    37     0    1     0     0    0     0    47    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   25  799   267     5  263     2     0    0     3   163    1    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25  799   267     5  263     2     0    0     3   163    1    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25  799   267     5  263     2     0    0     3   163    1    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25  799   267     5  263     2     0    0     3   163    1    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.97  0.95  0.92 1.00  0.92  0.92 0.95  0.95
Lanes:       1.00 2.00  1.00  1.00 1.98  0.02  0.00 0.00  1.00  1.00 0.03  0.97
Final Sat.:  1750 3800  1750  1750 3672    28     0    0  1750  1750   47  1753
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.15  0.00 0.07  0.07  0.00 0.00  0.00  0.09 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green Time:  11.5 21.0  31.0   7.0 16.5  16.5   0.0  0.0  10.0  10.0 10.0  10.0
Volume/Cap:  0.07 0.60  0.30  0.02 0.26  0.26  0.00 0.00  0.01  0.56 0.13  0.13
Delay/Veh:   20.3 18.1   9.1  23.7 17.6  17.6   0.0  0.0  20.9  30.5 22.2  22.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.3 18.1   9.1  23.7 17.6  17.6   0.0  0.0  20.9  30.5 22.2  22.2
LOS by Move:   C+   B-     A     C    B     B     A    A    C+     C   C+    C+
HCM2kAvgQ:      0    6     3     0    2     2     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]

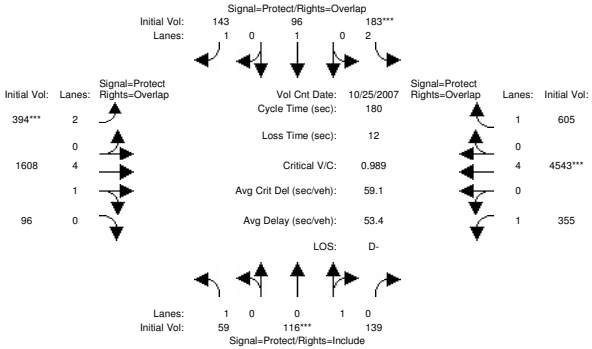



```
Street Name:          McCarthy Blvd.                         Montague Expy.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:      50  101   128   118   81    81   303 1113    75   324 3125   500
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   50  101   128   118   81    81   303 1113    75   324 3125   500
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   50  101   128   118   81    81   303 1113    75   324 3125   500
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    50  101   128   118   81    81   303 1113    75   324 3125   500
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   50  101   128   118   81    81   303 1113    75   324 3125   500
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   50  101   128   118   81    81   303 1113    75   324 3125   500
------------|---------------||---------------||---------------||---------------|
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 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 0.44  0.56  2.00 1.00  1.00  2.00 4.67  0.33  1.00 4.00  1.00
Final Sat.:  1750  794  1006  3150 1900  1750  3150 8805   593  1750 7600  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.13  0.13  0.04 0.04  0.05  0.10 0.13  0.13  0.19 0.41  0.29
Crit Moves:        ****        ****              ****                    ****
Green Time:  17.0 31.8  31.8   9.4 24.2  48.3  24.0 51.5  68.4  75.4  103 112.2
Volume/Cap:  0.30 0.72  0.72  0.72 0.32  0.17  0.72 0.44  0.33  0.44 0.72  0.46
Delay/Veh:   82.3 87.7  87.7 101.5 78.4  63.1  80.7 52.7  39.6  37.7 28.7  18.2
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:  82.3 87.7  87.7 101.5 78.4  63.1  80.7 52.7  39.6  37.7 28.7  18.2
LOS by Move:    F    F     F     F   E-     E     F   D-     D    D+    C    B-
HCM2kAvgQ:      3   14    14     4    4     4    10   11    10    13   31    15
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



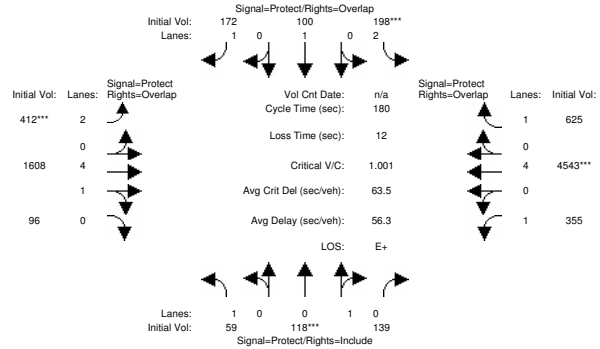
Street Name:	McCarthy Blvd.									Montague Expy.							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 25 Oct 2007 <<																				
Base Vol:	50		101		128	118		81		81	303		1113		75	324		3125		500
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	50		101		128	118		81		81	303		1113		75	324		3125		500
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ATI:	9		15		11	65		15		62	91		495		21	31		1418		105
Initial Fut:	59		116		139	183		96		143	394		1608		96	355		4543		605
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	59		116		139	183		96		143	394		1608		96	355		4543		605
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	59		116		139	183		96		143	394		1608		96	355		4543		605
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	59		116		139	183		96		143	394		1608		96	355		4543		605
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		0.99		0.95	0.92		1.00		0.92
Lanes:	1.00		0.45		0.55	2.00		1.00		1.00	2.00		4.71		0.29	1.00		4.00		1.00
Final Sat.:	1750		819		981	3150		1900		1750	3150		8869		530	1750		7600		1750
Capacity Analysis Module:																				
Vol/Sat:	0.03		0.14		0.14	0.06		0.05		0.08	0.13		0.18		0.18	0.20		0.60		0.35
Crit Moves:			****			****					****							****		
Green Time:	15.0		25.8		25.8	10.6		21.4		44.2	22.8		62.1		77.1	69.5		109		119.4
Volume/Cap:	0.41		0.99		0.99	0.99		0.43		0.33	0.99		0.53		0.42	0.53		0.99		0.52
Delay/Veh:	84.9		138		138.2	150.8		81.5		68.4	120.4		47.3		36.0	43.3		45.7		16.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	84.9		138		138.2	150.8		81.5		68.4	120.4		47.3		36.0	43.3		45.7		16.0
LOS by Move:	F		F		F	F		F		E	F		D		D+	D		D		B
HCM2kAvgQ:	4		19		19	7		5		8	15		16		15	16		66		18

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



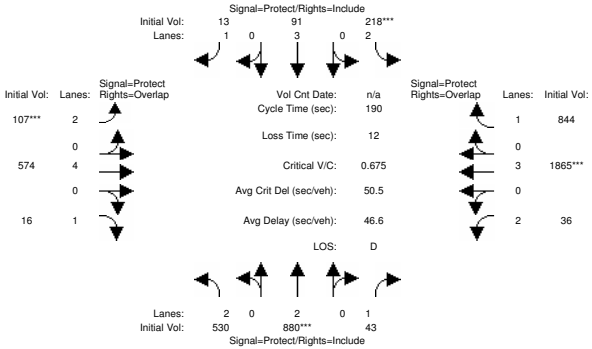
Street Name:	McCarthy Blvd.									Montague Expy.							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module:																				
Base Vol:	59		116		139	183		96		143	394		1608		96	355		4543		605
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	59		116		139	183		96		143	394		1608		96	355		4543		605
Added Vol:	0		2		0	15		4		29	18		0		0	0		0		20
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	59		118		139	198		100		172	412		1608		96	355		4543		625
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	59		118		139	198		100		172	412		1608		96	355		4543		625
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	59		118		139	198		100		172	412		1608		96	355		4543		625
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	59		118		139	198		100		172	412		1608		96	355		4543		625
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		0.99		0.95	0.92		1.00		0.92
Lanes:	1.00		0.46		0.54	2.00		1.00		1.00	2.00		4.71		0.29	1.00		4.00		1.00
Final Sat.:	1750		826		974	3150		1900		1750	3150		8869		530	1750		7600		1750
Capacity Analysis Module:																				
Vol/Sat:	0.03		0.14		0.14	0.06		0.05		0.10	0.13		0.18		0.18	0.20		0.60		0.36
Crit Moves:			****			****					****							****		
Green Time:	15.2		25.7		25.7	11.3		21.8		45.3	23.5		61.8		77.1	69.2		107		118.8
Volume/Cap:	0.40		1.00		1.00	1.00		0.44		0.39	1.00		0.53		0.42	0.53		1.00		0.54
Delay/Veh:	84.6		142		142.1	152.3		81.5		69.0	122.8		47.5		36.0	43.6		49.8		16.7
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:	84.6		142		142.1	152.3		81.5		69.0	122.8		47.5		36.0	43.6		49.8		16.7
LOS by Move:	F		F		F	F		F		E	F		D		D+	D		D		B
HCM2kAvgQ:	4		19		19	8		5		9	16		16		15	16		68		19

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



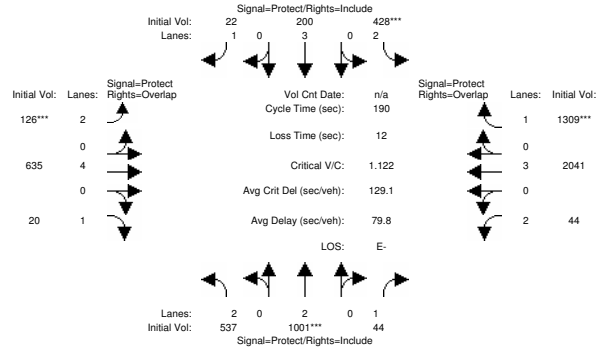
Street Name:	Great Mall Pkwy./Capitol Ave.									Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		95		10	7		95		10
Volume Module:																				
Base Vol:	530		880		43	218		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		0.91		1.00
PHF Adj:	1.00		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		1697		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		1697		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
FinalVolume:	530		880		43	218		91		13	107		574		16	36		1697		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		1.00		0.92	0.83		1.00		0.92	0.83		1.00		0.92
Lanes:	2.00		2.00		1.00	2.00		3.00		1.00	2.00		4.00		1.00	2.00		3.00		1.00
Final Sat.:	3150		3800		1750	3150		5700		1750	3150		7600		1750	3150		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.17		0.23		0.02	0.07		0.02		0.01	0.03		0.08		0.01	0.01		0.30		0.48
Crit Moves:			****			****					****							****		
Green Time:	56.8		57.4		57.4	17.2		17.8		17.8	8.4		96.3		153.1	7.1		95.0		112.2
Volume/Cap:	0.56		0.77		0.08	0.77		0.17		0.08	0.77		0.15		0.01	0.31		0.60		0.82
Delay/Veh:	56.9		63.4		47.5	96.3		79.5		78.9	111.9		25.0		3.6	90.5		34.2		36.0
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:	56.9		63.4		47.5	96.3		79.5		78.9	111.9		25.0		3.6	90.5		34.2		36.0
LOS by Move:	E+		E		D	F		E-		E-	F		C		A	F		C-		D+
HCM2kAvgQ:	15		23		2	8		2		1	4		4		0	1		23		43

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



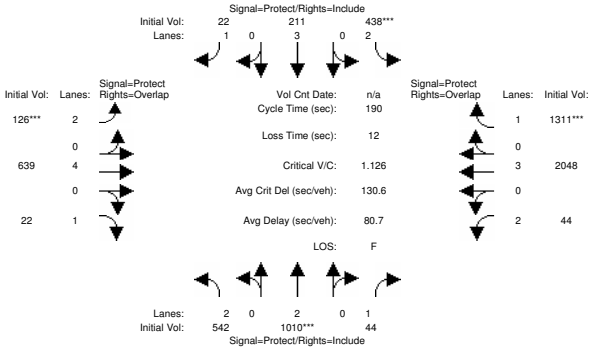
Street Name:	Great Mall Pkwy./Capitol Ave.									Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		95		10	7		95		10
Volume Module:																				
Base Vol:	530		880		43	218		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
ATI:	7		121		1	210		109		9	19		61		4	8		176		465
Initial Fut:	537		1001		44	428		200		22	126		635		20	44		2041		1309
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.91		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	537		1001		44	428		200		22	126		635		20	44		1857		1309
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	537		1001		44	428		200		22	126		635		20	44		1857		1309
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	537		1001		44	428		200		22	126		635		20	44		1857		1309
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.83		1.00		0.92	0.83		1.00		0.92	0.83		1.00		0.92
Lanes:	2.00		2.00		1.00	2.00		3.00		1.00	2.00		4.00		1.00	2.00		3.00		1.00
Final Sat.:	3150		3800		1750	3150		5700		1750	3150		7600		1750	3150		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.17		0.26		0.03	0.14		0.04		0.01	0.04		0.08		0.01	0.01		0.33		0.75
Crit Moves:			****			****					****									****
Green Time:	51.6		44.5		44.5	23.0		15.9		15.9	7.0		103		154.5	7.6		103		126.5
Volume/Cap:	0.63		1.12		0.11	1.12		0.42		0.15	1.09		0.15		0.01	0.35		0.60		1.12
Delay/Veh:	62.3		143		57.2	167.6		83.2		81.2	199.9		21.8		3.4	90.5		29.5		99.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	62.3		143		57.2	167.6		83.2		81.2	199.9		21.8		3.4	90.5		29.5		99.1
LOS by Move:	E		F		E+	F		F		F	F		C+		A	F		C		F
HCM2kAvgQ:	16		37		2	20		4		1	6		4		0	1		24		103

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



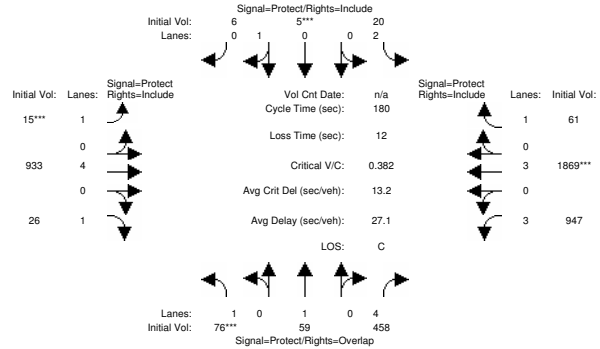
Street Name:	Great Mall Pkwy./Capitol Ave.						Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	95	10	7	95	10
Volume Module:												
Base Vol:	537	1001	44	428	200	22	126	635	20	44	2041	1309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	1001	44	428	200	22	126	635	20	44	2041	1309
Added Vol:	5	9	0	10	11	0	0	4	2	0	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	542	1010	44	438	211	22	126	639	22	44	2048	1311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	542	1010	44	438	211	22	126	639	22	44	1864	1311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	1010	44	438	211	22	126	639	22	44	1864	1311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	1010	44	438	211	22	126	639	22	44	1864	1311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.03	0.14	0.04	0.01	0.04	0.08	0.01	0.01	0.33	0.75
Crit Moves:		****		****			****					****
Green Time:	52.2	44.8	44.8	23.4	16.0	16.0	7.0	102	154.5	7.5	103	126.2
Volume/Cap:	0.63	1.13	0.11	1.13	0.44	0.15	1.09	0.16	0.02	0.35	0.60	1.13
Delay/Veh:	61.8	144	57.0	168.4	83.4	81.2	199.9	22.1	3.4	90.6	30.1	100.8
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:	61.8	144	57.0	168.4	83.4	81.2	199.9	22.1	3.4	90.6	30.1	100.8
LOS by Move:	E	F	E+	F	F	F	F	C+	A	F	C	F
HCM2kAvgQ:	16	37	2	20	4	1	6	4	0	1	24	103

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #18: Trimble / Montague Expy [CMP]



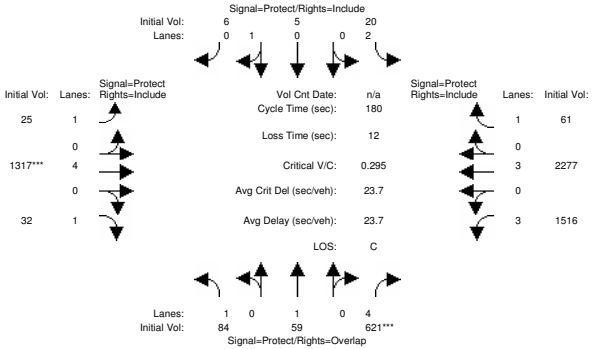
Street Name:	Trimble						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	76	59	458	20	5	6	15	933	26	947	1869	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	59	458	20	5	6	15	933	26	947	1869	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	59	458	20	5	6	15	933	26	947	1869	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	59	458	20	5	6	15	933	26	947	1701	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	59	458	20	5	6	15	933	26	947	1701	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	59	458	20	5	6	15	933	26	947	1701	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	4.00	2.00	0.45	0.55	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	6068	3150	818	982	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.08	0.01	0.01	0.01	0.01	0.12	0.01	0.21	0.30	0.03
Crit Moves:	****				****		****				****	
Green Time:	19.2	17.2	104.5	12.0	10.0	10.0	7.0	51.5	51.5	87.3	132	131.8
Volume/Cap:	0.41	0.33	0.13	0.10	0.11	0.11	0.22	0.43	0.05	0.43	0.41	0.05
Delay/Veh:	76.6	77.1	17.2	79.1	81.3	81.3	85.5	52.4	46.6	30.3	9.3	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	77.1	17.2	79.1	81.3	81.3	85.5	52.4	46.6	30.3	9.3	6.7
LOS by Move:	E-	E-	B	E-	F	F	F	D-	D	C	A	A
HCM2kAvgQ:	4	3	3	1	1	1	1	10	1	13	11	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #18: Trimble / Montague Expy [CMP]



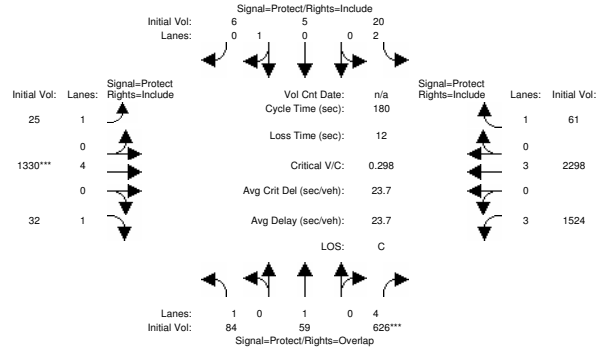
Street Name:	Trimble									Montague Expy						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module:																
Base Vol:	76	59	458		20	5	6		15	933	26		947	1869	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	59	458		20	5	6		15	933	26		947	1869	61	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	8	0	163		0	0	0		10	384	6		569	408	0	
Initial Fut:	84	59	621		20	5	6		25	1317	32		1516	2277	61	
User Adj:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	621		0	0	0		0	1317	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	621		0	0	0		0	1317	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	621		0	0	0		0	1317	0		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	0.80		0.83	1.00	0.92		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	4.00		2.00	1.00	0.00		1.00	4.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	6068		3150	1900	0		1750	7600	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.10		0.00	0.00	0.00		0.00	0.17	0.00		0.00	0.00	0.00	
Crit Moves:			****							****						
Green Time:	0.0	0.0	52.0		0.0	0.0	0.0		0.0	123	0.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.00	0.35		0.00	0.00	0.00		0.00	0.25	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	50.8		0.0	0.0	0.0		0.0	11.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	50.8		0.0	0.0	0.0		0.0	11.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	D		A	A	A		A	B+	A		A	A	A	
HCM2kAvgQ:	0	0	8		0	0	0		0	7	0		0	0	0	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #18: Trimble / Montague Expy [CMP]



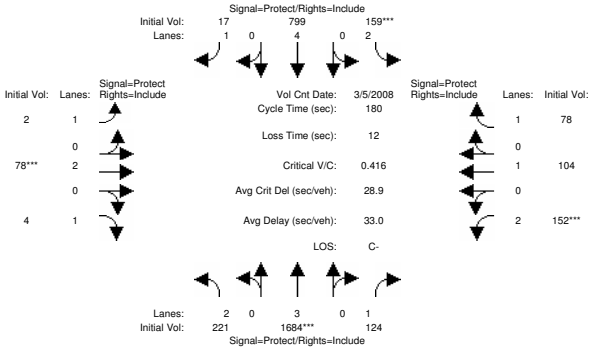
Street Name:	Trimble									Montague Expy						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module:																
Base Vol:	84	59	621		20	5	6		25	1317	32		1516	2277	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	84	59	621		20	5	6		25	1317	32		1516	2277	61	
Added Vol:	0	0	5		0	0	0		0	13	0		8	21	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	84	59	626		20	5	6		25	1330	32		1524	2298	61	
User Adj:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	626		0	0	0		0	1330	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	626		0	0	0		0	1330	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	626		0	0	0		0	1330	0		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	0.80		0.83	1.00	0.92		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	4.00		2.00	1.00	0.00		1.00	4.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	6068		3150	1900	0		1750	7600	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.10		0.00	0.00	0.00		0.00	0.17	0.00		0.00	0.00	0.00	
Crit Moves:			****							****						
Green Time:	0.0	0.0	52.1		0.0	0.0	0.0		0.0	123	0.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.00	0.36		0.00	0.00	0.00		0.00	0.26	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	50.8		0.0	0.0	0.0		0.0	11.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	50.8		0.0	0.0	0.0		0.0	11.0	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	D		A	A	A		A	B+	A		A	A	A	
HCM2kAvgQ:	0	0	8		0	0	0		0	7	0		0	0	0	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #19: Montague Expy / River Oaks



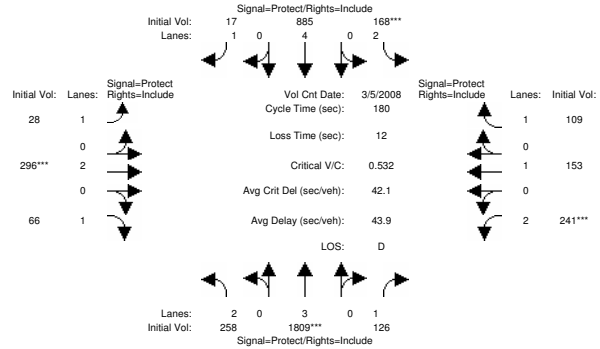
Street Name:	Montague Expy						River Oaks - E Pulmeria					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 5 Mar 2008 << 8-9												
Base Vol:	221	1684	124	159	799	17	2	78	4	152	104	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1684	124	159	799	17	2	78	4	152	104	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1684	124	159	799	17	2	78	4	152	104	78
User Adj:	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1532	124	159	799	17	2	78	4	152	104	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1532	124	159	799	17	2	78	4	152	104	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1532	124	159	799	17	2	78	4	152	104	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.07	0.05	0.11	0.01	0.00	0.02	0.00	0.05	0.05	0.04
Crit Moves:		****		****				****		****		
Green Time:	54.9	116	115.6	21.7	82.3	82.3	12.7	10.0	10.0	20.7	18.1	18.1
Volume/Cap:	0.23	0.42	0.11	0.42	0.23	0.02	0.02	0.37	0.04	0.42	0.54	0.44
Delay/Veh:	47.3	16.1	12.6	76.7	29.8	26.8	78.1	86.9	81.3	77.6	87.8	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	16.1	12.6	76.7	29.8	26.8	78.1	86.9	81.3	77.6	87.8	84.1
LOS by Move:	D	B	B	E-	C	C	E-	F	F	E-	F	F
HCM2kAvgQ:	5	14	3	5	7	1	0	2	0	5	6	5

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #19: Montague Expy / River Oaks



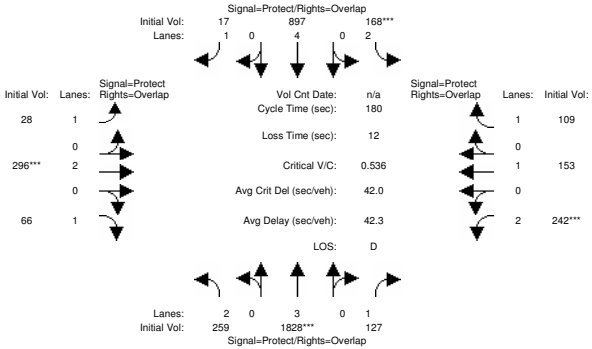
Street Name:	Montague Expy						River Oaks - E Pulmeria					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 5 Mar 2008 << 8-9												
Base Vol:	221	1684	124	159	799	17	2	78	4	152	104	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1684	124	159	799	17	2	78	4	152	104	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	37	125	2	9	86	0	26	218	62	89	49	31
Initial Fut:	258	1809	126	168	885	17	28	296	66	241	153	109
User Adj:	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1646	126	168	885	17	28	296	66	241	153	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1646	126	168	885	17	28	296	66	241	153	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1646	126	168	885	17	28	296	66	241	153	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.07	0.05	0.12	0.01	0.02	0.08	0.04	0.08	0.08	0.06
Crit Moves:		****		****				****		****		
Green Time:	47.8	97.7	97.7	18.0	68.0	68.0	17.0	26.4	26.4	25.9	35.2	35.2
Volume/Cap:	0.31	0.53	0.13	0.53	0.31	0.03	0.17	0.53	0.26	0.53	0.41	0.32
Delay/Veh:	53.8	27.1	20.6	83.3	39.7	35.3	77.2	74.7	70.6	75.9	66.7	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	27.1	20.6	83.3	39.7	35.3	77.2	74.7	70.6	75.9	66.7	64.5
LOS by Move:	D-	C	C+	F	D	D+	E-	E	E	E-	E	E
HCM2kAvgQ:	7	20	4	5	8	1	2	8	3	8	7	6

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #19: Montague Expy / River Oaks



Street Name:	Montague Expy						River Oaks - E Pulmeria					
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:	258	1809	126	168	885	17	28	296	66	241	153	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1809	126	168	885	17	28	296	66	241	153	109
Added Vol:	1	19	1	0	12	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1828	127	168	897	17	28	296	66	242	153	109
User Adj:	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1663	127	168	897	17	28	296	66	242	153	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1663	127	168	897	17	28	296	66	242	153	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	1663	127	168	897	17	28	296	66	242	153	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.07	0.05	0.12	0.01	0.02	0.08	0.04	0.08	0.08	0.06
Crit Moves:		****		****				****		****		
Green Time:	47.6	98.1	123.9	17.9	68.4	85.3	16.9	26.2	73.8	25.8	35.1	53.0
Volume/Cap:	0.31	0.54	0.11	0.54	0.31	0.02	0.17	0.54	0.09	0.54	0.41	0.21
Delay/Veh:	54.0	27.0	9.6	83.5	39.5	25.2	77.3	75.0	32.8	76.0	66.8	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	27.0	9.6	83.5	39.5	25.2	77.3	75.0	32.8	76.0	66.8	48.7
LOS by Move:	D-	C	A	F	D	C	E-	E	C-	E-	E	D
HCM2kAvgQ:	7	20	3	5	8	1	2	8	2	8	7	5

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

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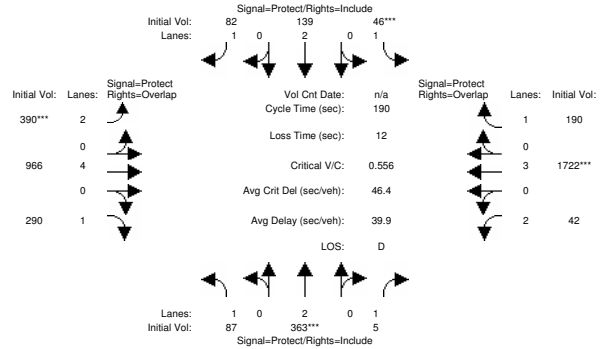
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



Street Name:	Zanker Rd						Montague Expy					
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:	87	363	5	46	139	82	390	966	290	42	1722	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	363	5	46	139	82	390	966	290	42	1722	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	363	5	46	139	82	390	966	290	42	1722	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	363	5	46	139	82	390	966	290	42	1567	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	363	5	46	139	82	390	966	290	42	1567	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	363	5	46	139	82	390	966	290	42	1567	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.03	0.04	0.05	0.12	0.13	0.17	0.01	0.27	0.11
Crit Moves:		****		****			****				****	
Green Time:	20.2	32.7	32.7	9.0	21.4	21.4	42.3	106	125.9	30.6	94.0	103.0
Volume/Cap:	0.47	0.56	0.02	0.56	0.32	0.42	0.56	0.23	0.25	0.08	0.56	0.20
Delay/Veh:	81.7	73.1	65.4	96.6	78.1	79.9	66.5	21.4	13.1	67.8	33.7	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	73.1	65.4	96.6	78.1	79.9	66.5	21.4	13.1	67.8	33.7	22.5
LOS by Move:	F	E	E	F	E-	E-	E	C+	B	E	C-	C+
HCM2kAvgQ:	6	10	0	4	4	5	12	7	7	1	20	6

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

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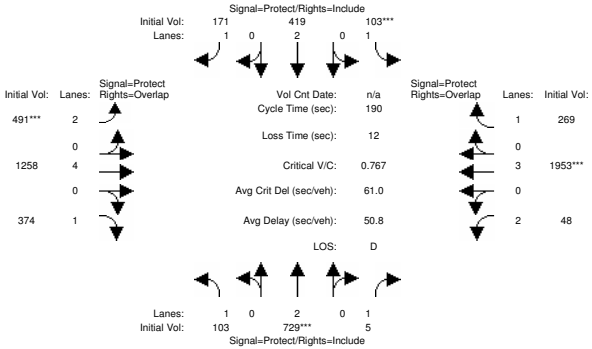
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



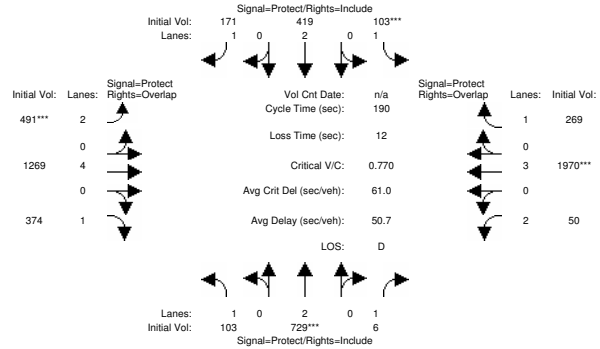
Street Name:	Zanker Rd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	87	363	5	46	139	82	390	966	290	42	1722	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	363	5	46	139	82	390	966	290	42	1722	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	16	366	0	57	280	89	101	292	84	6	231	79
Initial Fut:	103	729	5	103	419	171	491	1258	374	48	1953	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	729	5	103	419	171	491	1258	374	48	1777	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	729	5	103	419	171	491	1258	374	48	1777	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	729	5	103	419	171	491	1258	374	48	1777	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.06	0.11	0.10	0.16	0.17	0.21	0.02	0.31	0.15
Crit Moves:		****		****			****				****	
Green Time:	21.6	47.5	47.5	14.6	40.5	40.5	38.6	94.8	116.4	21.1	77.3	91.8
Volume/Cap:	0.52	0.77	0.01	0.77	0.52	0.46	0.77	0.33	0.35	0.14	0.77	0.32
Delay/Veh:	81.7	69.9	53.6	109.0	66.7	66.1	77.0	28.6	18.3	76.4	50.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	69.9	53.6	109.0	66.7	66.1	77.0	28.6	18.3	76.4	50.2	30.2
LOS by Move:	F	E	D-	F	E	E	E-	C	B-	E-	D	C
HCM2kAvgQ:	7	21	0	8	11	9	16	10	11	1	29	10

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



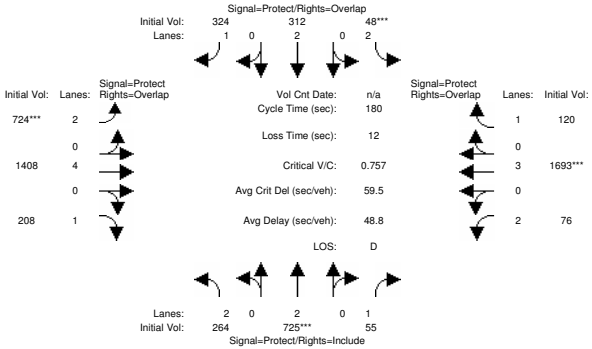
Street Name:	Zanker Rd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	103	729	5	103	419	171	491	1258	374	48	1953	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	729	5	103	419	171	491	1258	374	48	1953	269
Added Vol:	0	0	1	0	0	0	0	11	0	2	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	729	6	103	419	171	491	1269	374	50	1970	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	729	6	103	419	171	491	1269	374	50	1793	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	729	6	103	419	171	491	1269	374	50	1793	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	729	6	103	419	171	491	1269	374	50	1793	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.06	0.11	0.10	0.16	0.17	0.21	0.02	0.31	0.15
Crit Moves:		****		****			****				****	
Green Time:	21.5	47.4	47.4	14.5	40.3	40.3	38.5	95.1	116.7	21.0	77.6	92.2
Volume/Cap:	0.52	0.77	0.01	0.77	0.52	0.46	0.77	0.33	0.35	0.14	0.77	0.32
Delay/Veh:	81.8	70.2	53.7	109.5	66.8	66.2	77.3	28.5	18.2	76.6	50.1	30.0
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:	81.8	70.2	53.7	109.5	66.8	66.2	77.3	28.5	18.2	76.6	50.1	30.0
LOS by Move:	F	E	D-	F	E	E	E-	C	B-	E-	D	C
HCM2kAvgQ:	7	21	0	8	11	9	16	10	11	2	30	10

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #21: N 1st St / Montague Expy [CMP]



Street Name:	N 1st St						Montague Expy					
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:	264	725	55	48	312	324	724	1408	208	76	1693	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	725	55	48	312	324	724	1408	208	76	1693	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	725	55	48	312	324	724	1408	208	76	1693	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	725	55	48	312	324	724	1408	208	76	1541	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	725	55	48	312	324	724	1408	208	76	1541	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	725	55	48	312	324	724	1408	208	76	1541	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.03	0.02	0.08	0.19	0.23	0.19	0.12	0.02	0.27	0.07
Crit Moves:		****		****			****				****	
Green Time:	26.0	44.5	44.5	7.0	25.5	79.0	53.6	96.3	122.3	20.2	63.0	70.0
Volume/Cap:	0.58	0.77	0.13	0.39	0.58	0.42	0.77	0.35	0.17	0.21	0.77	0.18
Delay/Veh:	73.8	67.1	52.8	86.5	73.9	35.1	61.7	23.9	10.6	73.0	54.1	36.2
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:	73.8	67.1	52.8	86.5	73.9	35.1	61.7	23.9	10.6	73.0	54.1	36.2
LOS by Move:	E	E	D-	F	E	D+	E	C	B+	E	D-	D+
HCM2kAvgQ:	9	20	2	2	9	13	22	10	4	2	25	4

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

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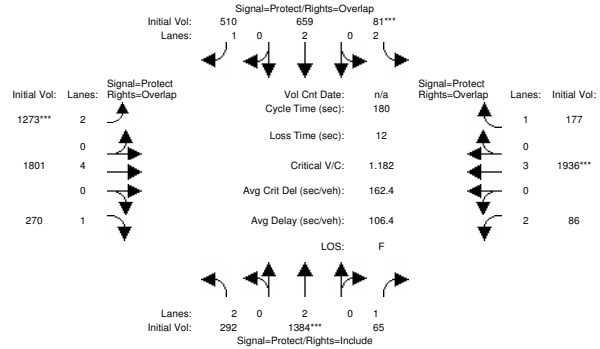
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #21: N 1st St / Montague Expy [CMP]



Street Name:	N 1st St						Montague Expy					
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:	264	725	55	48	312	324	724	1408	208	76	1693	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	725	55	48	312	324	724	1408	208	76	1693	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	28	659	10	33	347	186	549	393	62	10	243	57
Initial Fut:	292	1384	65	81	659	510	1273	1801	270	86	1936	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	1384	65	81	659	510	1273	1801	270	86	1762	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1384	65	81	659	510	1273	1801	270	86	1762	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	1384	65	81	659	510	1273	1801	270	86	1762	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.04	0.03	0.17	0.29	0.40	0.24	0.15	0.03	0.31	0.10
Crit Moves:		****		****			****				****	
Green Time:	21.4	54.4	54.4	7.0	40.0	100.4	60.4	91.6	112.9	15.0	46.2	53.2
Volume/Cap:	0.78	1.20	0.12	0.66	0.78	0.52	1.20	0.47	0.25	0.33	1.20	0.34
Delay/Veh:	87.1	163	45.6	98.0	70.5	25.3	161.0	28.6	14.9	78.5	166	50.1
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:	87.1	163	45.6	98.0	70.5	25.3	161.0	28.6	14.9	78.5	166	50.1
LOS by Move:	F	F	D	F	E	C	F	C	B	E-	F	D
HCM2kAvgQ:	11	54	3	4	18	18	57	15	7	3	44	8

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

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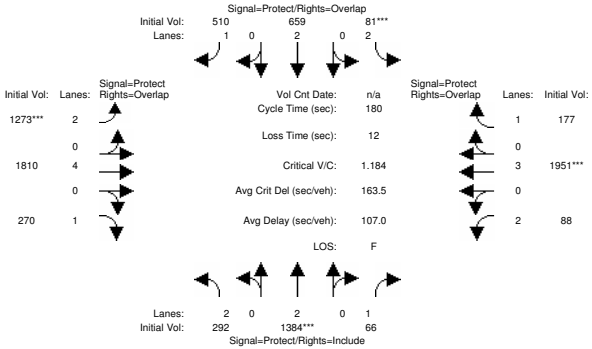
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #21: N 1st St / Montague Expy [CMP]



Street Name:	N 1st St						Montague Expy					
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:	292	1384	65	81	659	510	1273	1801	270	86	1936	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1384	65	81	659	510	1273	1801	270	86	1936	177
Added Vol:	0	0	1	0	0	0	0	9	0	2	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1384	66	81	659	510	1273	1810	270	88	1951	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	1384	66	81	659	510	1273	1810	270	88	1775	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1384	66	81	659	510	1273	1810	270	88	1775	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	1384	66	81	659	510	1273	1810	270	88	1775	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.04	0.03	0.17	0.29	0.40	0.24	0.15	0.03	0.31	0.10
Crit Moves:		****		****			****				****	
Green Time:	21.4	54.3	54.3	7.0	39.9	100.2	60.3	91.7	113.1	15.0	46.4	53.4
Volume/Cap:	0.78	1.21	0.13	0.66	0.78	0.52	1.21	0.47	0.25	0.34	1.21	0.34
Delay/Veh:	87.3	164	45.7	98.0	70.7	25.5	162.2	28.5	14.8	78.6	167	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	164	45.7	98.0	70.7	25.5	162.2	28.5	14.8	78.6	167	49.9
LOS by Move:	F	F	D	F	E	C	F	C	B	E-	F	D
HCM2kAvgQ:	11	54	3	4	18	18	57	15	7	3	44	8

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

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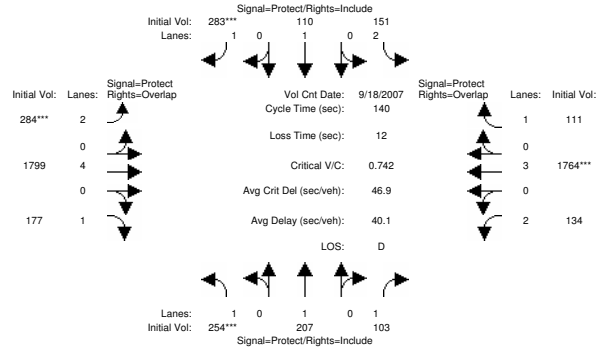
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #22: Montague Expy / De la Cruz [CMP]



Street Name:	De la Cruz						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2007 <<												
Base Vol:	254	207	103	151	110	283	284	1799	177	134	1764	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	207	103	151	110	283	284	1799	177	134	1764	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	207	103	151	110	283	284	1799	177	134	1764	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	207	103	151	110	283	284	1799	177	134	1605	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	207	103	151	110	283	284	1799	177	134	1605	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	207	103	151	110	283	284	1799	177	134	1605	111
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	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.06	0.05	0.06	0.16	0.09	0.24	0.10	0.04	0.28	0.06
Crit Moves:	****					****	****				****	
Green Time:	27.4	39.7	39.7	18.2	30.5	30.5	17.0	57.9	85.3	12.2	53.1	71.3
Volume/Cap:	0.74	0.38	0.21	0.37	0.27	0.74	0.74	0.57	0.17	0.49	0.74	0.12
Delay/Veh:	61.5	40.8	38.4	56.2	45.8	58.7	67.0	31.8	12.0	62.3	38.9	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	40.8	38.4	56.2	45.8	58.7	67.0	31.8	12.0	62.3	38.9	18.0
LOS by Move:	E	D	D+	E+	D	E+	E	C	B+	E	D+	B-
HCM2kAvgQ:	12	7	4	4	4	14	9	15	3	3	19	3

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

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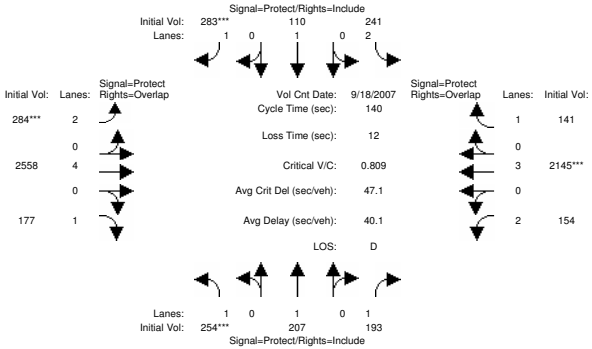
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #22: Montague Expy / De la Cruz [CMP]



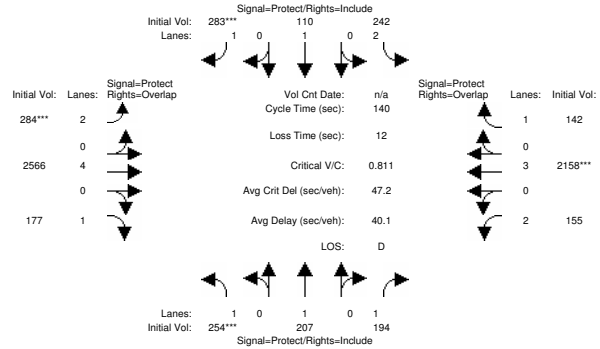
Street Name:	De la Cruz									Montague Expy					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10 10
Volume Module: >> Count Date: 18 Sep 2007 <<															
Base Vol:	254		207	103	151		110	283	284		1799	177	134		1764 111
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
Initial Bse:	254		207	103	151		110	283	284		1799	177	134		1764 111
Added Vol:	0		0	0	0		0	0	0		0	0	0		0 0
ATI:	0		0	90	90		0	0	0		759	0	20		381 30
Initial Fut:	254		207	193	241		110	283	284		2558	177	154		2145 141
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.91 1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
PHF Volume:	254		207	193	241		110	283	284		2558	177	154		1952 141
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0 0
Reduced Vol:	254		207	193	241		110	283	284		2558	177	154		1952 141
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
FinalVolume:	254		207	193	241		110	283	284		2558	177	154		1952 141
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	0.83		1.00 0.92
Lanes:	1.00		1.00	1.00	2.00		1.00	1.00	2.00		4.00	1.00	2.00		3.00 1.00
Final Sat.:	1750		1900	1750	3150		1900	1750	3150		7600	1750	3150		5700 1750
Capacity Analysis Module:															
Vol/Sat:	0.15		0.11	0.11	0.08		0.06	0.16	0.09		0.34	0.10	0.05		0.34 0.08
Crit Moves:	****							****	****						****
Green Time:	25.1		31.4	31.4	21.8		28.0	28.0	15.6		65.2	90.3	9.7		59.3 81.0
Volume/Cap:	0.81		0.49	0.49	0.49		0.29	0.81	0.81		0.72	0.16	0.71		0.81 0.14
Delay/Veh:	69.5		48.2	48.4	54.9		48.0	66.6	73.8		30.9	9.9	73.9		37.5 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:	69.5		48.2	48.4	54.9		48.0	66.6	73.8		30.9	9.9	73.9		37.5 13.6
LOS by Move:	E		D	D	D-		D	E	E		C	A	E		D+ B
HCM2kAvgQ:	13		8	8	6		4	15	9		22	3	4		22 3

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #22: Montague Expy / De la Cruz [CMP]



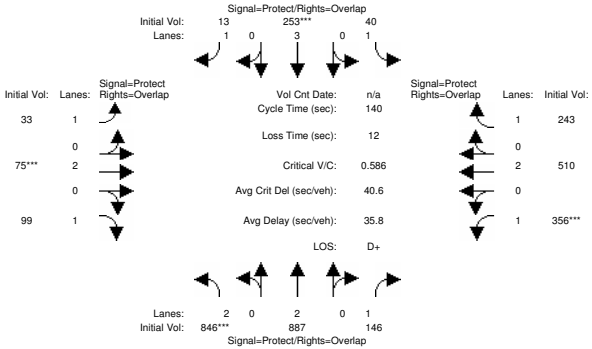
Street Name:	De la Cruz									Montague Expy					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T - R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10 10
Volume Module:															
Base Vol:	254		207	193	241		110	283	284		2558	177	154		2145 141
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
Initial Bse:	254		207	193	241		110	283	284		2558	177	154		2145 141
Added Vol:	0		0	1	1		0	0	0		8	0	1		13 1
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0 0
Initial Fut:	254		207	194	242		110	283	284		2566	177	155		2158 142
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.91 1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
PHF Volume:	254		207	194	242		110	283	284		2566	177	155		1964 142
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0 0
Reduced Vol:	254		207	194	242		110	283	284		2566	177	155		1964 142
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
FinalVolume:	254		207	194	242		110	283	284		2566	177	155		1964 142
Saturation Flow Module:															
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900 1900
Adjustment:	0.92		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00 0.92
Lanes:	1.00		1.00	1.00	2.00		1.00	1.00	2.00		4.00	1.00	2.00		3.00 1.00
Final Sat.:	1750		1900	1750	3150		1900	1750	3150		7600	1750	3150		5700 1750
Capacity Analysis Module:															
Vol/Sat:	0.15		0.11	0.11	0.08		0.06	0.16	0.09		0.34	0.10	0.05		0.34 0.08
Crit Moves:	****							****	****						****
Green Time:	25.1		31.3	31.3	21.7		27.9	27.9	15.6		65.4	90.4	9.7		59.5 81.2
Volume/Cap:	0.81		0.49	0.50	0.50		0.29	0.81	0.81		0.72	0.16	0.71		0.81 0.14
Delay/Veh:	69.9		48.3	48.5	55.0		48.1	66.9	74.1		30.8	9.8	74.3		37.5 13.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00 1.00
AdjDel/Veh:	69.9		48.3	48.5	55.0		48.1	66.9	74.1		30.8	9.8	74.3		37.5 13.5
LOS by Move:	E		D	D	D-		D	E	E		C	A	E		D+ B
HCM2kAvgQ:	13		8	8	6		4	15	9		23	3	4		23 3

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #23: Capitol/Cropley



Street Name:	Capitol						Cropley					
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:	846	887	146	40	253	13	33	75	99	356	510	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	846	887	146	40	253	13	33	75	99	356	510	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	846	887	146	40	253	13	33	75	99	356	510	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	846	887	146	40	253	13	33	75	99	356	510	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	846	887	146	40	253	13	33	75	99	356	510	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	846	887	146	40	253	13	33	75	99	356	510	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.23	0.08	0.02	0.04	0.01	0.02	0.02	0.06	0.20	0.13	0.14
Crit Moves:	****				****			****		****		
Green Time:	61.4	58.9	105.4	12.6	10.1	25.5	15.3	10.0	71.4	46.5	41.2	53.8
Volume/Cap:	0.61	0.55	0.11	0.25	0.61	0.04	0.17	0.28	0.11	0.61	0.46	0.36
Delay/Veh:	31.0	31.1	4.7	60.2	65.7	47.2	57.0	62.1	17.9	41.1	40.6	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.1	4.7	60.2	65.7	47.2	57.0	62.1	17.9	41.1	40.6	31.2
LOS by Move:	C	C	A	E	E	D	E+	E	B	D	D	C
HCM2kAvgQ:	17	14	2	2	4	0	1	2	2	14	9	8

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

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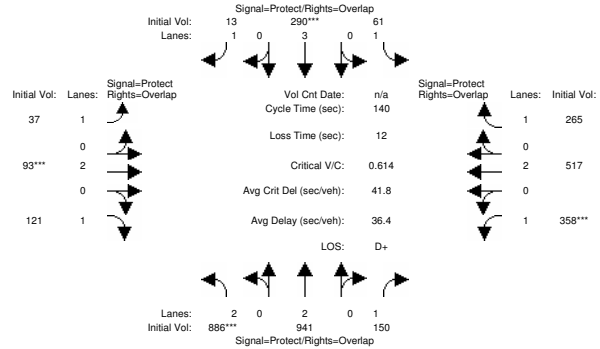
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #23: Capitol/Cropley



Street Name:	Capitol						Cropley					
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:	846	887	146	40	253	13	33	75	99	356	510	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	846	887	146	40	253	13	33	75	99	356	510	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	40	54	4	21	37	0	4	18	22	2	7	22
Initial Fut:	886	941	150	61	290	13	37	93	121	358	517	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	886	941	150	61	290	13	37	93	121	358	517	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	886	941	150	61	290	13	37	93	121	358	517	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	886	941	150	61	290	13	37	93	121	358	517	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.09	0.03	0.05	0.01	0.02	0.02	0.07	0.20	0.14	0.15
Crit Moves:	****				****			****		****		
Green Time:	61.8	60.8	105.7	12.3	11.2	26.0	14.8	10.0	71.8	45.0	40.2	52.5
Volume/Cap:	0.64	0.57	0.11	0.40	0.64	0.04	0.20	0.34	0.13	0.64	0.47	0.40
Delay/Veh:	31.3	30.3	4.6	62.1	65.4	46.8	57.8	62.6	17.9	43.0	41.5	32.7
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:	31.3	30.3	4.6	62.1	65.4	46.8	57.8	62.6	17.9	43.0	41.5	32.7
LOS by Move:	C	C	A	E	E	D	E+	E	B	D	D	C-
HCM2kAvgQ:	18	15	2	3	4	0	2	2	3	15	9	9

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

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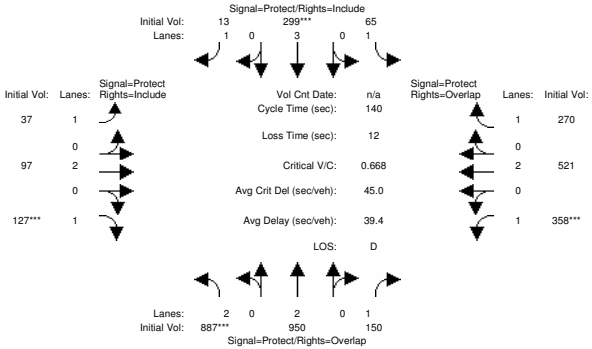
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #23: Capitol/Cropley

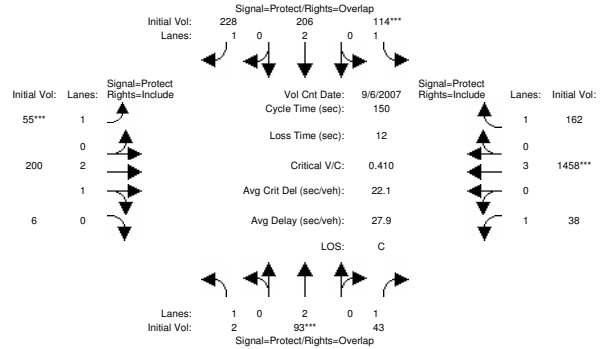



```
Street Name:              Capitol                         Cropley
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     886 941 150    61 290  13    37  93 121   358 517 265
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  886 941 150    61 290  13    37  93 121   358 517 265
Added Vol:      1   9   0     4   9   0     0   4   6     0   4   5
PasserByVol:    0   0   0     0   0   0     0   0   0     0   0   0
Initial Fut:  887 950 150    65 299  13    37  97 127   358 521 270
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   887 950 150    65 299  13    37  97 127   358 521 270
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:  887 950 150    65 299  13    37  97 127   358 521 270
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  887 950 150    65 299  13    37  97 127   358 521 270
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       2.00 2.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00  1.00 2.00 1.00
Final Sat.:  3150 3800 1750 1750 5700 1750 1750 3800 1750  1750 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.25 0.09 0.04 0.05 0.01 0.02 0.03 0.07  0.20 0.14 0.15
Crit Moves:  ****                ****                ****  ****
Green Time:  59.0 58.3 101.1 11.7 11.0 11.0 15.5 15.2 15.2  42.8 42.5 54.2
Volume/Cap:  0.67 0.60 0.12 0.45 0.67 0.09 0.19 0.24 0.67  0.67 0.45 0.40
Delay/Veh:   34.0 32.4  5.9 63.3 66.6 60.2 57.0 57.4 68.8  45.6 39.6 31.5
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:  34.0 32.4  5.9 63.3 66.6 60.2 57.0 57.4 68.8  45.6 39.6 31.5
LOS by Move:   C-   C-    A    E    E    E   E+   E+    E    D    D    C
HCM2kAvgQ:    19  16     2    3    4    1    2    2    7   15    9    9
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #24: Great Mall Pkwy. & Main St.

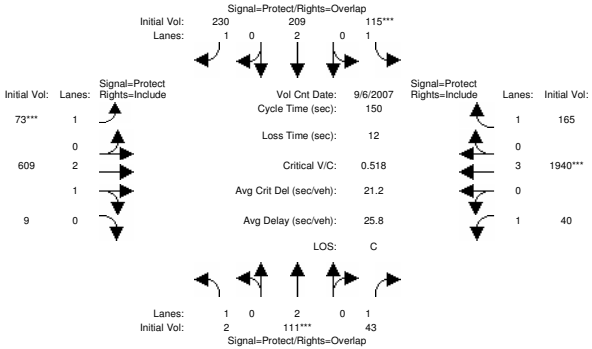



```
Street Name:              Main St.                        Great Mall Pkwy.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Sep 2007 <<
Base Vol:       2  93  43   114 206 228    55 200   6    38 1458 162
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    2  93  43   114 206 228    55 200   6    38 1458 162
Added Vol:      0   0   0     0   0   0     0   0   0     0    0   0
PasserByVol:    0   0   0     0   0   0     0   0   0     0    0   0
Initial Fut:    2  93  43   114 206 228    55 200   6    38 1458 162
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     2  93  43   114 206 228    55 200   6    38 1458 162
Reduct Vol:     0   0   0     0   0   0     0   0   0     0    0   0
Reduced Vol:    2  93  43   114 206 228    55 200   6    38 1458 162
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    2  93  43   114 206 228    55 200   6    38 1458 162
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900  1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.98 0.95  0.92 1.00 0.92
Lanes:       1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.91 0.09  1.00 3.00 1.00
Final Sat.:  1750 3800 1750 1750 3800 1750 1750 5437  163  1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02 0.02 0.07 0.05 0.13 0.03 0.04 0.04  0.02 0.26 0.09
Crit Moves:       ****       ****              ****                ****
Green Time:  10.8 10.0 53.0 23.7 22.9 34.3 11.4 61.4 61.4  43.0 92.9 92.9
Volume/Cap:  0.02 0.37 0.07 0.41 0.36 0.57 0.41 0.09 0.09  0.08 0.41 0.15
Delay/Veh:   64.7 67.9 32.2 57.9 57.3 53.3 68.2 27.2 27.2  39.1 14.7 12.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  64.7 67.9 32.2 57.9 57.3 53.3 68.2 27.2 27.2  39.1 14.7 12.0
LOS by Move:    E    E   C-    E+   E+   D-    E    C    C     D    B    B
HCM2kAvgQ:      0    2    1     5    4   10    3    2    2     1   11    3
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #24: Great Mall Pkwy. & Main St.



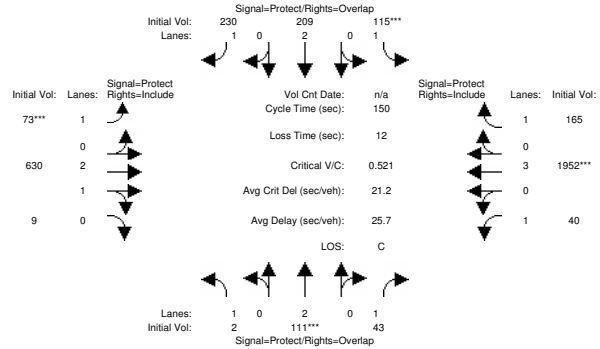
Street Name:	Main St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Sep 2007 <<												
Base Vol:	2	93	43	114	206	228	55	200	6	38	1458	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	93	43	114	206	228	55	200	6	38	1458	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	18	0	1	3	2	18	409	3	2	482	3
Initial Fut:	2	111	43	115	209	230	73	609	9	40	1940	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	111	43	115	209	230	73	609	9	40	1940	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	111	43	115	209	230	73	609	9	40	1940	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	111	43	115	209	230	73	609	9	40	1940	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5518	82	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.02	0.07	0.06	0.13	0.04	0.11	0.11	0.02	0.34	0.09
Crit Moves:		****		****			****				****	
Green Time:	9.8	10.0	42.5	18.8	18.9	30.9	11.9	76.8	76.8	32.5	97.3	97.3
Volume/Cap:	0.02	0.44	0.09	0.52	0.44	0.64	0.52	0.22	0.22	0.11	0.52	0.15
Delay/Veh:	65.6	68.5	39.6	63.8	61.2	58.3	70.0	20.1	20.1	47.3	14.2	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:	65.6	68.5	39.6	63.8	61.2	58.3	70.0	20.1	20.1	47.3	14.2	10.3
LOS by Move:	E	E	D	E	E	E+	E	C+	C+	D	B	B+
HCM2kAvgQ:	0	3	2	6	5	11	3	5	5	2	16	3

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #24: Great Mall Pkwy. & Main St.



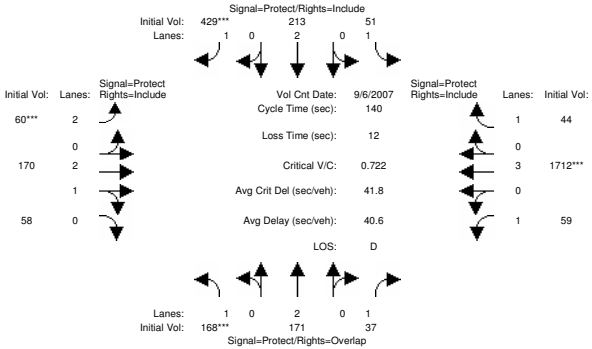
Street Name:	Main St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	2	111	43	115	209	230	73	609	9	40	1940	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	111	43	115	209	230	73	609	9	40	1940	165
Added Vol:	0	0	0	0	0	0	0	21	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	111	43	115	209	230	73	630	9	40	1952	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	111	43	115	209	230	73	630	9	40	1952	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	111	43	115	209	230	73	630	9	40	1952	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	111	43	115	209	230	73	630	9	40	1952	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5521	79	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.02	0.07	0.06	0.13	0.04	0.11	0.11	0.02	0.34	0.09
Crit Moves:		****		****			****				****	
Green Time:	9.8	10.0	41.7	18.7	18.9	30.7	11.9	77.6	77.6	31.7	97.4	97.4
Volume/Cap:	0.02	0.44	0.09	0.53	0.44	0.64	0.53	0.22	0.22	0.11	0.53	0.15
Delay/Veh:	65.6	68.5	40.1	63.9	61.3	58.5	70.1	19.8	19.8	47.8	14.1	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	68.5	40.1	63.9	61.3	58.5	70.1	19.8	19.8	47.8	14.1	10.2
LOS by Move:	E	E	D	E	E	E+	E	B-	B-	D	B	B+
HCM2kAvgQ:	0	3	2	6	5	11	3	5	5	2	16	3

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #25: Great Mall Pkwy. & Abel St.

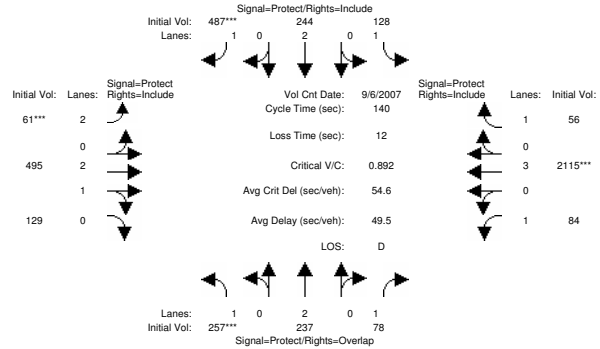



```
Street Name:             Abel St.                        Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Sep 2007 <<
Base Vol:     168  171    37    51  213   429    60  170    58    59 1712    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  168  171    37    51  213   429    60  170    58    59 1712    44
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  168  171    37    51  213   429    60  170    58    59 1712    44
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   168  171    37    51  213   429    60  170    58    59 1712    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  168  171    37    51  213   429    60  170    58    59 1712    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  168  171    37    51  213   429    60  170    58    59 1712    44
------------|---------------||---------------||---------------||---------------|
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 2.21  0.79  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  3150 4174  1424  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.05  0.02  0.03 0.06  0.25  0.02 0.04  0.04  0.03 0.30  0.03
Crit Moves:  ****                       ****  ****                    ****
Green Time:  18.1 37.9  64.1  26.5 46.2  46.2   7.0 37.4  37.4  26.2 56.7  56.7
Volume/Cap:  0.74 0.17  0.05  0.15 0.17  0.74  0.38 0.15  0.15  0.18 0.74  0.06
Delay/Veh:   71.1 39.1  21.1  47.6 33.3  46.7  65.9 39.2  39.2  48.1 36.8  25.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  71.1 39.1  21.1  47.6 33.3  46.7  65.9 39.2  39.2  48.1 36.8  25.5
LOS by Move:    E    D    C+     D    C-     D     E    D     D     D    D+     C
HCM2kAvgQ:      9    3     1     2     3    19     1    2     2     2    21     1
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #25: Great Mall Pkwy. & Abel St.

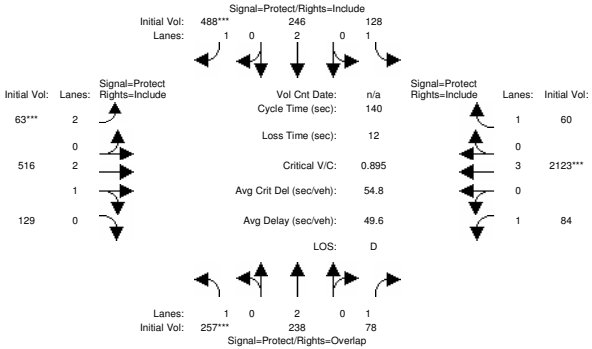



```
Street Name:             Abel St.                        Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Sep 2007 <<
Base Vol:     168  171    37    51  213   429    60  170    58    59 1712    44
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  168  171    37    51  213   429    60  170    58    59 1712    44
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           89   66    41    77   31    58     1  325    71    25  403    12
Initial Fut:  257  237    78   128  244   487    61  495   129    84 2115    56
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   257  237    78   128  244   487    61  495   129    84 2115    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  257  237    78   128  244   487    61  495   129    84 2115    56
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  257  237    78   128  244   487    61  495   129    84 2115    56
------------|---------------||---------------||---------------||---------------|
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 2.36  0.64  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  3150 4441  1157  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.06  0.04  0.07 0.06  0.28  0.02 0.11  0.11  0.05 0.37  0.03
Crit Moves:  ****                       ****  ****                    ****
Green Time:  22.3 31.9  51.6  32.7 42.3  42.3   7.0 43.8  43.8  19.6 56.4  56.4
Volume/Cap:  0.92 0.27  0.12  0.31 0.21  0.92  0.39 0.36  0.36  0.34 0.92  0.08
Delay/Veh:   91.7 44.7  29.3  44.8 36.5  68.9  66.0 37.4  37.4  55.2 46.4  25.8
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:  91.7 44.7  29.3  44.8 36.5  68.9  66.0 37.4  37.4  55.2 46.4  25.8
LOS by Move:    F    D     C     D    D+     E     E    D+    D+     E+    D     C
HCM2kAvgQ:     15    4     2     5     4    26     2     7     7     3    31     2
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #25: Great Mall Pkwy. & Abel St.



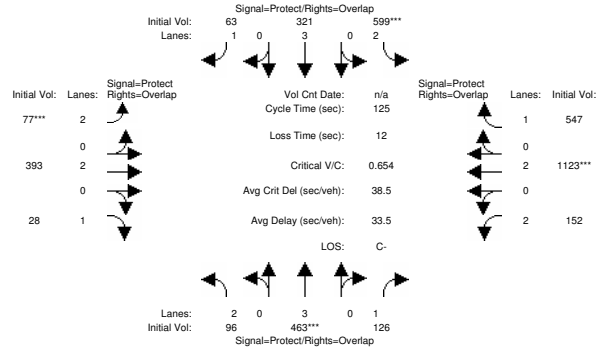
Street Name:	Abel St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	257	237	78	128	244	487	61	495	129	84	2115	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	237	78	128	244	487	61	495	129	84	2115	56
Added Vol:	0	1	0	0	2	1	2	21	0	0	8	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	238	78	128	246	488	63	516	129	84	2123	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	238	78	128	246	488	63	516	129	84	2123	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	238	78	128	246	488	63	516	129	84	2123	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	238	78	128	246	488	63	516	129	84	2123	60
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	2.38	0.62	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4479	1120	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.04	0.07	0.06	0.28	0.02	0.12	0.12	0.05	0.37	0.03
Crit Moves:	****					****	****				****	
Green Time:	22.3	31.9	51.1	32.7	42.3	42.3	7.0	44.3	44.3	19.2	56.5	56.5
Volume/Cap:	0.92	0.27	0.12	0.31	0.21	0.92	0.40	0.36	0.36	0.35	0.92	0.09
Delay/Veh:	92.3	44.7	29.6	44.8	36.6	69.3	66.1	37.1	37.1	55.6	46.6	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	44.7	29.6	44.8	36.6	69.3	66.1	37.1	37.1	55.6	46.6	25.9
LOS by Move:	F	D	C	D	D+	E	E	D+	D+	E+	D	C
HCM2kAvgQ:	15	4	2	5	4	26	2	7	7	3	31	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #26: Zanker Rd / Tasman Dr



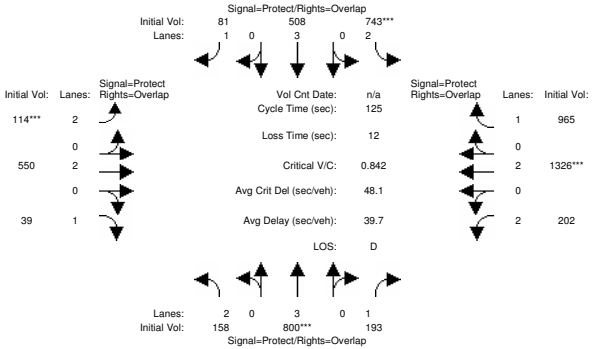
Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	96	463	126	599	321	63	77	393	28	152	1123	547
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	463	126	599	321	63	77	393	28	152	1123	547
Added Vol:	0	0	0	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	463	126	599	321	63	77	393	28	152	1123	547
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	463	126	599	321	63	77	393	28	152	1123	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	463	126	599	321	63	77	393	28	152	1123	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	463	126	599	321	63	77	393	28	152	1123	547
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.07	0.19	0.06	0.04	0.02	0.10	0.02	0.05	0.30	0.31
Crit Moves:		****		****			****				****	
Green Time:	20.9	15.2	37.1	35.6	29.8	36.8	7.0	40.4	61.3	21.9	55.3	90.8
Volume/Cap:	0.18	0.67	0.24	0.67	0.24	0.12	0.44	0.32	0.03	0.28	0.67	0.43
Delay/Veh:	44.9	55.0	33.6	41.5	38.5	32.3	58.8	32.1	16.5	45.0	28.7	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	55.0	33.6	41.5	38.5	32.3	58.8	32.1	16.5	45.0	28.7	7.0
LOS by Move:	D	E+	C-	D	D+	C-	E+	C-	B	D	C	A
HCM2kAvgQ:	2	7	4	13	3	2	2	5	1	3	16	8

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #26: Zanker Rd / Tasman Dr



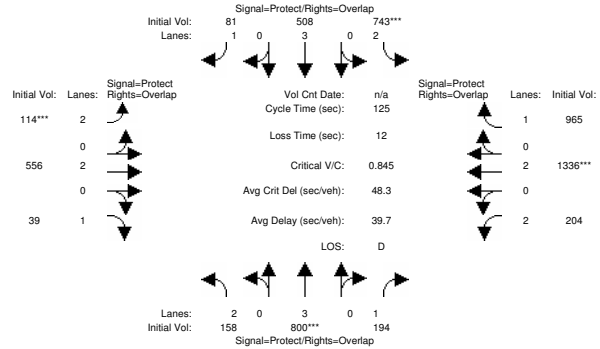
Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	96	463	126	599	321	63	77	393	28	152	1123	547
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	463	126	599	321	63	77	393	28	152	1123	547
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	62	337	67	144	187	18	37	157	11	50	203	418
Initial Fut:	158	800	193	743	508	81	114	550	39	202	1326	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	800	193	743	508	81	114	550	39	202	1326	965
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	800	193	743	508	81	114	550	39	202	1326	965
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	800	193	743	508	81	114	550	39	202	1326	965
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.11	0.24	0.09	0.05	0.04	0.14	0.02	0.06	0.35	0.55
Crit Moves:		****		****			****				****	
Green Time:	21.2	20.5	38.3	34.5	33.8	40.8	7.0	40.2	61.4	17.8	51.0	85.5
Volume/Cap:	0.30	0.86	0.36	0.86	0.33	0.14	0.65	0.45	0.05	0.45	0.86	0.81
Delay/Veh:	45.7	58.6	34.2	51.2	36.7	29.9	65.8	33.9	16.6	49.8	38.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	58.6	34.2	51.2	36.7	29.9	65.8	33.9	16.6	49.8	38.5	18.0
LOS by Move:	D	E+	C-	D-	D+	C	E	C-	B	D	D+	B-
HCM2kAvgQ:	3	13	6	19	5	2	3	8	1	4	21	26

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #26: Zanker Rd / Tasman Dr



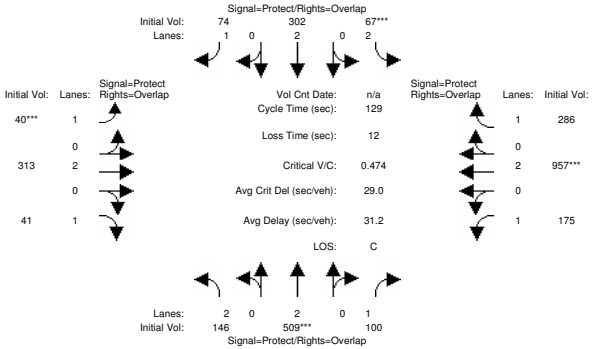
Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	158	800	193	743	508	81	114	550	39	202	1326	965
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	800	193	743	508	81	114	550	39	202	1326	965
Added Vol:	0	0	1	0	0	0	0	6	0	2	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	800	194	743	508	81	114	556	39	204	1336	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	800	194	743	508	81	114	556	39	204	1336	965
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	800	194	743	508	81	114	556	39	204	1336	965
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	800	194	743	508	81	114	556	39	204	1336	965
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.11	0.24	0.09	0.05	0.04	0.15	0.02	0.06	0.35	0.55
Crit Moves:		****		****			****				****	
Green Time:	21.1	20.4	38.3	34.4	33.7	40.7	7.0	40.3	61.5	17.9	51.2	85.6
Volume/Cap:	0.30	0.86	0.36	0.86	0.33	0.14	0.65	0.45	0.05	0.45	0.86	0.81
Delay/Veh:	45.7	58.9	34.2	51.6	36.8	30.0	65.8	33.8	16.5	49.8	38.6	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	58.9	34.2	51.6	36.8	30.0	65.8	33.8	16.5	49.8	38.6	18.0
LOS by Move:	D	E+	C-	D-	D+	C	E	C-	B	D	D+	B
HCM2kAvgQ:	3	13	6	19	5	2	3	8	1	4	22	26

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #27: N. 1st St / Tasman Dr



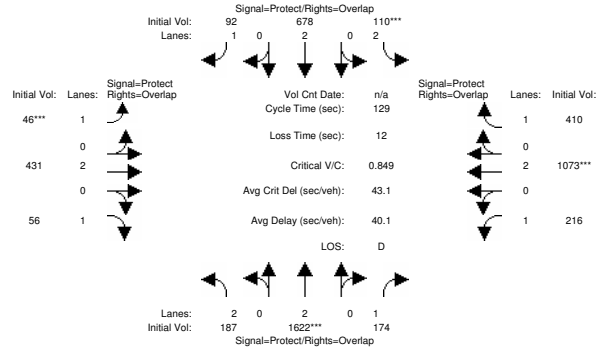
Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	146	509	100	67	302	74	40	313	41	175	957	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	509	100	67	302	74	40	313	41	175	957	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	509	100	67	302	74	40	313	41	175	957	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	509	100	67	302	74	40	313	41	175	957	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	509	100	67	302	74	40	313	41	175	957	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	509	100	67	302	74	40	313	41	175	957	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.06	0.02	0.08	0.04	0.02	0.08	0.02	0.10	0.25	0.16
Crit Moves:		****		****			****				****	
Green Time:	17.4	35.8	76.5	7.0	25.4	32.4	7.0	33.5	50.9	40.7	67.2	74.2
Volume/Cap:	0.34	0.48	0.10	0.39	0.40	0.17	0.42	0.32	0.06	0.32	0.48	0.28
Delay/Veh:	51.2	39.3	11.4	60.4	45.5	37.9	62.0	38.7	24.3	33.9	19.9	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	39.3	11.4	60.4	45.5	37.9	62.0	38.7	24.3	33.9	19.9	14.1
LOS by Move:	D-	D	B+	E	D	D+	E	D+	C	C-	B-	B
HCM2kAvgQ:	3	9	2	2	5	2	2	5	1	5	12	6

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #27: N. 1st St / Tasman Dr



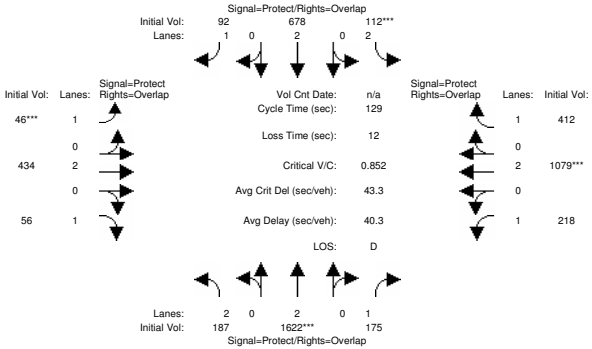
Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	146	509	100	67	302	74	40	313	41	175	957	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	509	100	67	302	74	40	313	41	175	957	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	41	1113	74	43	376	18	6	118	15	41	116	124
Initial Fut:	187	1622	174	110	678	92	46	431	56	216	1073	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1622	174	110	678	92	46	431	56	216	1073	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1622	174	110	678	92	46	431	56	216	1073	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1622	174	110	678	92	46	431	56	216	1073	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.10	0.03	0.18	0.05	0.03	0.11	0.03	0.12	0.28	0.23
Crit Moves:		****		****			****				****	
Green Time:	17.2	62.0	87.0	7.0	51.8	58.8	7.0	23.0	40.2	25.0	41.0	48.0
Volume/Cap:	0.44	0.89	0.15	0.64	0.44	0.12	0.48	0.64	0.10	0.64	0.89	0.63
Delay/Veh:	52.2	36.1	7.6	67.9	28.3	20.2	63.1	51.1	31.6	51.8	50.2	35.2
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:	52.2	36.1	7.6	67.9	28.3	20.2	63.1	51.1	31.6	51.8	50.2	35.2
LOS by Move:	D-	D+	A	E	C	C+	E	D-	C	D-	D	D+
HCM2kAvgQ:	4	32	3	4	10	2	3	9	2	8	20	14

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #27: N. 1st St / Tasman Dr



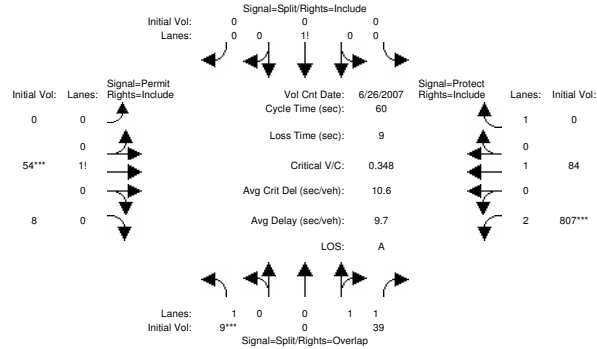
Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	187	1622	174	110	678	92	46	431	56	216	1073	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	1622	174	110	678	92	46	431	56	216	1073	410
Added Vol:	0	0	1	2	0	0	0	3	0	2	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	1622	175	112	678	92	46	434	56	218	1079	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1622	175	112	678	92	46	434	56	218	1079	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1622	175	112	678	92	46	434	56	218	1079	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1622	175	112	678	92	46	434	56	218	1079	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.10	0.04	0.18	0.05	0.03	0.11	0.03	0.12	0.28	0.24
Crit Moves:		****		****			****				****	
Green Time:	17.2	61.9	87.0	7.0	51.7	58.7	7.0	23.0	40.2	25.1	41.1	48.1
Volume/Cap:	0.45	0.89	0.15	0.66	0.45	0.12	0.48	0.64	0.10	0.64	0.89	0.63
Delay/Veh:	52.3	36.4	7.7	68.7	28.4	20.3	63.1	51.2	31.6	51.8	50.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	36.4	7.7	68.7	28.4	20.3	63.1	51.2	31.6	51.8	50.3	35.1
LOS by Move:	D-	D+	A	E	C	C+	E	D-	C	D-	D	D+
HCM2kAvgQ:	4	32	3	4	10	2	3	9	2	8	20	14

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.



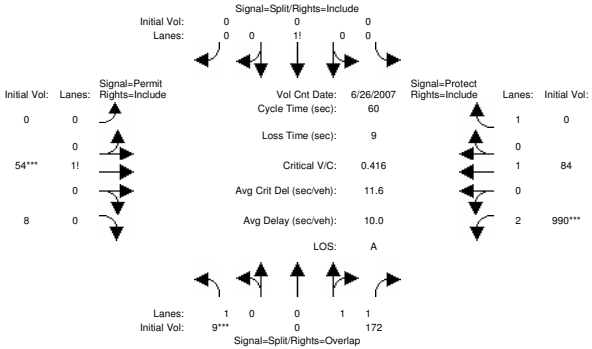
Street Name:	McCarthy Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Volume Module: >> Count Date: 26 Jun 2007 << 7:00AM-9:00AM												
Base Vol:	9	0	39	0	0	0	0	54	8	807	84	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:	9	0	39	0	0	0	0	54	8	807	84	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:	9	0	39	0	0	0	0	54	8	807	84	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:	9	0	39	0	0	0	0	54	8	807	84	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	39	0	0	0	0	54	8	807	84	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	39	0	0	0	0	54	8	807	84	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.87	0.13	2.00	1.00	1.00
Final Sat.:	1750	0	3600	0	1750	0	0	1568	232	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.03	0.03	0.26	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	31.0	41.0	0.0
Volume/Cap:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.21	0.21	0.50	0.06	0.00
Delay/Veh:	21.0	0.0	3.0	0.0	0.0	0.0	0.0	21.9	21.9	9.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	0.0	3.0	0.0	0.0	0.0	0.0	21.9	21.9	9.7	3.2	0.0
LOS by Move:	C+	A	A	A	A	A	A	C+	C+	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	6	1	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.



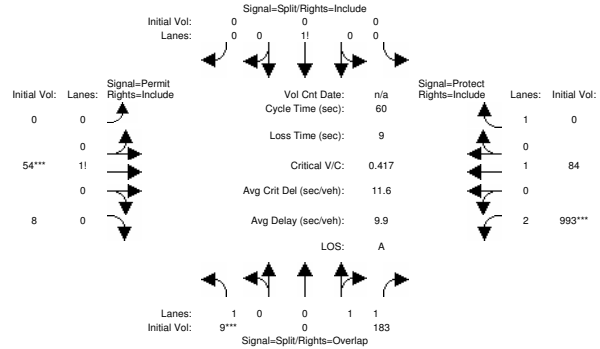
Street Name:	McCarthy Blvd.									Dixon Landing Rd.								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	10		10		10	10		10		10	7		10		10
Volume Module: >> Count Date: 26 Jun 2007 << 7:00AM-9:00AM																				
Base Vol:	9		0		39	0		0		0	0		54		8	807		84		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:	9		0		39	0		0		0	0		54		8	807		84		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ATI:	0		0		133	0		0		0	0		0		0	183		0		0
Initial Fut:	9		0		172	0		0		0	0		54		8	990		84		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:	9		0		172	0		0		0	0		54		8	990		84		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	9		0		172	0		0		0	0		54		8	990		84		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	9		0		172	0		0		0	0		54		8	990		84		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.95	0.92		0.92		0.92	0.92		0.95		0.95	0.83		1.00		0.92
Lanes:	1.00		0.00		2.00	0.00		1.00		0.00	0.00		0.87		0.13	2.00		1.00		1.00
Final Sat.:	1750		0		3600	0		1750		0	0		1568		232	3150		1900		1750
Capacity Analysis Module:																				
Vol/Sat:	0.01		0.00		0.05	0.00		0.00		0.00	0.00		0.03		0.03	0.31		0.04		0.00
Crit Moves:	****												****			****				
Green Time:	10.0		0.0		41.0	0.0		0.0		0.0	0.0		10.0		10.0	31.0		41.0		0.0
Volume/Cap:	0.03		0.00		0.07	0.00		0.00		0.00	0.00		0.21		0.21	0.61		0.06		0.00
Delay/Veh:	21.0		0.0		3.2	0.0		0.0		0.0	0.0		21.9		21.9	10.9		3.2		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	21.0		0.0		3.2	0.0		0.0		0.0	0.0		21.9		21.9	10.9		3.2		0.0
LOS by Move:	C+		A		A	A		A		A	C+		C+		B+	A		A		A
HCM2kAvgQ:	0		0		1	0		0		0	0		1		1	8		1		0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.



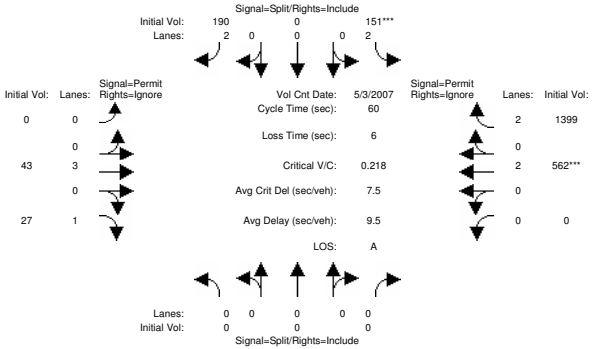
Street Name:	McCarthy Blvd.									Dixon Landing Rd.								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	10		10		10	10		10		10	7		10		10
Volume Module:																				
Base Vol:	9		0		172	0		0		0	0		54		8	990		84		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:	9		0		172	0		0		0	0		54		8	990		84		0
Added Vol:	0		0		11	0		0		0	0		0		0	3		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	9		0		183	0		0		0	0		54		8	993		84		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:	9		0		183	0		0		0	0		54		8	993		84		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	9		0		183	0		0		0	0		54		8	993		84		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	9		0		183	0		0		0	0		54		8	993		84		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.95	0.92		0.92		0.92	0.92		0.95		0.95	0.83		1.00		0.92
Lanes:	1.00		0.00		2.00	0.00		1.00		0.00	0.00		0.87		0.13	2.00		1.00		1.00
Final Sat.:	1750		0		3600	0		1750		0	0		1568		232	3150		1900		1750
Capacity Analysis Module:																				
Vol/Sat:	0.01		0.00		0.05	0.00		0.00		0.00	0.00		0.03		0.03	0.32		0.04		0.00
Crit Moves:	****												****			****				
Green Time:	10.0		0.0		41.0	0.0		0.0		0.0	0.0		10.0		10.0	31.0		41.0		0.0
Volume/Cap:	0.03		0.00		0.07	0.00		0.00		0.00	0.00		0.21		0.21	0.61		0.06		0.00
Delay/Veh:	21.0		0.0		3.2	0.0		0.0		0.0	0.0		21.9		21.9	10.9		3.2		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	21.0		0.0		3.2	0.0		0.0		0.0	0.0		21.9		21.9	10.9		3.2		0.0
LOS by Move:	C+		A		A	A		A		A	C+		C+		B+	A		A		A
HCM2kAvgQ:	0		0		1	0		0		0	0		1		1	8		1		0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps




```
Street Name:          I-880 SB Ramps                  Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2007 << 7-9am
Base Vol:       0     0     0   151     0   190     0    43    27     0   562  1399
Growth Adj:  1.00  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   151     0   190     0    43    27     0   562  1399
Added Vol:      0     0     0     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   151     0   190     0    43    27     0   562  1399
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:     0     0     0   151     0   190     0    43     0     0   562     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   151     0   190     0    43     0     0   562     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:    0     0     0   151     0   190     0    43     0     0   562     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.83  0.92  1.00  0.92  0.92  1.00  0.83
Lanes:       0.00  0.00  0.00  2.00  0.00  2.00  0.00  3.00  1.00  0.00  2.00  2.00
Final Sat.:     0     0     0  3150     0  3150     0  5700  1750     0  3800  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.05  0.00  0.06  0.00  0.01  0.00  0.00  0.15  0.00
Crit Moves:                    ****                                      ****
Green Time:   0.0   0.0   0.0  15.6   0.0  15.6   0.0  38.4   0.0   0.0  38.4   0.0
Volume/Cap:  0.00  0.00  0.00  0.18  0.00  0.23  0.00  0.01  0.00  0.00  0.23  0.00
Delay/Veh:    0.0   0.0   0.0  17.7   0.0  18.1   0.0   3.9   0.0   0.0   4.8   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  17.7   0.0  18.1   0.0   3.9   0.0   0.0   4.8   0.0
LOS by Move:    A     A     A     B     A     B-    A     A     A     A     A     A
HCM2kAvgQ:      0     0     0     1     0     2     0     0     0     0     2     0
Note: Queue reported is the number of cars per lane.
```

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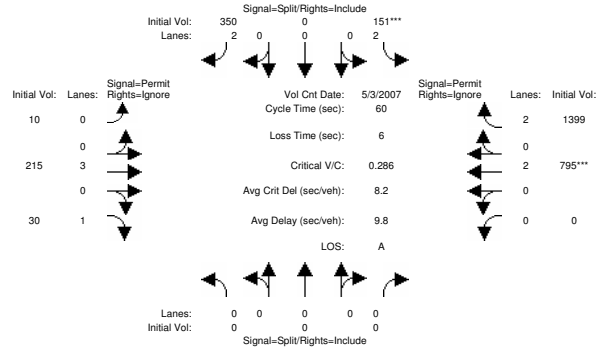
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps




```
Street Name:          I-880 SB Ramps                  Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 May 2007 << 7-9am
Base Vol:       0     0     0   151     0   190     0    43    27     0   562  1399
Growth Adj:  1.00  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   151     0   190     0    43    27     0   562  1399
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            0     0     0     0     0   160    10   172     3     0   233     0
Initial Fut:    0     0     0   151     0   350    10   215    30     0   795  1399
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:     0     0     0   151     0   350    10   215     0     0   795     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   151     0   350    10   215     0     0   795     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:    0     0     0   151     0   350    10   215     0     0   795     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.83  0.95  0.98  0.92  0.92  1.00  0.83
Lanes:       0.00  0.00  0.00  2.00  0.00  2.00  0.14  2.86  1.00  0.00  2.00  2.00
Final Sat.:     0     0     0  3150     0  3150   249  5351  1750     0  3800  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.05  0.00  0.11  0.04  0.04  0.00  0.00  0.21  0.00
Crit Moves:                    ****                                      ****
Green Time:   0.0   0.0   0.0  18.7   0.0  18.7  35.3  35.3   0.0   0.0  35.3   0.0
Volume/Cap:  0.00  0.00  0.00  0.15  0.00  0.36  0.07  0.07  0.00  0.00  0.36  0.00
Delay/Veh:    0.0   0.0   0.0  15.2   0.0  17.0   5.4   5.4   0.0   0.0   6.9   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  15.2   0.0  17.0   5.4   5.4   0.0   0.0   6.9   0.0
LOS by Move:    A     A     A     B     A     B     A     A     A     A     A     A
HCM2kAvgQ:      0     0     0     1     0     3     1     1     0     0     4     0
Note: Queue reported is the number of cars per lane.
```

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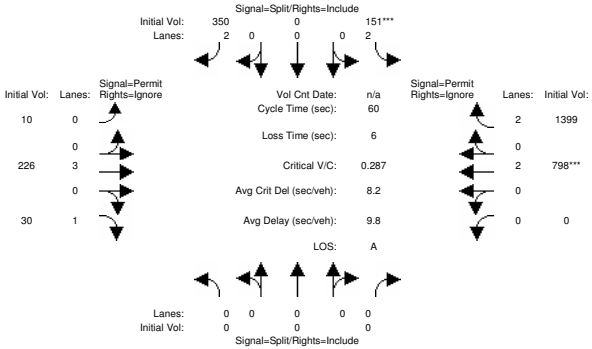
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps



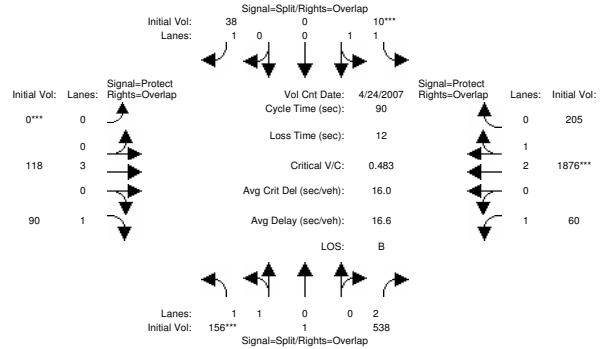
Street Name:	I-880 SB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module:												
Base Vol:	0	0	0	151	0	350	10	215	30	0	795	1399
Growth Adj:	1.00	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	151	0	350	10	215	30	0	795	1399
Added Vol:	0	0	0	0	0	0	0	11	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	350	10	226	30	0	798	1399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	151	0	350	10	226	0	0	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	350	10	226	0	0	798	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	151	0	350	10	226	0	0	798	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.95	0.98	0.92	0.92	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.13	2.87	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	237	5362	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.04	0.04	0.00	0.00	0.21	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7	35.3	35.3	0.0	0.0	35.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.36	0.07	0.07	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	15.3	0.0	17.0	5.3	5.3	0.0	0.0	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.3	0.0	17.0	5.3	5.3	0.0	0.0	6.9	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	1	1	0	0	4	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



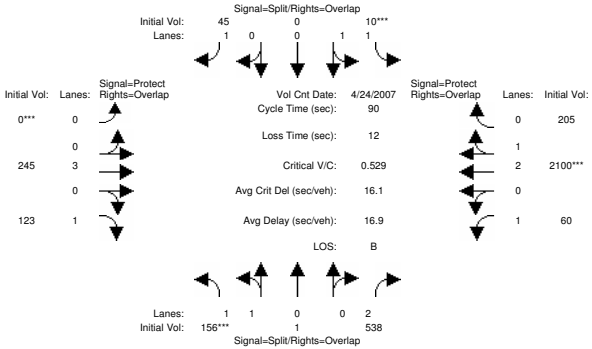
Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 24 Apr 2007 <<												
Base Vol:	156	1	538	10	0	38	0	118	90	60	1876	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1	538	10	0	38	0	118	90	60	1876	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1	538	10	0	38	0	118	90	60	1876	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1	538	10	0	38	0	118	90	60	1876	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1	538	10	0	38	0	118	90	60	1876	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1	538	10	0	38	0	118	90	60	1876	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.83	0.93	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.99	0.01	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.69	0.31
Final Sat.:	3527	23	3150	3550	0	1750	0	5700	1750	1750	5048	552
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.02	0.00	0.02	0.05	0.03	0.37	0.37
Crit Moves:	****			****			****				****	
Green Time:	17.3	17.3	38.2	10.0	0.0	10.0	0.0	29.8	47.1	20.9	50.7	60.7
Volume/Cap:	0.23	0.23	0.40	0.03	0.00	0.20	0.00	0.06	0.10	0.15	0.66	0.55
Delay/Veh:	31.5	31.5	18.9	35.8	0.0	38.6	0.0	20.6	11.0	28.3	14.8	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	18.9	35.8	0.0	38.6	0.0	20.6	11.0	28.3	14.8	8.2
LOS by Move:	C	C	B-	D+	A	D+	A	C+	B+	C	B	A
HCM2kAvgQ:	2	2	6	0	0	1	0	1	1	1	14	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



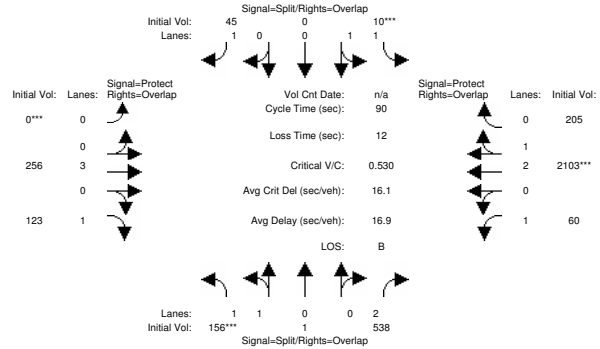
Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 24 Apr 2007 <<												
Base Vol:	156	1	538	10	0	38	0	118	90	60	1876	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1	538	10	0	38	0	118	90	60	1876	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	7	0	127	33	0	224	0
Initial Fut:	156	1	538	10	0	45	0	245	123	60	2100	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1	538	10	0	45	0	245	123	60	2100	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1	538	10	0	45	0	245	123	60	2100	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1	538	10	0	45	0	245	123	60	2100	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.83	0.93	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.99	0.01	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3527	23	3150	3550	0	1750	0	5700	1750	1750	5101	498
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.03	0.00	0.04	0.07	0.03	0.41	0.41
Crit Moves:	****			****			****				****	
Green Time:	15.8	15.8	37.3	10.0	0.0	10.0	0.0	30.7	46.5	21.5	52.2	62.2
Volume/Cap:	0.25	0.25	0.41	0.03	0.00	0.23	0.00	0.13	0.14	0.14	0.71	0.60
Delay/Veh:	33.0	33.0	19.6	35.8	0.0	39.3	0.0	20.5	11.6	27.7	14.8	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	19.6	35.8	0.0	39.3	0.0	20.5	11.6	27.7	14.8	8.0
LOS by Move:	C-	C-	B-	D+	A	D	A	C+	B+	C	B	A
HCM2kAvgQ:	2	2	6	0	0	1	0	2	2	1	17	12

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



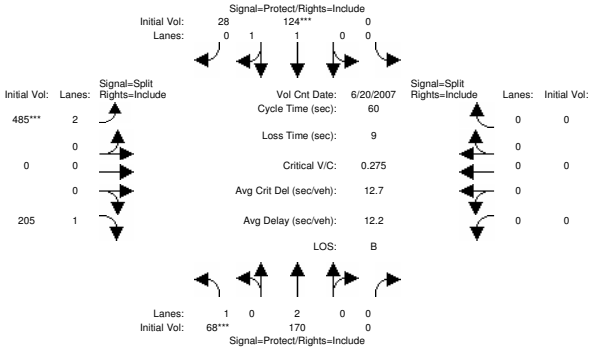
Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module:												
Base Vol:	156	1	538	10	0	45	0	245	123	60	2100	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1	538	10	0	45	0	245	123	60	2100	205
Added Vol:	0	0	0	0	0	0	0	11	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1	538	10	0	45	0	256	123	60	2103	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1	538	10	0	45	0	256	123	60	2103	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1	538	10	0	45	0	256	123	60	2103	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1	538	10	0	45	0	256	123	60	2103	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.83	0.93	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.99	0.01	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.72	0.28
Final Sat.:	3527	23	3150	3550	0	1750	0	5700	1750	1750	5102	497
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.03	0.00	0.04	0.07	0.03	0.41	0.41
Crit Moves:	****			****			****				****	
Green Time:	15.8	15.8	37.3	10.0	0.0	10.0	0.0	30.7	46.5	21.5	52.2	62.2
Volume/Cap:	0.25	0.25	0.41	0.03	0.00	0.23	0.00	0.13	0.14	0.14	0.71	0.60
Delay/Veh:	33.0	33.0	19.6	35.8	0.0	39.3	0.0	20.6	11.6	27.7	14.9	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	19.6	35.8	0.0	39.3	0.0	20.6	11.6	27.7	14.9	8.0
LOS by Move:	C-	C-	B-	D+	A	D	A	C+	B+	C	B	A
HCM2kAvgQ:	2	2	6	0	0	1	0	2	2	1	17	12

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #104: California Circle & I-880 NB Ramps

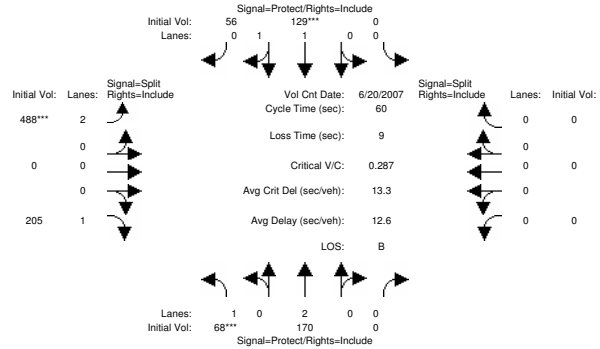



```
Street Name:         California Circle                  I-880 NB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     0   10    10    10     0    10     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 7-9am
Base Vol:      68  170     0     0  124    28   485     0   205     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:   68  170     0     0  124    28   485     0   205     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:   68  170     0     0  124    28   485     0   205     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:    68  170     0     0  124    28   485     0   205     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   68  170     0     0  124    28   485     0   205     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   68  170     0     0  124    28   485     0   205     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  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  0.00  0.00 1.62  0.38  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 3800     0     0 3018   681  3150    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.00  0.00 0.04  0.04  0.15 0.00  0.12  0.00 0.00  0.00
Crit Moves:  ****                   ****        ****
Green Time:   8.3 18.3   0.0   0.0 10.0  10.0  32.7  0.0  32.7   0.0  0.0   0.0
Volume/Cap:  0.28 0.15  0.00  0.00 0.25  0.25  0.28 0.00  0.21  0.00 0.00  0.00
Delay/Veh:   26.1 15.5   0.0   0.0 22.7  22.7   7.7  0.0   7.5   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:  26.1 15.5   0.0   0.0 22.7  22.7   7.7  0.0   7.5   0.0  0.0   0.0
LOS by Move:    C    B     A     A   C+    C+     A    A     A     A    A     A
HCM2kAvgQ:      1    1     0     0    1     1     3    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #104: California Circle & I-880 NB Ramps

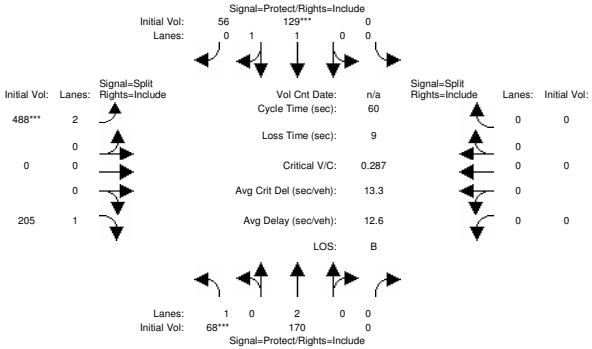



```
Street Name:         California Circle                  I-880 NB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     0   10    10    10     0    10     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 7-9am
Base Vol:      68  170     0     0  124    28   485     0   205     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:   68  170     0     0  124    28   485     0   205     0     0     0
Added Vol:      0    0     0     0    0     0     0     0     0     0     0     0
ATI:            0    0     0     0    5    28     3     0     0     0     0     0
Initial Fut:   68  170     0     0  129    56   488     0   205     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:    68  170     0     0  129    56   488     0   205     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   68  170     0     0  129    56   488     0   205     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   68  170     0     0  129    56   488     0   205     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 0.99  0.95  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  0.00  0.00 1.38  0.62  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 3800     0     0 2579  1120  3150    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.00  0.00 0.05  0.05  0.15 0.00  0.12  0.00 0.00  0.00
Crit Moves:  ****                   ****        ****
Green Time:   8.1 18.6   0.0   0.0 10.5  10.5  32.4  0.0  32.4   0.0  0.0   0.0
Volume/Cap:  0.29 0.14  0.00  0.00 0.29  0.29  0.29 0.00  0.22  0.00 0.00  0.00
Delay/Veh:   26.4 15.2   0.0   0.0 22.6  22.6   7.9  0.0   7.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.4 15.2   0.0   0.0 22.6  22.6   7.9  0.0   7.7   0.0  0.0   0.0
LOS by Move:    C    B     A     A   C+    C+     A    A     A     A    A     A
HCM2kAvgQ:      2    1     0     0    2     2     3    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #104: California Circle & I-880 NB Ramps



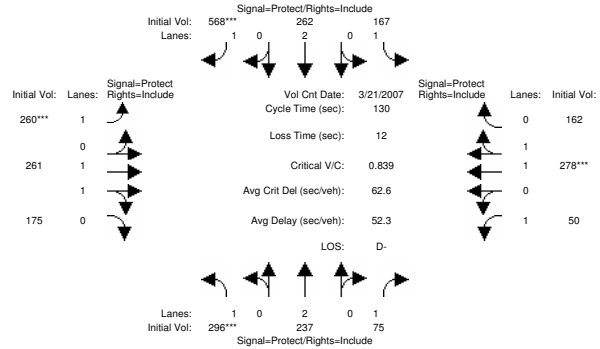
Street Name:	California Circle						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	68	170	0	0	129	56	488	0	205	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	170	0	0	129	56	488	0	205	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:	68	170	0	0	129	56	488	0	205	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:	68	170	0	0	129	56	488	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	170	0	0	129	56	488	0	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	170	0	0	129	56	488	0	205	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	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.38	0.62	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2579	1120	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.00	0.05	0.05	0.15	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.1	18.6	0.0	0.0	10.5	10.5	32.4	0.0	32.4	0.0	0.0	0.0
Volume/Cap:	0.29	0.14	0.00	0.00	0.29	0.29	0.29	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	26.4	15.2	0.0	0.0	22.6	22.6	7.9	0.0	7.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	15.2	0.0	0.0	22.6	22.6	7.9	0.0	7.7	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	2	1	0	0	2	2	3	0	2	0	0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



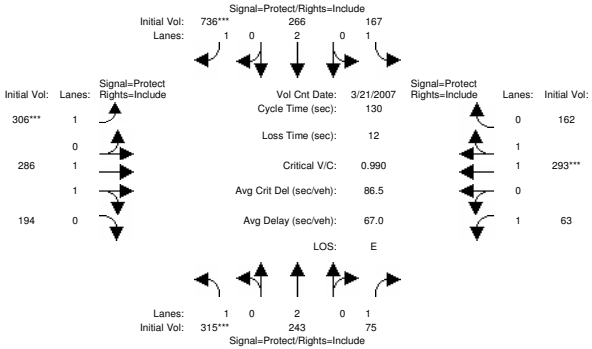
Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	296	237	75	167	262	568	260	261	175	50	278	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	237	75	167	262	568	260	261	175	50	278	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	237	75	167	262	568	260	261	175	50	278	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	237	75	167	262	568	260	261	175	50	278	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	237	75	167	262	568	260	261	175	50	278	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	237	75	167	262	568	260	261	175	50	278	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.24	0.76
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2214	1484	1750	2337	1362
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.04	0.10	0.07	0.32	0.15	0.12	0.12	0.03	0.12	0.12
Crit Moves:	****					****	****				****	
Green Time:	26.2	34.2	34.2	42.4	50.3	50.3	23.0	28.5	28.5	13.0	18.4	18.4
Volume/Cap:	0.84	0.24	0.16	0.29	0.18	0.84	0.84	0.54	0.54	0.29	0.84	0.84
Delay/Veh:	70.5	38.2	37.7	33.9	26.5	48.0	74.6	47.5	47.5	58.3	69.1	69.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	38.2	37.7	33.9	26.5	48.0	74.6	47.5	47.5	58.3	69.1	69.1
LOS by Move:	E	D+	D+	C-	C	D	E	D	D	E+	E	E
HCM2kAvgQ:	14	4	2	5	3	24	12	8	8	2	11	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



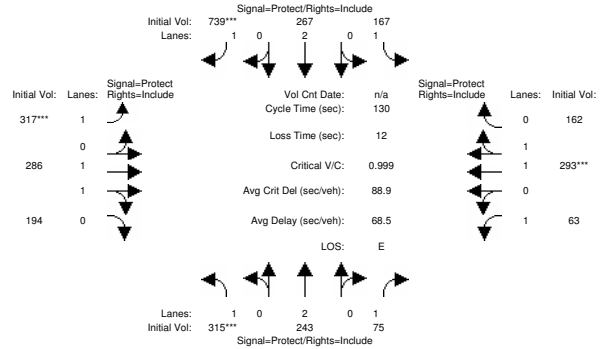
Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	296	237	75	167	262	568	260	261	175	50	278	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	237	75	167	262	568	260	261	175	50	278	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	6	0	0	4	168	46	25	19	13	15	0
Initial Fut:	315	243	75	167	266	736	306	286	194	63	293	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	243	75	167	266	736	306	286	194	63	293	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	243	75	167	266	736	306	286	194	63	293	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	243	75	167	266	736	306	286	194	63	293	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.27	0.73
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2203	1495	1750	2382	1317
Capacity Analysis Module:												
Vol/Sat:	0.18	0.06	0.04	0.10	0.07	0.42	0.17	0.13	0.13	0.04	0.12	0.12
Crit Moves:	****					****	****				****	
Green Time:	23.6	35.2	35.2	43.7	55.2	55.2	23.0	27.7	27.7	11.5	16.2	16.2
Volume/Cap:	0.99	0.24	0.16	0.28	0.16	0.99	0.99	0.61	0.61	0.41	0.99	0.99
Delay/Veh:	101.0	37.5	36.8	32.9	23.3	67.7	102.1	49.8	49.8	63.9	96.4	96.4
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:	101.0	37.5	36.8	32.9	23.3	67.7	102.1	49.8	49.8	63.9	96.4	96.4
LOS by Move:	F	D+	D+	C-	C	E	F	D	D	E	F	F
HCM2kAvgQ:	18	4	2	5	3	39	17	9	9	3	14	14

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



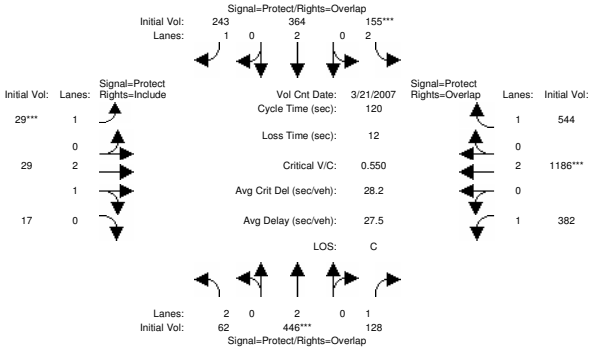
Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	315	243	75	167	266	736	306	286	194	63	293	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	243	75	167	266	736	306	286	194	63	293	162
Added Vol:	0	0	0	0	1	3	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	243	75	167	267	739	317	286	194	63	293	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	243	75	167	267	739	317	286	194	63	293	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	243	75	167	267	739	317	286	194	63	293	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	243	75	167	267	739	317	286	194	63	293	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.27	0.73
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2203	1495	1750	2382	1317
Capacity Analysis Module:												
Vol/Sat:	0.18	0.06	0.04	0.10	0.07	0.42	0.18	0.13	0.13	0.04	0.12	0.12
Crit Moves:	****					****	****				****	
Green Time:	23.4	35.0	35.0	43.4	55.0	55.0	23.6	28.0	28.0	11.6	16.0	16.0
Volume/Cap:	1.00	0.24	0.16	0.29	0.17	1.00	1.00	0.60	0.60	0.40	1.00	1.00
Delay/Veh:	103.6	37.6	37.0	33.1	23.5	70.2	103.4	49.4	49.4	63.5	98.8	98.8
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:	103.6	37.6	37.0	33.1	23.5	70.2	103.4	49.4	49.4	63.5	98.8	98.8
LOS by Move:	F	D+	D+	C-	C	E	F	D	D	E	F	F
HCM2kAvgQ:	18	4	2	5	3	39	18	9	9	3	14	14

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.



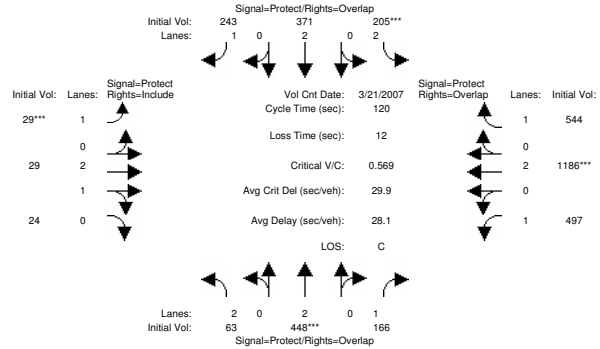
Street Name:	Warm Springs Blvd.						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	62	446	128	155	364	243	29	29	17	382	1186	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	446	128	155	364	243	29	29	17	382	1186	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	446	128	155	364	243	29	29	17	382	1186	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	446	128	155	364	243	29	29	17	382	1186	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	446	128	155	364	243	29	29	17	382	1186	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	446	128	155	364	243	29	29	17	382	1186	544
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.07	0.05	0.10	0.14	0.02	0.01	0.01	0.22	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	11.4	24.8	77.5	10.4	23.8	30.8	7.0	20.1	20.1	52.7	65.9	76.2
Volume/Cap:	0.21	0.57	0.11	0.57	0.48	0.54	0.28	0.05	0.06	0.50	0.57	0.49
Delay/Veh:	50.5	43.8	8.2	55.5	43.1	39.8	55.6	41.9	42.0	24.6	18.1	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	43.8	8.2	55.5	43.1	39.8	55.6	41.9	42.0	24.6	18.1	11.9
LOS by Move:	D	D	A	E+	D	D	E+	D	D	C	B-	B+
HCM2kAvgQ:	1	7	2	4	6	9	1	0	1	11	14	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.



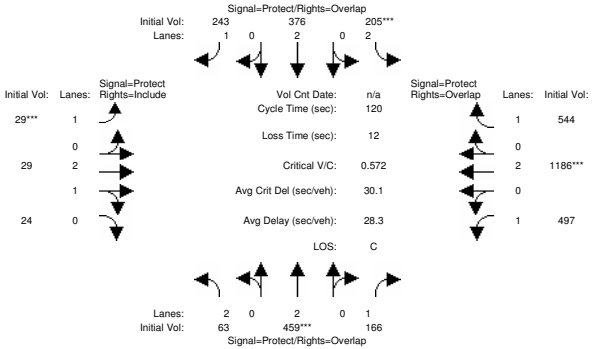
Street Name:	Warm Springs Blvd.						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	62	446	128	155	364	243	29	29	17	382	1186	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	446	128	155	364	243	29	29	17	382	1186	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	2	38	50	7	0	0	0	7	115	0	0
Initial Fut:	63	448	166	205	371	243	29	29	24	497	1186	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	448	166	205	371	243	29	29	24	497	1186	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	448	166	205	371	243	29	29	24	497	1186	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	448	166	205	371	243	29	29	24	497	1186	544
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.09	0.07	0.10	0.14	0.02	0.01	0.01	0.28	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	12.1	24.1	78.7	13.3	25.3	32.3	7.0	16.0	16.0	54.6	63.7	76.9
Volume/Cap:	0.20	0.59	0.14	0.59	0.46	0.52	0.28	0.06	0.10	0.62	0.59	0.48
Delay/Veh:	49.9	44.7	7.9	53.4	41.9	38.2	55.6	45.4	45.8	26.4	19.7	11.5
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:	49.9	44.7	7.9	53.4	41.9	38.2	55.6	45.4	45.8	26.4	19.7	11.5
LOS by Move:	D	D	A	D-	D	D+	E+	D	D	C	B-	B+
HCM2kAvgQ:	1	7	2	5	6	8	1	0	1	15	15	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.

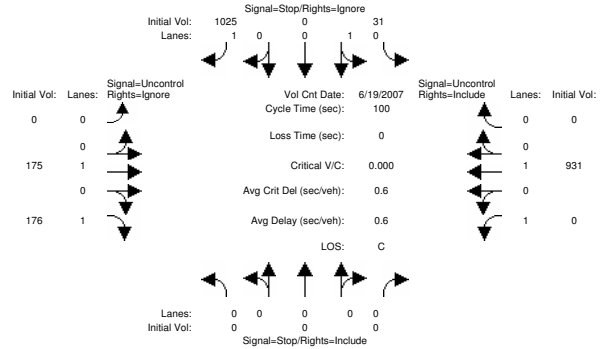



```
Street Name:         Warm Springs Blvd.                  Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      63  448   166   205  371   243    29   29    24   497 1186   544
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63  448   166   205  371   243    29   29    24   497 1186   544
Added Vol:      0   11     0     0    5     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   63  459   166   205  376   243    29   29    24   497 1186   544
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    63  459   166   205  376   243    29   29    24   497 1186   544
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63  459   166   205  376   243    29   29    24   497 1186   544
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   63  459   166   205  376   243    29   29    24   497 1186   544
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 3800  1750  1750 3800  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.12  0.09  0.07 0.10  0.14  0.02 0.01  0.01  0.28 0.31  0.31
Crit Moves:        ****        ****             ****                   ****
Green Time:  12.2 24.5  78.9  13.2 25.5  32.5   7.0 15.9  15.9  54.4 63.3  76.5
Volume/Cap:  0.20 0.59  0.14  0.59 0.47  0.51  0.28 0.06  0.10  0.63 0.59  0.49
Delay/Veh:   49.7 44.4   7.9  53.6 41.7  38.0  55.6 45.5  45.8  26.7 19.9  11.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.7 44.4   7.9  53.6 41.7  38.0  55.6 45.5  45.8  26.7 19.9  11.8
LOS by Move:    D    D     A    D-    D    D+    E+    D     D     C    B-    B+
HCM2kAvgQ:      1    8     2     5    6     8     1    0     1    15   15    11
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps

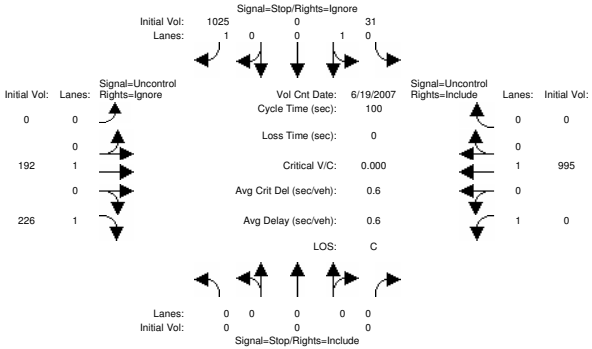



```
Street Name:          I-680 SB Ramps                     Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0    0     0    31    0  1025     0  175   176     0  931     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    31    0  1025     0  175   176     0  931     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    31    0  1025     0  175   176     0  931     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    31    0     0     0    0     0     0  931     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    31    0     0     0    0     0     0  931     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   931  931   931  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   299  269   326  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   299  269   326  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.10 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   299 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  18.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             18.4            xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps

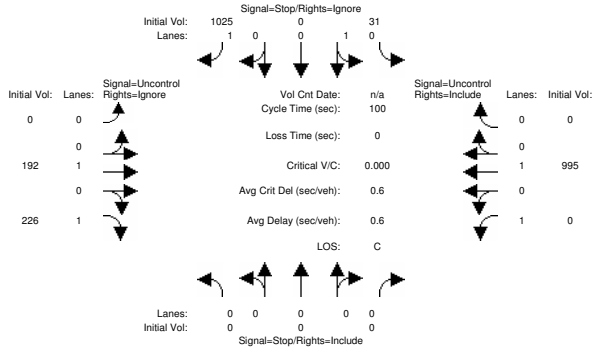



```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0    0     0    31    0  1025     0  175   176     0  931     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    31    0  1025     0  175   176     0  931     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0   17    50     0   64     0
Initial Fut:    0    0     0    31    0  1025     0  192   226     0  995     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    31    0     0     0    0     0     0  995     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    31    0     0     0    0     0     0  995     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   995  995   995  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   274  247   300  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   274  247   300  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   274 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  19.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             19.8           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps

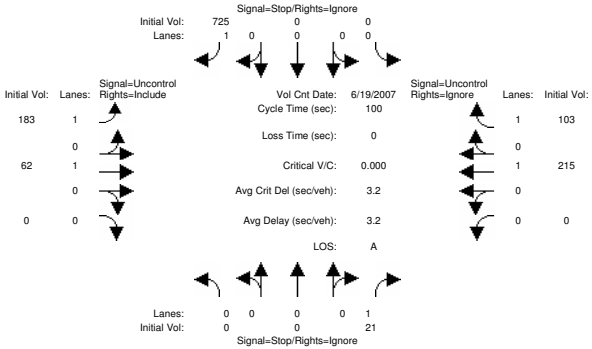



```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    31    0  1025     0  192   226     0  995     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    31    0  1025     0  192   226     0  995     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    31    0  1025     0  192   226     0  995     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    31    0     0     0    0     0     0  995     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    31    0     0     0    0     0     0  995     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   995  995   995  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   274  247   300  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   274  247   300  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   274 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  19.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             19.8           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps

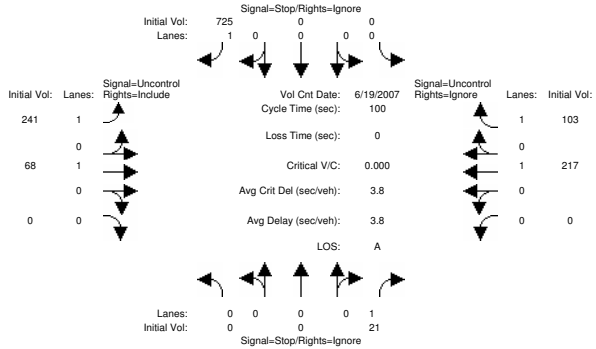



```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0     0    21     0     0   725   183    62     0     0   215   103
Growth Adj:  1.00 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    21     0     0   725   183    62     0     0   215   103
Added Vol:      0     0     0     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    21     0     0   725   183    62     0     0   215   103
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0     0     0     0     0     0   183    62     0     0   215     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0     0     0     0     0     0   183    62     0     0   215     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx    62  xxxx xxxx   215   215 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx  1009  xxxx xxxx   830  1367 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx  1009  xxxx xxxx   830  1367 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.13 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps

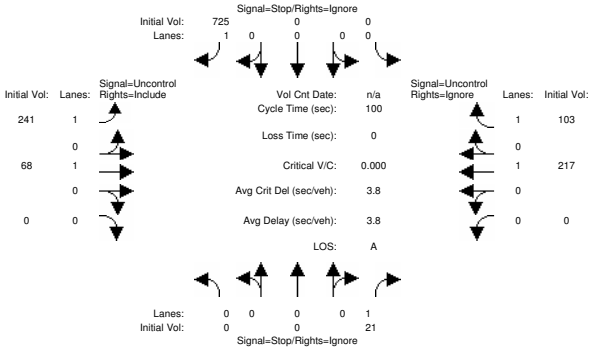



```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0     0    21     0     0   725   183    62     0     0   215   103
Growth Adj:  1.00 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    21     0     0   725   183    62     0     0   215   103
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            0     0     0     0     0     0    58     6     0     0     2     0
Initial Fut:    0     0    21     0     0   725   241    68     0     0   217   103
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0     0     0     0     0     0   241    68     0     0   217     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0     0     0     0     0     0   241    68     0     0   217     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx    68  xxxx xxxx   217   217 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx  1001  xxxx xxxx   828  1365 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx  1001  xxxx xxxx   828  1365 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.18 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps



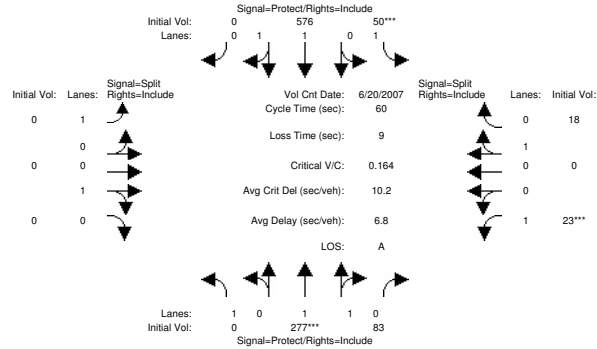
Street Name:	I-680 NB Ramps						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	0	0	21	0	0	725	241	68	0	0	217	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	21	0	0	725	241	68	0	0	217	103
Added Vol:	0	0	0	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	21	0	0	725	241	68	0	0	217	103
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	241	68	0	0	217	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	241	68	0	0	217	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	68	xxxx	xxxx	217	217	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1001	xxxx	xxxx	828	1365	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1001	xxxx	xxxx	828	1365	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



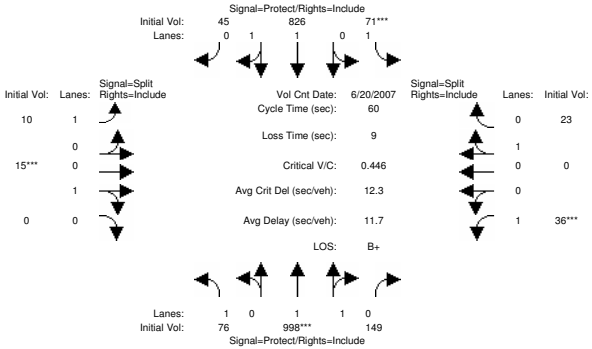
Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 20 Jun 2007 << 7-9am												
Base Vol:	0	277	83	50	576	0	0	0	0	23	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	277	83	50	576	0	0	0	0	23	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	277	83	50	576	0	0	0	0	23	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	277	83	50	576	0	0	0	0	23	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	277	83	50	576	0	0	0	0	23	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
FinalVolume:	0	277	83	50	576	0	0	0	0	23	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2846	853	1750	3700	0	1750	1900	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.03	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	31.7	31.7	9.3	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.18	0.18	0.18	0.23	0.00	0.00	0.00	0.00	0.08	0.00	0.06
Delay/Veh:	0.0	7.6	7.6	23.5	3.8	0.0	0.0	0.0	0.0	21.6	0.0	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:	0.0	7.6	7.6	23.5	3.8	0.0	0.0	0.0	0.0	21.6	0.0	21.4
LOS by Move:	A	A	A	C	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	2	2	1	2	0	0	0	0	0	0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



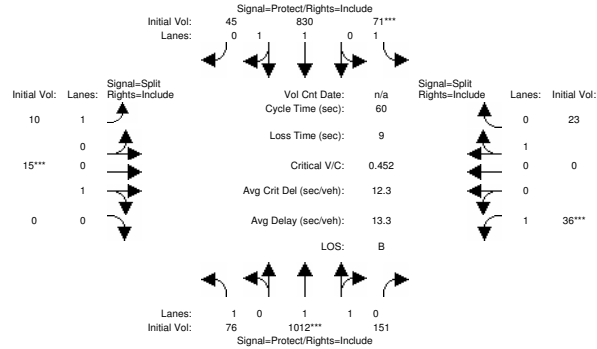
Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 20 Jun 2007 << 7-9am												
Base Vol:	0	277	83	50	576	0	0	0	0	23	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	277	83	50	576	0	0	0	0	23	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	76	721	66	21	250	45	10	15	0	13	0	5
Initial Fut:	76	998	149	71	826	45	10	15	0	36	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	998	149	71	826	45	10	15	0	36	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	998	149	71	826	45	10	15	0	36	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	998	149	71	826	45	10	15	0	36	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.73	0.27	1.00	1.89	0.11	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3219	481	1750	3509	191	1750	1800	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.04	0.24	0.24	0.01	0.01	0.00	0.02	0.00	0.01
Crit Moves:		****		****				****		****		
Green Time:	6.2	33.1	33.1	7.0	33.9	33.9	0.9	0.9	0.0	10.0	0.0	10.0
Volume/Cap:	0.42	0.56	0.56	0.35	0.42	0.42	0.39	0.56	0.00	0.12	0.00	0.08
Delay/Veh:	32.1	9.9	9.9	29.0	8.1	8.1	67.5	94.4	0.0	22.1	0.0	21.6
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:	32.1	9.9	9.9	29.0	8.1	8.1	67.5	94.4	0.0	22.1	0.0	21.6
LOS by Move:	C-	A	A	C	A	A	E	F	A	C+	A	C+
HCM2kAvgQ:	2	8	8	2	5	5	1	1	0	1	0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



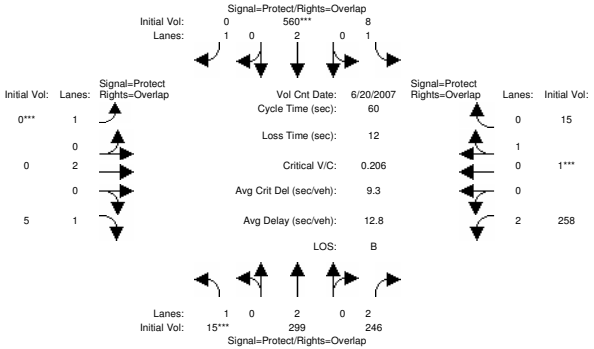
Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	76	998	149	71	826	45	10	15	0	36	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	998	149	71	826	45	10	15	0	36	0	23
Added Vol:	0	14	2	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1012	151	71	830	45	10	15	0	36	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1012	151	71	830	45	10	15	0	36	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1012	151	71	830	45	10	15	0	36	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1012	151	71	830	45	10	15	0	36	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.73	0.27	1.00	1.89	0.11	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3219	480	1750	3510	190	1750	1800	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.04	0.24	0.24	0.01	0.01	0.00	0.02	0.00	0.01
Crit Moves:		****		****				****		****		
Green Time:	13.3	33.1	33.1	7.0	26.9	26.9	0.9	0.9	0.0	10.0	0.0	10.0
Volume/Cap:	0.20	0.57	0.57	0.35	0.53	0.53	0.39	0.57	0.00	0.12	0.00	0.08
Delay/Veh:	20.2	9.9	9.9	29.0	13.2	13.2	68.7	96.5	0.0	22.1	0.0	21.6
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:	20.2	9.9	9.9	29.0	13.2	13.2	68.7	96.5	0.0	22.1	0.0	21.6
LOS by Move:	C+	A	A	C	B	B	E	F	A	C+	A	C+
HCM2kAvgQ:	1	8	8	2	7	7	1	1	0	1	0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)

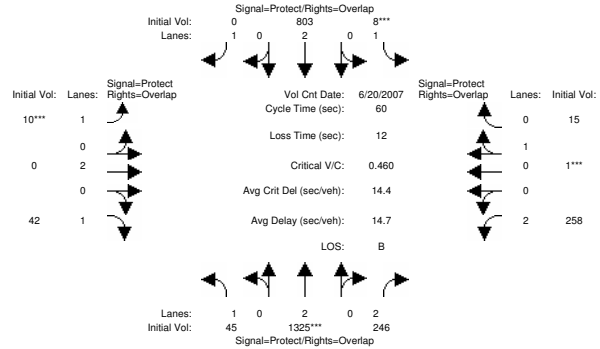



```
Street Name:          McCarthy Blvd.                    Ranch Dr. (S)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 7-9am
Base Vol:      15  299   246     8  560     0     0    0     5   258    1    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:   15  299   246     8  560     0     0    0     5   258    1    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:   15  299   246     8  560     0     0    0     5   258    1    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:    15  299   246     8  560     0     0    0     5   258    1    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  299   246     8  560     0     0    0     5   258    1    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
FinalVolume:   15  299   246     8  560     0     0    0     5   258    1    15
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.06  0.94
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  112  1687
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.08  0.00 0.15  0.00  0.00 0.00  0.00  0.08 0.01  0.01
Crit Moves:  ****                 ****        ****                   ****
Green Time:   7.0 22.4  32.4  15.6 31.0   0.0   0.0  0.0   7.0  10.0 10.0  25.6
Volume/Cap:  0.07 0.21  0.14  0.02 0.29  0.00  0.00 0.00  0.02  0.49 0.05  0.02
Delay/Veh:   24.3 13.2   7.1  16.5  8.6   0.0   0.0  0.0  23.7  26.0 21.4  10.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.3 13.2   7.1  16.5  8.6   0.0   0.0  0.0  23.7  26.0 21.4  10.0
LOS by Move:    C    B     A     B    A     A     A    A     C     C   C+     A
HCM2kAvgQ:      0    2     1     0    3     0     0    0     0     3    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)

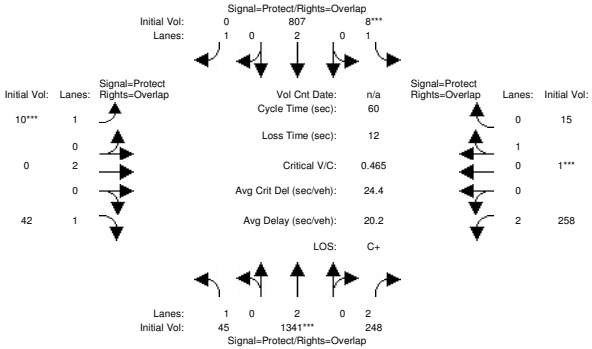



```
Street Name:          McCarthy Blvd.                    Ranch Dr. (S)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 7-9am
Base Vol:      15  299   246     8  560     0     0    0     5   258    1    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:   15  299   246     8  560     0     0    0     5   258    1    15
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           30 1026     0     0  243     0    10    0    37     0    0     0
Initial Fut:   45 1325   246     8  803     0    10    0    42   258    1    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:    45 1325   246     8  803     0    10    0    42   258    1    15
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   45 1325   246     8  803     0    10    0    42   258    1    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
FinalVolume:   45 1325   246     8  803     0    10    0    42   258    1    15
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.06  0.94
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  112  1687
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.35  0.08  0.00 0.21  0.00  0.01 0.00  0.02  0.08 0.01  0.01
Crit Moves:       ****        ****              ****                   ****
Green Time:  13.3 30.5  41.0   7.0 24.2   0.0   0.5  0.0  13.8  10.5 10.0  17.0
Volume/Cap:  0.12 0.69  0.11  0.04 0.52  0.00  0.69 0.00  0.10  0.47 0.05  0.03
Delay/Veh:   19.2 13.1   3.4  23.9 14.9   0.0 166.6  0.0  18.7  25.1 21.4  15.7
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:  19.2 13.1   3.4  23.9 14.9   0.0 166.6  0.0  18.7  25.1 21.4  15.7
LOS by Move:   B-    B     A     C    B     A     F    A    B-     C   C+     B
HCM2kAvgQ:      1   10     1     0    6     0     1    0     1     3    0     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)



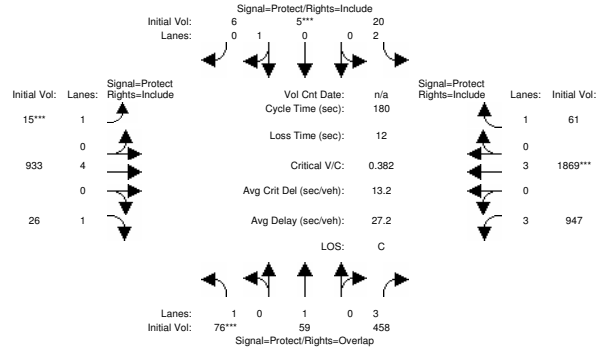
Street Name:	McCarthy Blvd.						Ranch Dr. (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	45	1325	246	8	803	0	10	0	42	258	1	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1325	246	8	803	0	10	0	42	258	1	15
Added Vol:	0	16	2	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1341	248	8	807	0	10	0	42	258	1	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:	45	1341	248	8	807	0	10	0	42	258	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1341	248	8	807	0	10	0	42	258	1	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
FinalVolume:	45	1341	248	8	807	0	10	0	42	258	1	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.06	0.94
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	112	1687
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.08	0.00	0.21	0.00	0.01	0.00	0.02	0.08	0.01	0.01
Crit Moves:		****		****			****				****	
Green Time:	11.0	24.0	41.0	7.0	20.0	0.0	7.0	0.0	18.0	17.0	10.0	17.0
Volume/Cap:	0.14	0.88	0.12	0.04	0.64	0.00	0.05	0.00	0.08	0.29	0.05	0.03
Delay/Veh:	21.5	24.4	3.4	23.9	19.4	0.0	24.0	0.0	15.4	17.6	21.4	15.7
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:	21.5	24.4	3.4	23.9	19.4	0.0	24.0	0.0	15.4	17.6	21.4	15.7
LOS by Move:	C+	C	A	C	B-	A	C	A	B	B	C+	B
HCM2kAvgQ:	1	14	1	0	7	0	0	0	1	2	0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1801: Trimble / Montague Expy [CMP]



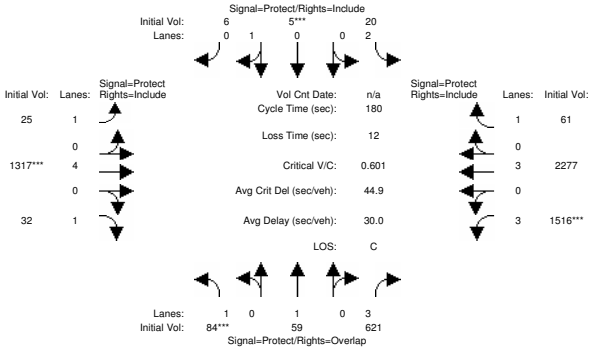
Street Name:	Trimble						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	76	59	458	20	5	6	15	933	26	947	1869	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	59	458	20	5	6	15	933	26	947	1869	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	59	458	20	5	6	15	933	26	947	1869	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	59	458	20	5	6	15	933	26	947	1701	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	59	458	20	5	6	15	933	26	947	1701	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	59	458	20	5	6	15	933	26	947	1701	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.45	0.55	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	818	982	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.10	0.01	0.01	0.01	0.01	0.12	0.01	0.21	0.30	0.03
Crit Moves:	****				****		****				****	
Green Time:	19.2	17.2	104.5	12.0	10.0	10.0	7.0	51.5	51.5	87.3	132	131.8
Volume/Cap:	0.41	0.33	0.17	0.10	0.11	0.11	0.22	0.43	0.05	0.43	0.41	0.05
Delay/Veh:	76.6	77.1	17.6	79.1	81.3	81.3	85.5	52.4	46.6	30.3	9.3	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	77.1	17.6	79.1	81.3	81.3	85.5	52.4	46.6	30.3	9.3	6.7
LOS by Move:	E-	E-	B	E-	F	F	F	D-	D	C	A	A
HCM2kAvgQ:	5	3	5	1	1	1	1	10	1	14	11	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1801: Trimble / Montague Expy [CMP]



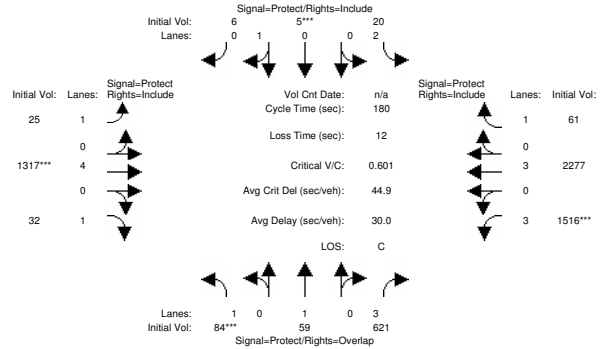
Street Name:	Trimble						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	76	59	458	20	5	6	15	933	26	947	1869	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	59	458	20	5	6	15	933	26	947	1869	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	163	0	0	0	10	384	6	569	408	0
Initial Fut:	84	59	621	20	5	6	25	1317	32	1516	2277	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	59	621	20	5	6	25	1317	32	1516	2072	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	59	621	20	5	6	25	1317	32	1516	2072	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	59	621	20	5	6	25	1317	32	1516	2072	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.45	0.55	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	818	982	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.14	0.01	0.01	0.01	0.01	0.17	0.02	0.33	0.36	0.03
Crit Moves:	****				****			****		****		
Green Time:	13.7	13.9	108.9	9.8	10.0	10.0	13.9	49.4	49.4	94.9	130	130.4
Volume/Cap:	0.63	0.40	0.23	0.12	0.11	0.11	0.18	0.63	0.07	0.63	0.50	0.05
Delay/Veh:	90.2	80.9	16.3	81.3	81.3	81.3	78.4	58.0	48.3	30.7	10.8	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	80.9	16.3	81.3	81.3	81.3	78.4	58.0	48.3	30.7	10.8	7.1
LOS by Move:	F	F	B	F	F	F	E-	E+	D	C	B+	A
HCM2kAvgQ:	6	3	6	1	1	1	1	16	1	24	16	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1801: Trimble / Montague Expy [CMP]



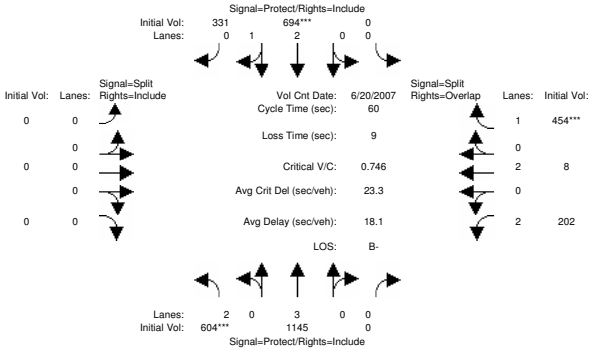
Street Name:	Trimble						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	84	59	621	20	5	6	25	1317	32	1516	2277	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	59	621	20	5	6	25	1317	32	1516	2277	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	59	621	20	5	6	25	1317	32	1516	2277	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	59	621	20	5	6	25	1317	32	1516	2072	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	59	621	20	5	6	25	1317	32	1516	2072	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	59	621	20	5	6	25	1317	32	1516	2072	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.45	0.55	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	818	982	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.14	0.01	0.01	0.01	0.01	0.17	0.02	0.33	0.36	0.03
Crit Moves:	****				****			****		****		
Green Time:	13.7	13.9	108.9	9.8	10.0	10.0	13.9	49.4	49.4	94.9	130	130.4
Volume/Cap:	0.63	0.40	0.23	0.12	0.11	0.11	0.18	0.63	0.07	0.63	0.50	0.05
Delay/Veh:	90.2	80.9	16.3	81.3	81.3	81.3	78.4	58.0	48.3	30.7	10.8	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	80.9	16.3	81.3	81.3	81.3	78.4	58.0	48.3	30.7	10.8	7.1
LOS by Move:	F	F	B	F	F	F	E-	E+	D	C	B+	A
HCM2kAvgQ:	6	3	6	1	1	1	1	16	1	24	16	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps



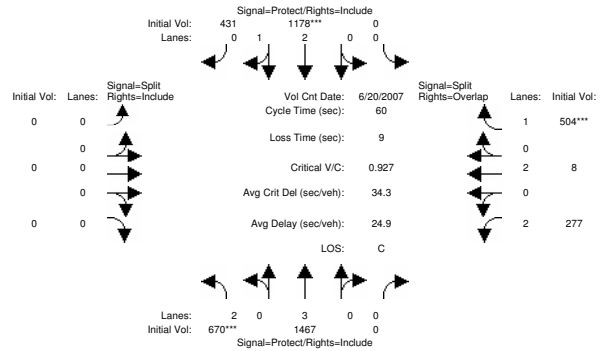
Street Name:	McCarthy Blvd.						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 20 Jun 2007 <<												
Base Vol:	604	1145	0	0	694	331	0	0	0	202	8	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	604	1145	0	0	694	331	0	0	0	202	8	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	1145	0	0	694	331	0	0	0	202	8	454
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	1145	0	0	694	331	0	0	0	202	8	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1145	0	0	694	331	0	0	0	202	8	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	604	1145	0	0	694	331	0	0	0	202	8	454
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3797	1800	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.06	0.00	0.26
Crit Moves:	****				****							****
Green Time:	15.4	30.1	0.0	0.0	14.7	14.7	0.0	0.0	0.0	20.9	20.9	20.9
Volume/Cap:	0.75	0.40	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.18	0.01	0.75
Delay/Veh:	24.3	9.4	0.0	0.0	23.2	23.3	0.0	0.0	0.0	13.7	12.8	22.3
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:	24.3	9.4	0.0	0.0	23.2	23.3	0.0	0.0	0.0	13.7	12.8	22.3
LOS by Move:	C	A	A	A	C	C	A	A	A	B	B	C+
HCM2kAvgQ:	6	4	0	0	6	6	0	0	0	2	0	10

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps



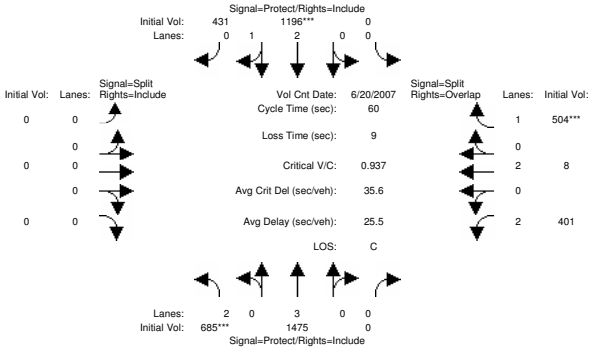
Street Name:	McCarthy Blvd.						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 20 Jun 2007 <<												
Base Vol:	604	1145	0	0	694	331	0	0	0	202	8	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	604	1145	0	0	694	331	0	0	0	202	8	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	66	322	0	0	484	100	0	0	0	75	0	50
Initial Fut:	670	1467	0	0	1178	431	0	0	0	277	8	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	670	1467	0	0	1178	431	0	0	0	277	8	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1467	0	0	1178	431	0	0	0	277	8	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	670	1467	0	0	1178	431	0	0	0	277	8	504
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.17	0.83	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	4098	1499	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.09	0.00	0.29
Crit Moves:	****				****							****
Green Time:	13.8	32.4	0.0	0.0	18.6	18.6	0.0	0.0	0.0	18.6	18.6	18.6
Volume/Cap:	0.93	0.48	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.28	0.01	0.93
Delay/Veh:	40.7	8.7	0.0	0.0	29.2	29.2	0.0	0.0	0.0	15.8	14.3	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	8.7	0.0	0.0	29.2	29.2	0.0	0.0	0.0	15.8	14.3	42.2
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	D
HCM2kAvgQ:	8	5	0	0	10	10	0	0	0	2	0	15

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps

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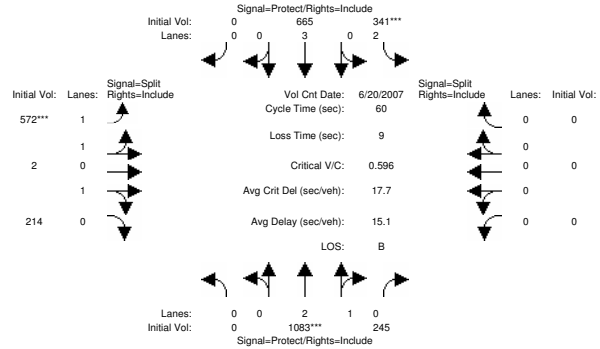
Street Name:          McCarthy Blvd.                    SR 237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10   0     0  10  10     0   0   0    10  10  10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 <<
Base Vol:     670 1467   0     0 1178 431     0   0   0   277   8 504
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  670 1467   0     0 1178 431     0   0   0   277   8 504
Added Vol:     15    8   0     0   18   0     0   0   0   124   0   0
PasserByVol:    0    0   0     0    0   0     0   0   0     0   0   0
Initial Fut:  685 1475   0     0 1196 431     0   0   0   401   8 504
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   685 1475   0     0 1196 431     0   0   0   401   8 504
Reduct Vol:     0    0   0     0    0   0     0   0   0     0   0   0
Reduced Vol:  685 1475   0     0 1196 431     0   0   0   401   8 504
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  685 1475   0     0 1196 431     0   0   0   401   8 504
------------|---------------||---------------||---------------||---------------|
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 0.95  0.92 1.00 0.92  0.83 1.00 0.92
Lanes:       2.00 3.00 0.00  0.00 2.18 0.82  0.00 0.00 0.00  2.00 2.00 1.00
Final Sat.:  3150 5700    0     0 4115 1483     0   0   0  3150 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.26 0.00  0.00 0.29 0.29  0.00 0.00 0.00  0.13 0.00 0.29
Crit Moves:  ****                 ****                                  ****
Green Time:  13.9 32.6  0.0   0.0 18.6 18.6   0.0  0.0  0.0  18.4 18.4 18.4
Volume/Cap:  0.94 0.48 0.00  0.00 0.94 0.94  0.00 0.00 0.00  0.41 0.01 0.94
Delay/Veh:   42.0  8.6  0.0   0.0 30.3 30.3   0.0  0.0  0.0  16.8 14.4 44.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  42.0  8.6  0.0   0.0 30.3 30.3   0.0  0.0  0.0  16.8 14.4 44.3
LOS by Move:   D    A    A     A    C    C     A    A    A     B    B    D
HCM2kAvgQ:     8    5    0     0   11   11     0    0    0     4    0   15
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps

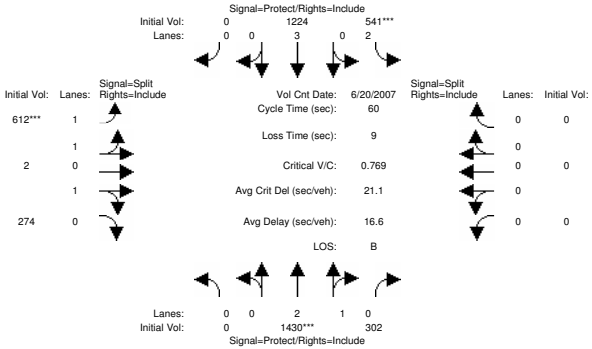



```
Street Name:          McCarthy Blvd.                    SR 237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  10  10     7  10   0    10  10  10     0   0   0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 6-9p
Base Vol:       0 1083 245   341 665   0   572   2 214     0   0   0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1083 245   341 665   0   572   2 214     0   0   0
Added Vol:      0    0   0     0   0   0     0   0   0     0   0   0
PasserByVol:    0    0   0     0   0   0     0   0   0     0   0   0
Initial Fut:    0 1083 245   341 665   0   572   2 214     0   0   0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1083 245   341 665   0   572   2 214     0   0   0
Reduct Vol:     0    0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:    0 1083 245   341 665   0   572   2 214     0   0   0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0 1083 245   341 665   0   572   2 214     0   0   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 0.99 0.95  0.83 1.00 0.92  0.94 0.95 0.95  0.92 1.00 0.92
Lanes:       0.00 2.43 0.57  2.00 3.00 0.00  2.00 0.01 0.99  0.00 0.00 0.00
Final Sat.:     0 4566 1033  3150 5700    0  3554   17 1783     0   0   0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24 0.24  0.11 0.12 0.00  0.16 0.12 0.12  0.00 0.00 0.00
Crit Moves:       ****      ****            ****
Green Time:   0.0 23.9 23.9  10.9 34.8  0.0  16.2 16.2 16.2   0.0  0.0  0.0
Volume/Cap:  0.00 0.60 0.60  0.60 0.20 0.00  0.60 0.44 0.44  0.00 0.00 0.00
Delay/Veh:    0.0 14.7 14.7  24.2  6.0  0.0  19.8 18.3 18.3   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 14.7 14.7  24.2  6.0  0.0  19.8 18.3 18.3   0.0  0.0  0.0
LOS by Move:    A    B    B     C    A    A    B-   B-   B-     A    A    A
HCM2kAvgQ:      0    6    6     3    2    0     6    4    4     0    0    0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps

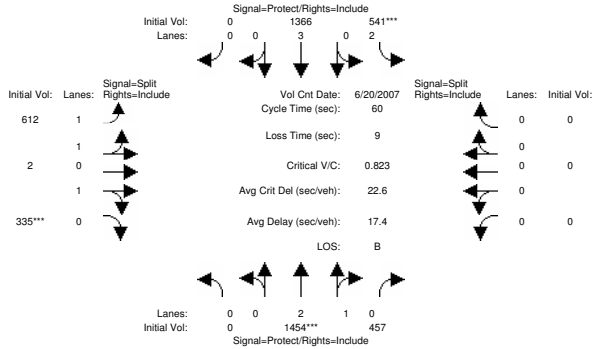



```
Street Name:          McCarthy Blvd.                    SR 237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0   10   10    10     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 6-9p
Base Vol:       0 1083   245   341  665     0  572    2   214     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1083   245   341  665     0  572    2   214     0    0     0
Added Vol:      0    0     0     0    0     0    0    0     0     0    0     0
ATI:            0  347    57   200  559     0   40    0    60     0    0     0
Initial Fut:    0 1430   302   541 1224     0  612    2   274     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1430   302   541 1224     0  612    2   274     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0 1430   302   541 1224     0  612    2   274     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1430   302   541 1224     0  612    2   274     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92 0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.46  0.54  2.00 3.00  0.00 2.00 0.01  0.99  0.00 0.00  0.00
Final Sat.:     0 4622   976  3150 5700     0 3552   13  1787     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.31  0.17 0.21  0.00 0.17 0.15  0.15  0.00 0.00  0.00
Crit Moves:        ****        ****             ****
Green Time:   0.0 24.1  24.1  13.4 37.6   0.0 13.4 13.4  13.4   0.0  0.0   0.0
Volume/Cap:  0.00 0.77  0.77  0.77 0.34  0.00 0.77 0.68  0.68  0.00 0.00  0.00
Delay/Veh:    0.0 17.2  17.2  27.0  5.4   0.0 25.0 22.9  22.9   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 17.2  17.2  27.0  5.4   0.0 25.0 22.9  22.9   0.0  0.0   0.0
LOS by Move:    A    B     B     C    A     A    C   C+    C+     A    A     A
HCM2kAvgQ:      0    9     9     5    3     0    8    6     6     0    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps

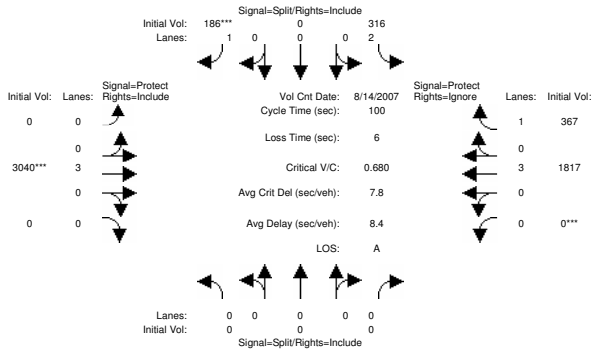



```
Street Name:          McCarthy Blvd.                    SR 237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0   10   10    10     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 6-9p
Base Vol:       0 1430   302   541 1224     0  612    2   274     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1430   302   541 1224     0  612    2   274     0    0     0
Added Vol:      0   24   155     0  142     0    0    0    61     0    0     0
PasserByVol:    0    0     0     0    0     0    0    0     0     0    0     0
Initial Fut:    0 1454   457   541 1366     0  612    2   335     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1454   457   541 1366     0  612    2   335     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0 1454   457   541 1366     0  612    2   335     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1454   457   541 1366     0  612    2   335     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92 0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.26  0.74  2.00 3.00  0.00 1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 4259  1339  3150 5700     0 3537   12  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.17 0.24  0.00 0.17 0.17  0.19  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green Time:   0.0 24.9  24.9  12.5 37.4   0.0 13.6 13.6  13.6   0.0  0.0   0.0
Volume/Cap:  0.00 0.82  0.82  0.82 0.38  0.00 0.76 0.76  0.82  0.00 0.00  0.00
Delay/Veh:    0.0 18.1  18.1  30.9  5.7   0.0 24.6 24.6  27.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 18.1  18.1  30.9  5.7   0.0 24.6 24.6  27.0   0.0  0.0   0.0
LOS by Move:    A   B-    B-     C    A     A    C    C     C     A    A     A
HCM2kAvgQ:      0   10    10     6    4     0    8    8     9     0    0     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #3: SR 237 & I-880 SB Ramps

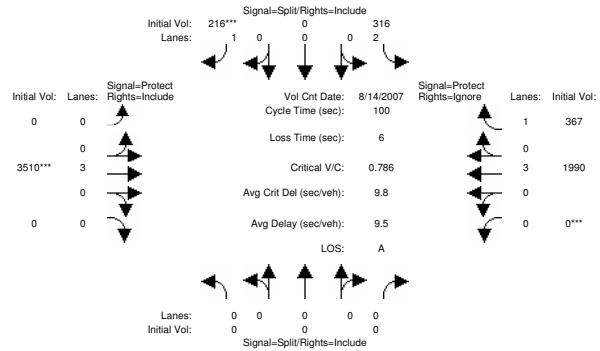



```
Street Name:          I-880 SB Ramps                        SR 237
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10    0    10     0   10     0     0   10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 5:00-6:00PM
Base Vol:       0    0     0   316    0   186     0 3040     0     0 1817   367
Growth Adj:  1.00 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   316    0   186     0 3040     0     0 1817   367
Added Vol:      0    0     0     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   316    0   186     0 3040     0     0 1817   367
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   316    0   186     0 3040     0     0 1817     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   316    0   186     0 3040     0     0 1817     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  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   316    0   186     0 3040     0     0 1817     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.10 0.00  0.11  0.00 0.53  0.00  0.00 0.32  0.00
Crit Moves:                               ****        ****        ****
Green Time:   0.0  0.0   0.0  15.6  0.0  15.6   0.0 78.4   0.0   0.0 78.4   0.0
Volume/Cap:  0.00 0.00  0.00  0.64 0.00  0.68  0.00 0.68  0.00  0.00 0.41  0.00
Delay/Veh:    0.0  0.0   0.0  42.5  0.0  46.6   0.0  5.4   0.0   0.0  3.5   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  42.5  0.0  46.6   0.0  5.4   0.0   0.0  3.5   0.0
LOS by Move:    A    A     A     D    A     D     A    A     A     A    A     A
HCM2kAvgQ:      0    0     0     7    0     7     0   15     0     0    6     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #3: SR 237 & I-880 SB Ramps

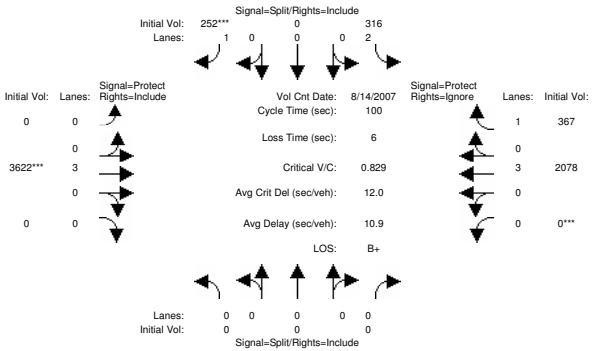



```
Street Name:          I-880 SB Ramps                        SR 237
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10    0    10     0   10     0     0   10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 5:00-6:00PM
Base Vol:       0    0     0   316    0   186     0 3040     0     0 1817   367
Growth Adj:  1.00 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   316    0   186     0 3040     0     0 1817   367
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0    30     0  470     0     0  173     0
Initial Fut:    0    0     0   316    0   216     0 3510     0     0 1990   367
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   316    0   216     0 3510     0     0 1990     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   316    0   216     0 3510     0     0 1990     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  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   316    0   216     0 3510     0     0 1990     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.10 0.00  0.12  0.00 0.62  0.00  0.00 0.35  0.00
Crit Moves:                               ****        ****        ****
Green Time:   0.0  0.0   0.0  15.7  0.0  15.7   0.0 78.3   0.0   0.0 78.3   0.0
Volume/Cap:  0.00 0.00  0.00  0.64 0.00  0.79  0.00 0.79  0.00  0.00 0.45  0.00
Delay/Veh:    0.0  0.0   0.0  42.3  0.0  54.5   0.0  7.1   0.0   0.0  3.7   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  42.3  0.0  54.5   0.0  7.1   0.0   0.0  3.7   0.0
LOS by Move:    A    A     A     D    A    D-     A    A     A     A    A     A
HCM2kAvgQ:      0    0     0     7    0     9     0   22     0     0    7     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #3: SR 237 & I-880 SB Ramps




```
Street Name:          I-880 SB Ramps                    SR 237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 5:00-6:00PM
Base Vol:       0     0     0   316     0   216     0  3510     0     0  1990   367
Growth Adj:  1.00  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   316     0   216     0  3510     0     0  1990   367
Added Vol:      0     0     0     0     0    36     0   112     0     0    88     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0   316     0   252     0  3622     0     0  2078   367
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Volume:     0     0     0   316     0   252     0  3622     0     0  2078     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   316     0   252     0  3622     0     0  2078     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  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00
FinalVolume:    0     0     0   316     0   252     0  3622     0     0  2078     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  2.00  0.00  1.00  0.00  3.00  0.00  0.00  3.00  1.00
Final Sat.:     0     0     0  3150     0  1750     0  5700     0     0  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.10  0.00  0.14  0.00  0.64  0.00  0.00  0.36  0.00
Crit Moves:                                 ****        ****        ****
Green Time:   0.0   0.0   0.0  17.4   0.0  17.4   0.0  76.6   0.0   0.0  76.6   0.0
Volume/Cap:  0.00  0.00  0.00  0.58  0.00  0.83  0.00  0.83  0.00  0.00  0.48  0.00
Delay/Veh:    0.0   0.0   0.0  39.5   0.0  57.0   0.0   8.9   0.0   0.0   4.4   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  39.5   0.0  57.0   0.0   8.9   0.0   0.0   4.4   0.0
LOS by Move:    A     A     A     D     A    E+     A     A     A     A     A     A
HCM2kAvgQ:      0     0     0     6     0    11     0    26     0     0     8     0
Note: Queue reported is the number of cars per lane.
```

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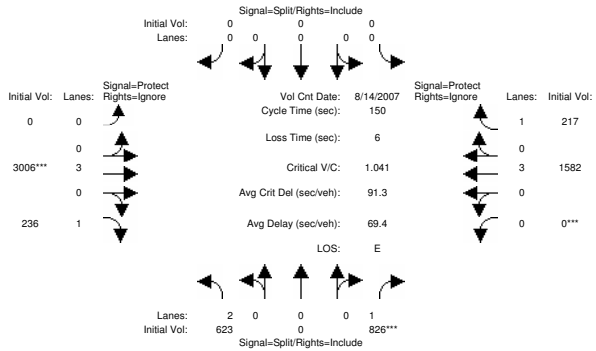
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps




```
Street Name:          I-880 NB Ramps                    Calaveras 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:     7    10    10     7    10    10     7    10    10     7    10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 4:30-5:30PM
Base Vol:     623     0   826     0     0     0     0  3006   236     0  1582   217
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:  623     0   826     0     0     0     0  3006   236     0  1582   217
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:  623     0   826     0     0     0     0  3006   236     0  1582   217
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:   623     0   826     0     0     0     0  3006     0     0  1582     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  623     0   826     0     0     0     0  3006     0     0  1582     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:  623     0   826     0     0     0     0  3006     0     0  1582     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.83  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       2.00  0.00  1.00  0.00  0.00  0.00  0.00  3.00  1.00  0.00  3.00  1.00
Final Sat.:  3150     0  1750     0     0     0     0  5700  1750     0  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20  0.00  0.47  0.00  0.00  0.00  0.00  0.53  0.00  0.00  0.28  0.00
Crit Moves:              ****                          ****        ****
Green Time:  64.7   0.0  64.7   0.0   0.0   0.0   0.0  72.3   0.0   0.0  67.9   0.0
Volume/Cap:  0.46  0.00  1.09  0.00  0.00  0.00  0.00  1.09  0.00  0.00  0.61  0.00
Delay/Veh:   30.5   0.0 104.1   0.0   0.0   0.0   0.0  87.8   0.0   0.0  31.6   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  30.5   0.0 104.1   0.0   0.0   0.0   0.0  87.8   0.0   0.0  31.6   0.0
LOS by Move:    C     A     F     A     A     A     A     F     A     A     C     A
HCM2kAvgQ:     12     0    54     0     0     0     0    57     0     0    18     0
Note: Queue reported is the number of cars per lane.
```

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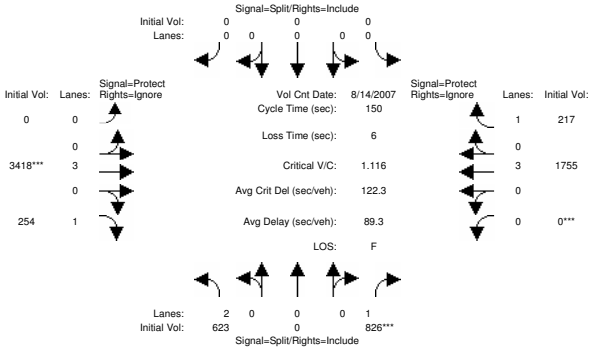
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps

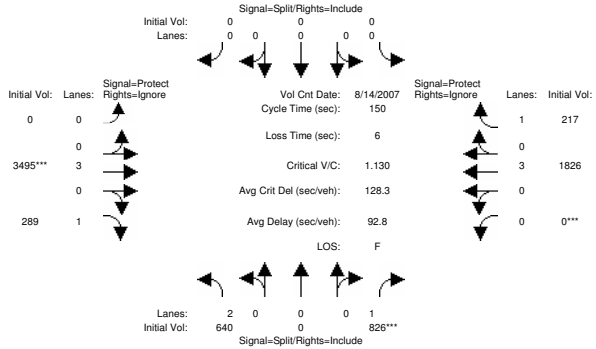



```
Street Name:          I-880 NB Ramps                    Calaveras Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 4:30-5:30PM
Base Vol:     623    0   826     0    0     0     0 3006   236     0 1582   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  623    0   826     0    0     0     0 3006   236     0 1582   217
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0  412    18     0  173     0
Initial Fut:  623    0   826     0    0     0     0 3418   254     0 1755   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   623    0   826     0    0     0     0 3418     0     0 1755     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  623    0   826     0    0     0     0 3418     0     0 1755     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  623    0   826     0    0     0     0 3418     0     0 1755     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  1750     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.00  0.47  0.00 0.00  0.00  0.00 0.60  0.00  0.00 0.31  0.00
Crit Moves:              ****                        ****        ****
Green Time:  60.3  0.0  60.3   0.0  0.0   0.0   0.0 76.7   0.0   0.0 72.6   0.0
Volume/Cap:  0.49 0.00  1.17  0.00 0.00  0.00  0.00 1.17  0.00  0.00 0.64  0.00
Delay/Veh:   33.7  0.0 137.4   0.0  0.0   0.0   0.0  119   0.0   0.0 29.3   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  33.7  0.0 137.4   0.0  0.0   0.0   0.0  119   0.0   0.0 29.3   0.0
LOS by Move:   C-    A     F     A    A     A     A    F     A     A    C     A
HCM2kAvgQ:     13    0    59     0    0     0     0   71     0     0   20     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps

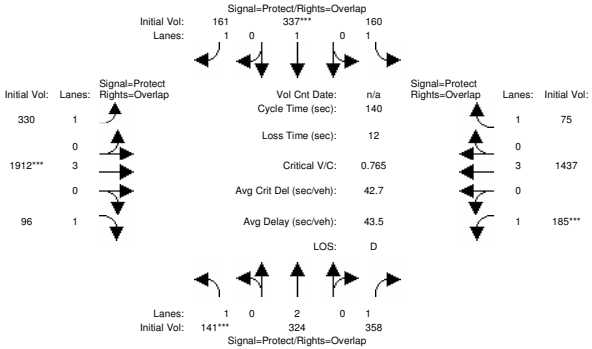



```
Street Name:          I-880 NB Ramps                    Calaveras Blvd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 4:30-5:30PM
Base Vol:     623    0   826     0    0     0     0 3418   254     0 1755   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  623    0   826     0    0     0     0 3418   254     0 1755   217
Added Vol:     17    0     0     0    0     0     0   77    35     0   71     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  640    0   826     0    0     0     0 3495   289     0 1826   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   640    0   826     0    0     0     0 3495     0     0 1826     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  640    0   826     0    0     0     0 3495     0     0 1826     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  640    0   826     0    0     0     0 3495     0     0 1826     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  1750     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.00  0.47  0.00 0.00  0.00  0.00 0.61  0.00  0.00 0.32  0.00
Crit Moves:              ****                        ****        ****
Green Time:  59.6  0.0  59.6   0.0  0.0   0.0   0.0 77.4   0.0   0.0 73.7   0.0
Volume/Cap:  0.51 0.00  1.19  0.00 0.00  0.00  0.00 1.19  0.00  0.00 0.65  0.00
Delay/Veh:   34.6  0.0 143.9   0.0  0.0   0.0   0.0  125   0.0   0.0 29.1   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.6  0.0 143.9   0.0  0.0   0.0   0.0  125   0.0   0.0 29.1   0.0
LOS by Move:   C-    A     F     A    A     A     A    F     A     A    C     A
HCM2kAvgQ:     13    0    60     0    0     0     0   74     0     0   21     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



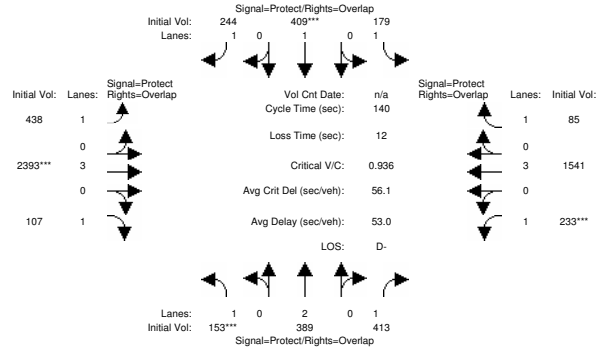
Street Name:	Abel St.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	141	324	358	160	337	161	330	1912	96	185	1437	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	324	358	160	337	161	330	1912	96	185	1437	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	324	358	160	337	161	330	1912	96	185	1437	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	324	358	160	337	161	330	1912	96	185	1437	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	324	358	160	337	161	330	1912	96	185	1437	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	324	358	160	337	161	330	1912	96	185	1437	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.20	0.09	0.18	0.09	0.19	0.34	0.05	0.11	0.25	0.04
Crit Moves:	****				****			****		****		
Green Time:	14.8	24.5	43.9	22.7	32.5	67.0	34.6	61.4	76.2	19.4	46.2	68.9
Volume/Cap:	0.76	0.49	0.65	0.56	0.76	0.19	0.76	0.76	0.10	0.76	0.76	0.09
Delay/Veh:	78.1	52.6	44.3	56.7	58.0	21.1	56.8	34.6	15.4	71.6	43.9	18.9
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:	78.1	52.6	44.3	56.7	58.0	21.1	56.8	34.6	15.4	71.6	43.9	18.9
LOS by Move:	E-	D-	D	E+	E+	C+	E+	C-	B	E	D	B-
HCM2kAvgQ:	8	7	15	7	15	4	15	23	2	8	18	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



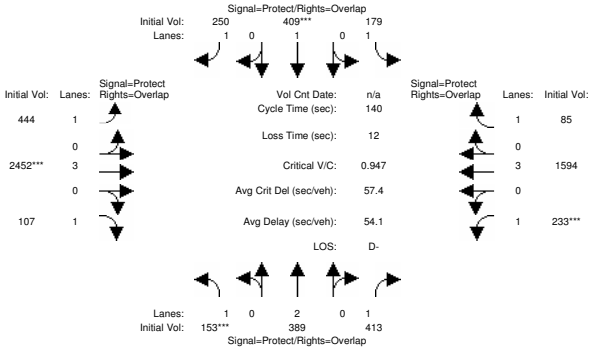
Street Name:	Abel St.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	141	324	358	160	337	161	330	1912	96	185	1437	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	324	358	160	337	161	330	1912	96	185	1437	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	65	55	19	72	83	108	481	11	48	104	10
Initial Fut:	153	389	413	179	409	244	438	2393	107	233	1541	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	389	413	179	409	244	438	2393	107	233	1541	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	389	413	179	409	244	438	2393	107	233	1541	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	389	413	179	409	244	438	2393	107	233	1541	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.24	0.10	0.22	0.14	0.25	0.42	0.06	0.13	0.27	0.05
Crit Moves:	****				****			****		****		
Green Time:	13.1	22.7	42.6	22.6	32.2	72.0	39.8	62.8	75.9	19.9	43.0	65.5
Volume/Cap:	0.94	0.63	0.78	0.63	0.94	0.27	0.88	0.94	0.11	0.94	0.88	0.10
Delay/Veh:	114.7	56.9	51.4	59.5	80.5	19.4	64.5	44.0	15.7	99.2	51.7	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:	114.7	56.9	51.4	59.5	80.5	19.4	64.5	44.0	15.7	99.2	51.7	20.9
LOS by Move:	F	E+	D-	E+	F	B-	E	D	B	F	D-	C+
HCM2kAvgQ:	10	9	19	9	21	6	21	36	2	11	20	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



Street Name:	Abel St.						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	153	389	413	179	409	244	438	2393	107	233	1541	85
Growth Adj:	1.00	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	389	413	179	409	244	438	2393	107	233	1541	85
Added Vol:	0	0	0	0	0	6	6	59	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	389	413	179	409	250	444	2452	107	233	1594	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	389	413	179	409	250	444	2452	107	233	1594	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	389	413	179	409	250	444	2452	107	233	1594	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	389	413	179	409	250	444	2452	107	233	1594	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.24	0.10	0.22	0.14	0.25	0.43	0.06	0.13	0.28	0.05
Crit Moves:	****				****			****		****		
Green Time:	12.9	22.4	42.1	22.3	31.8	71.4	39.6	63.6	76.5	19.7	43.7	66.0
Volume/Cap:	0.95	0.64	0.78	0.64	0.95	0.28	0.90	0.95	0.11	0.95	0.90	0.10
Delay/Veh:	118.3	57.3	52.4	60.1	83.4	19.8	67.0	45.0	15.4	102.5	52.5	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.3	57.3	52.4	60.1	83.4	19.8	67.0	45.0	15.4	102.5	52.5	20.6
LOS by Move:	F	E+	D-	E	F	B-	E	D	B	F	D-	C+
HCM2kAvgQ:	10	9	19	9	22	6	22	37	2	11	21	2

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

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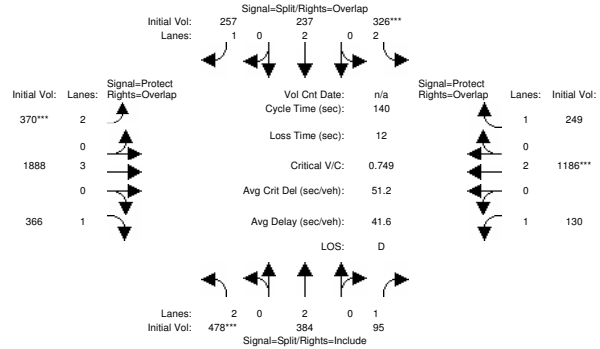
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	478	384	95	326	237	257	370	1888	366	130	1186	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	384	95	326	237	257	370	1888	366	130	1186	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	478	384	95	326	237	257	370	1888	366	130	1186	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	478	384	95	326	237	257	370	1888	366	130	1186	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	384	95	326	237	257	370	1888	366	130	1186	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	478	384	95	326	237	257	370	1888	366	130	1186	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.05	0.10	0.06	0.15	0.12	0.33	0.21	0.07	0.31	0.14
Crit Moves:	****			****			****				****	
Green Time:	28.4	28.4	28.4	19.3	19.3	41.3	22.0	65.6	93.9	14.7	58.3	77.7
Volume/Cap:	0.75	0.50	0.27	0.75	0.45	0.50	0.75	0.71	0.31	0.71	0.75	0.26
Delay/Veh:	60.3	51.8	48.9	69.2	58.2	44.2	66.4	31.2	10.3	81.0	37.9	16.8
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:	60.3	51.8	48.9	69.2	58.2	44.2	66.4	31.2	10.3	81.0	37.9	16.8
LOS by Move:	E	D-	D	E	E+	D	E	C	B+	F	D+	B
HCM2kAvgQ:	13	8	4	9	5	10	9	21	7	6	23	6

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

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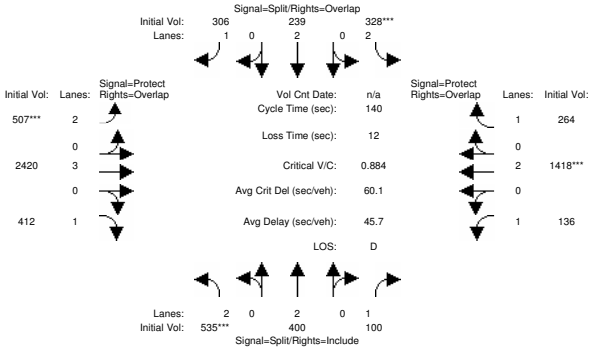
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



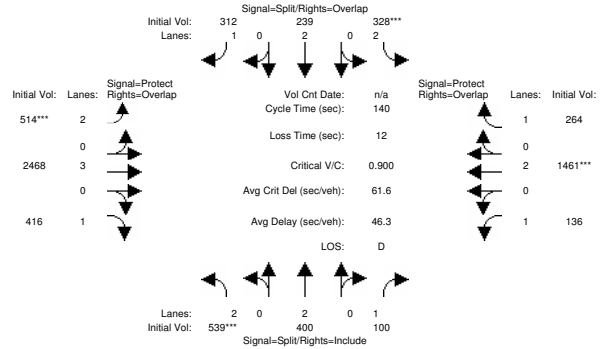
Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	478	384	95	326	237	257	370	1888	366	130	1186	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	384	95	326	237	257	370	1888	366	130	1186	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	57	16	5	2	2	49	137	532	46	6	232	15
Initial Fut:	535	400	100	328	239	306	507	2420	412	136	1418	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	535	400	100	328	239	306	507	2420	412	136	1418	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	400	100	328	239	306	507	2420	412	136	1418	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	535	400	100	328	239	306	507	2420	412	136	1418	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.06	0.10	0.06	0.17	0.16	0.42	0.24	0.08	0.37	0.15
Crit Moves:	****			****			****				****	
Green Time:	26.9	26.9	26.9	16.5	16.5	42.0	25.5	71.5	98.4	13.1	59.1	75.6
Volume/Cap:	0.88	0.55	0.30	0.88	0.53	0.58	0.88	0.83	0.33	0.83	0.88	0.28
Delay/Veh:	72.1	54.0	50.7	85.8	62.6	46.3	73.6	32.0	8.8	98.9	44.8	18.2
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:	72.1	54.0	50.7	85.8	62.6	46.3	73.6	32.0	8.8	98.9	44.8	18.2
LOS by Move:	E	D-	D	F	E	D	E	C-	A	F	D	B-
HCM2kAvgQ:	16	8	4	10	5	12	13	28	7	7	32	7

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



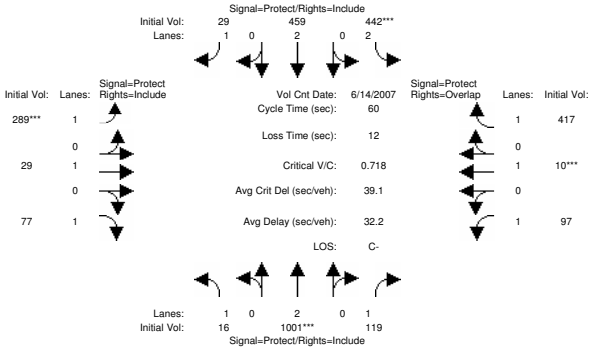
Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	535	400	100	328	239	306	507	2420	412	136	1418	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	400	100	328	239	306	507	2420	412	136	1418	264
Added Vol:	4	0	0	0	0	6	7	48	4	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	539	400	100	328	239	312	514	2468	416	136	1461	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	539	400	100	328	239	312	514	2468	416	136	1461	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	400	100	328	239	312	514	2468	416	136	1461	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	400	100	328	239	312	514	2468	416	136	1461	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.06	0.10	0.06	0.18	0.16	0.43	0.24	0.08	0.38	0.15
Crit Moves:	****			****			****				****	
Green Time:	26.6	26.6	26.6	16.2	16.2	41.6	25.4	72.2	98.8	13.0	59.8	76.0
Volume/Cap:	0.90	0.55	0.30	0.90	0.54	0.60	0.90	0.84	0.34	0.84	0.90	0.28
Delay/Veh:	74.4	54.4	51.0	88.7	63.2	47.2	75.8	32.0	8.7	100.5	45.7	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	54.4	51.0	88.7	63.2	47.2	75.8	32.0	8.7	100.5	45.7	18.0
LOS by Move:	E	D-	D-	F	E	D	E-	C-	A	F	D	B
HCM2kAvgQ:	17	8	4	10	5	13	13	29	7	7	34	7

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #7: McCarthy Blvd. & Bellew Dr.



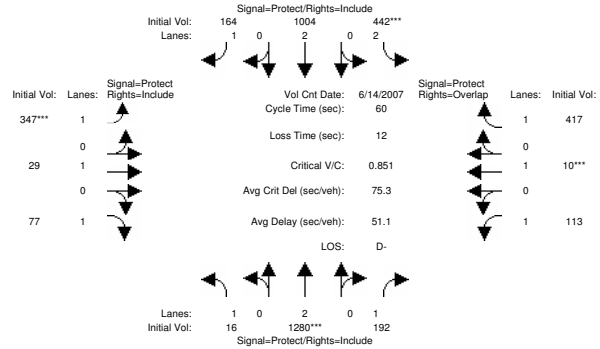
Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	16	1001	119	442	459	29	289	29	77	97	10	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1001	119	442	459	29	289	29	77	97	10	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1001	119	442	459	29	289	29	77	97	10	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1001	119	442	459	29	289	29	77	97	10	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1001	119	442	459	29	289	29	77	97	10	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1001	119	442	459	29	289	29	77	97	10	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.07	0.14	0.12	0.02	0.17	0.02	0.04	0.06	0.01	0.24
Crit Moves:		****		****			****				****	
Green Time:	11.1	17.6	17.6	9.4	15.9	15.9	11.0	12.4	12.4	8.7	10.0	19.4
Volume/Cap:	0.05	0.90	0.23	0.90	0.46	0.06	0.90	0.07	0.21	0.38	0.03	0.74
Delay/Veh:	20.4	31.8	17.1	46.7	20.0	16.8	53.8	19.6	21.1	27.6	21.1	26.4
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:	20.4	31.8	17.1	46.7	20.0	16.8	53.8	19.6	21.1	27.6	21.1	26.4
LOS by Move:	C+	C	B	D	B-	B	D-	B-	C+	C	C+	C
HCM2kAvgQ:	0	13	2	6	4	0	10	0	1	2	0	8

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #7: McCarthy Blvd. & Bellew Dr.



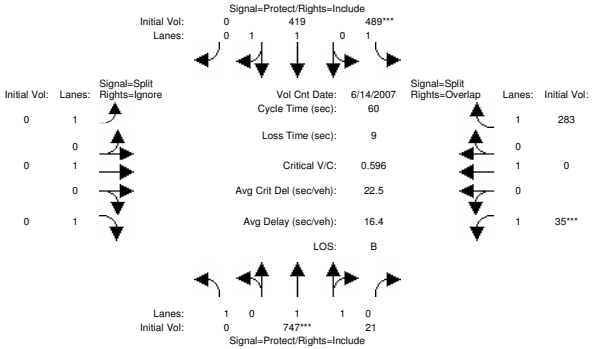
Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	16	1001	119	442	459	29	289	29	77	97	10	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1001	119	442	459	29	289	29	77	97	10	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	279	73	0	545	135	58	0	0	16	0	0
Initial Fut:	16	1280	192	442	1004	164	347	29	77	113	10	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1280	192	442	1004	164	347	29	77	113	10	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1280	192	442	1004	164	347	29	77	113	10	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1280	192	442	1004	164	347	29	77	113	10	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.11	0.14	0.26	0.09	0.20	0.02	0.04	0.06	0.01	0.24
Crit Moves:		****		****			****				****	
Green Time:	8.2	19.0	19.0	7.9	18.6	18.6	11.2	12.4	12.4	8.7	10.0	17.9
Volume/Cap:	0.07	1.07	0.35	1.07	0.85	0.30	1.07	0.07	0.21	0.44	0.03	0.80
Delay/Veh:	23.1	66.2	17.5	89.1	27.2	17.2	93.0	19.5	21.0	29.0	21.1	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	66.2	17.5	89.1	27.2	17.2	93.0	19.5	21.0	29.0	21.1	31.5
LOS by Move:	C	E	B	F	C	B	F	B-	C+	C	C+	C
HCM2kAvgQ:	0	22	3	9	10	3	15	0	1	2	0	9

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #9: McCarthy Blvd. & Alder Dr.

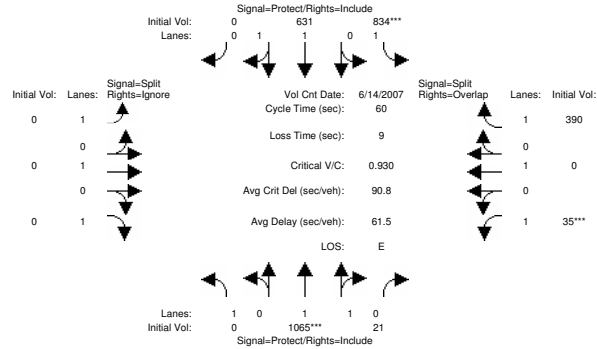



```
Street Name:          McCarthy Blvd.                    Alder Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0     0    0     0    10    0    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:       0  747    21   489  419     0     0    0     0    35    0   283
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  747    21   489  419     0     0    0     0    35    0   283
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  747    21   489  419     0     0    0     0    35    0   283
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0  747    21   489  419     0     0    0     0    35    0   283
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  747    21   489  419     0     0    0     0    35    0   283
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    0  747    21   489  419     0     0    0     0    35    0   283
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.94  0.06  1.00 2.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3599   101  1750 3700     0  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.28 0.11  0.00  0.00 0.00  0.00  0.02 0.00  0.16
Crit Moves:        ****        ****                            ****
Green Time:   0.0 17.5  17.5  23.5 41.0   0.0   0.0  0.0   0.0  10.0  0.0  33.5
Volume/Cap:  0.00 0.71  0.71  0.71 0.17  0.00  0.00 0.00  0.00  0.12 0.00  0.29
Delay/Veh:    0.0 23.0  23.0  21.6  3.5   0.0   0.0  0.0   0.0  22.1  0.0   7.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 23.0  23.0  21.6  3.5   0.0   0.0  0.0   0.0  22.1  0.0   7.7
LOS by Move:    A    C     C    C+    A     A     A    A     A    C+    A     A
HCM2kAvgQ:      0    8     8    10    1     0     0    0     0     1    0     3
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #9: McCarthy Blvd. & Alder Dr.

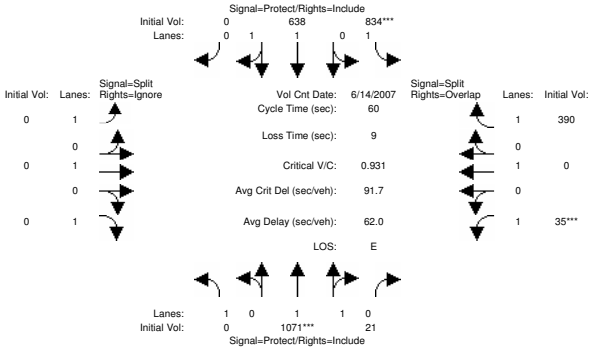



```
Street Name:          McCarthy Blvd.                    Alder Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0     0    0     0    10    0    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:       0  747    21   489  419     0     0    0     0    35    0   283
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  747    21   489  419     0     0    0     0    35    0   283
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0  318     0   345  212     0     0    0     0     0    0   107
Initial Fut:    0 1065    21   834  631     0     0    0     0    35    0   390
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0 1065    21   834  631     0     0    0     0    35    0   390
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1065    21   834  631     0     0    0     0    35    0   390
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    0 1065    21   834  631     0     0    0     0    35    0   390
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.96  0.04  1.00 2.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3628    72  1750 3700     0  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.48 0.17  0.00  0.00 0.00  0.00  0.02 0.00  0.22
Crit Moves:        ****        ****                            ****
Green Time:   0.0 15.6  15.6  25.4 41.0   0.0   0.0  0.0   0.0  10.0  0.0  35.4
Volume/Cap:  0.00 1.13  1.13  1.13 0.25  0.00  0.00 0.00  0.00  0.12 0.00  0.38
Delay/Veh:    0.0 92.7  92.7  91.2  3.9   0.0   0.0  0.0   0.0  22.1  0.0   7.6
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 92.7  92.7  91.2  3.9   0.0   0.0  0.0   0.0  22.1  0.0   7.6
LOS by Move:    A    F     F    F     A     A     A    A     A    C+    A     A
HCM2kAvgQ:      0   22    22    34    2     0     0    0     0     1    0     4
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #9: McCarthy Blvd. & Alder Dr.

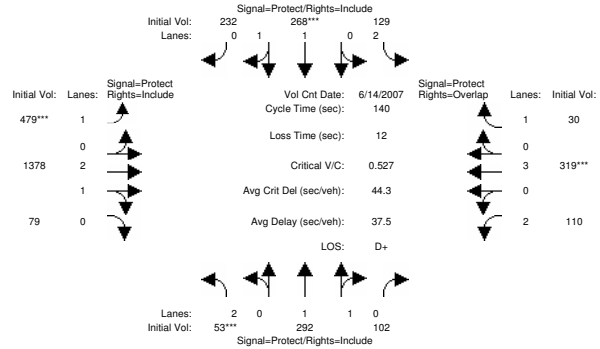



```
Street Name:          McCarthy Blvd.                    Alder Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0     0    0     0    10    0    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:       0 1065    21   834  631     0     0    0     0    35    0   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:    0 1065    21   834  631     0     0    0     0    35    0   390
Added Vol:      0    6     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1071    21   834  638     0     0    0     0    35    0   390
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0 1071    21   834  638     0     0    0     0    35    0   390
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1071    21   834  638     0     0    0     0    35    0   390
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:    0 1071    21   834  638     0     0    0     0    35    0   390
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.96  0.04  1.00 2.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3629    71  1750 3700     0  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.30  0.30  0.48 0.17  0.00  0.00 0.00  0.00  0.02 0.00  0.22
Crit Moves:        ****        ****                            ****
Green Time:   0.0 15.7  15.7  25.3 41.0   0.0   0.0  0.0   0.0  10.0  0.0  35.3
Volume/Cap:  0.00 1.13  1.13  1.13 0.25  0.00  0.00 0.00  0.00  0.12 0.00  0.38
Delay/Veh:    0.0 93.6  93.6  92.1  3.9   0.0   0.0  0.0   0.0  22.1  0.0   7.6
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 93.6  93.6  92.1  3.9   0.0   0.0  0.0   0.0  22.1  0.0   7.6
LOS by Move:    A    F     F     F    A     A     A    A     A    C+    A     A
HCM2kAvgQ:      0   23    23    34    2     0     0    0     0     1    0     4
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #10: McCarthy Blvd. & Tasman Dr.

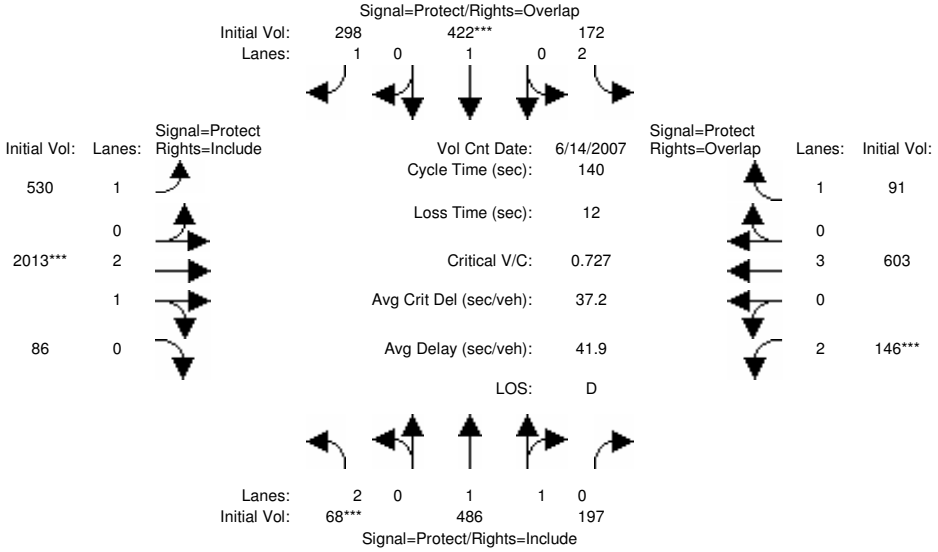



```
Street Name:          McCarthy Blvd.                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:      53  292   102   129  268   232   479 1378    79   110  319    30
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   53  292   102   129  268   232   479 1378    79   110  319    30
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   53  292   102   129  268   232   479 1378    79   110  319    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    53  292   102   129  268   232   479 1378    79   110  319    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   53  292   102   129  268   232   479 1378    79   110  319    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   53  292   102   129  268   232   479 1378    79   110  319    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.98  0.95  0.83 1.00  0.95  0.92 0.98  0.95  0.83 1.00  0.92
Lanes:       2.00 1.47  0.53  2.00 1.05  0.95  1.00 2.83  0.17  2.00 3.00  1.00
Final Sat.:  3150 2741   958  3150 1982  1716  1750 5296   304  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.11  0.11  0.04 0.14  0.14  0.27 0.26  0.26  0.03 0.06  0.02
Crit Moves:  ****                 ****        ****                    ****
Green Time:   7.0 28.7  28.7  13.5 35.2  35.2  71.2 72.0  72.0  13.8 14.6  28.0
Volume/Cap:  0.34 0.52  0.52  0.43 0.54  0.54  0.54 0.51  0.51  0.35 0.54  0.09
Delay/Veh:   69.9 52.0  52.0  63.9 47.6  47.6  25.6 23.0  23.0  62.0 63.0  46.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  69.9 52.0  52.0  63.9 47.6  47.6  25.6 23.0  23.0  62.0 63.0  46.0
LOS by Move:    E   D-    D-     E    D     D     C   C+    C+     E    E     D
HCM2kAvgQ:      1    8     8     4   10    10    15   14    14     3    4     1
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	53	292	102	129	268	232	479	1378	79	110	319	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	292	102	129	268	232	479	1378	79	110	319	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	15	194	95	43	154	66	51	635	7	36	284	61
Initial Fut:	68	486	197	172	422	298	530	2013	86	146	603	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	486	197	172	422	298	530	2013	86	146	603	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	486	197	172	422	298	530	2013	86	146	603	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	486	197	172	422	298	530	2013	86	146	603	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.41	0.59	2.00	1.00	1.00	1.00	2.87	0.13	2.00	3.00	1.00
Final Sat.:	3150	2632	1067	3150	1900	1750	1750	5370	229	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.05	0.22	0.17	0.30	0.37	0.37	0.05	0.11	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	37.6	37.6	11.1	41.8	100.5	58.7	70.5	70.5	8.7	20.5	31.6
Volume/Cap:	0.43	0.69	0.69	0.69	0.74	0.24	0.72	0.74	0.74	0.74	0.72	0.23
Delay/Veh:	73.0	49.8	49.8	77.0	52.9	7.2	39.9	29.4	29.4	86.9	62.4	45.6
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:	73.0	49.8	49.8	77.0	52.9	7.2	39.9	29.4	29.4	86.9	62.4	45.6
LOS by Move:	E	D	D	E-	D-	A	D	C	C	F	E	D
HCM2kAvgQ:	2	14	14	6	17	5	20	24	24	4	9	3

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

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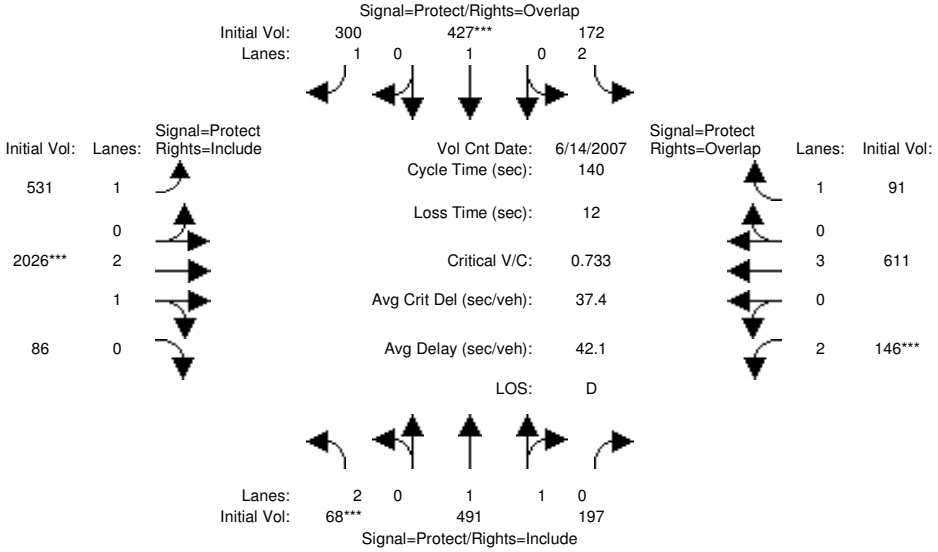
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.




```
Street Name:          McCarthy Blvd.                      Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:      68  486   197   172  422   298   530 2013    86   146  603    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   68  486   197   172  422   298   530 2013    86   146  603    91
Added Vol:      0    5     0     0    5     2     1   13     0     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   68  491   197   172  427   300   531 2026    86   146  611    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    68  491   197   172  427   300   531 2026    86   146  611    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   68  491   197   172  427   300   531 2026    86   146  611    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   68  491   197   172  427   300   531 2026    86   146  611    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.98  0.95  0.83 1.00  0.92  0.92 0.98  0.95  0.83 1.00  0.92
Lanes:       2.00 1.41  0.59  2.00 1.00  1.00  1.00 2.87  0.13  2.00 3.00  1.00
Final Sat.:  3150 2640  1059  3150 1900  1750  1750 5372   228  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.19  0.19  0.05 0.22  0.17  0.30 0.38  0.38  0.05 0.11  0.05
Crit Moves:  ****                 ****             ****        ****
Green Time:   7.0 37.8  37.8  11.1 41.9 100.4  58.4 70.4  70.4   8.7 20.6  31.7
Volume/Cap:  0.43 0.69  0.69  0.69 0.75  0.24  0.73 0.75  0.75  0.75 0.73  0.23
Delay/Veh:   73.0 49.7  49.7  77.2 53.1   7.2  40.4 29.7  29.7  87.6 62.5  45.5
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:  73.0 49.7  49.7  77.2 53.1   7.2  40.4 29.7  29.7  87.6 62.5  45.5
LOS by Move:    E    D     D    E-   D-     A     D    C     C     F    E     D
HCM2kAvgQ:      2   14    14     6   18     5    21   24    24     4    9     3
Note: Queue reported is the number of cars per lane.
```

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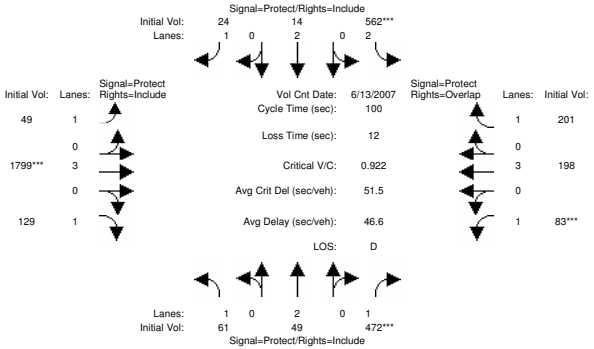
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #11: Tasman Dr. & Alder Dr.



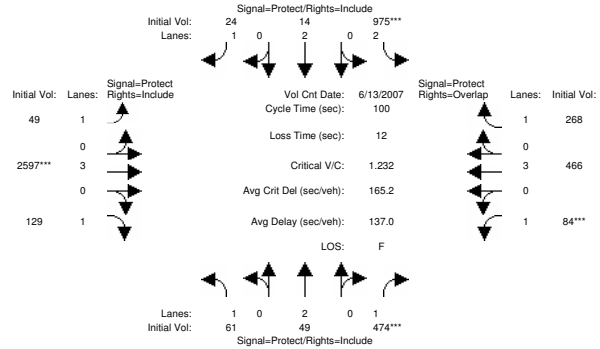
Street Name:	Alder Dr.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 <<												
Base Vol:	61	49	472	562	14	24	49	1799	129	83	198	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	49	472	562	14	24	49	1799	129	83	198	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	49	472	562	14	24	49	1799	129	83	198	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	49	472	562	14	24	49	1799	129	83	198	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	49	472	562	14	24	49	1799	129	83	198	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	49	472	562	14	24	49	1799	129	83	198	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.27	0.18	0.00	0.01	0.03	0.32	0.07	0.05	0.03	0.11
Crit Moves:			****	****				****		****		
Green Time:	19.6	28.6	28.6	18.9	28.0	28.0	16.7	33.5	33.5	7.0	23.8	42.7
Volume/Cap:	0.18	0.05	0.94	0.94	0.01	0.05	0.17	0.94	0.22	0.68	0.15	0.27
Delay/Veh:	34.6	25.9	63.2	65.2	26.1	26.5	37.0	43.3	24.8	71.6	30.3	19.4
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:	34.6	25.9	63.2	65.2	26.1	26.5	37.0	43.3	24.8	71.6	30.3	19.4
LOS by Move:	C-	C	E	E	C	C	D+	D	C	E	C	B-
HCM2kAvgQ:	2	1	19	13	0	1	1	22	3	3	2	4

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #11: Tasman Dr. & Alder Dr.



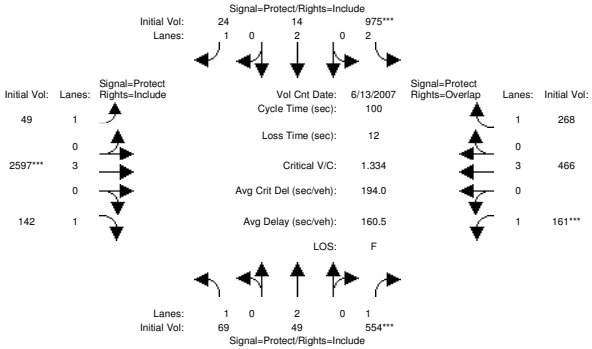
Street Name:	Alder Dr.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 <<												
Base Vol:	61	49	472	562	14	24	49	1799	129	83	198	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	49	472	562	14	24	49	1799	129	83	198	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	2	413	0	0	0	798	0	1	268	67
Initial Fut:	61	49	474	975	14	24	49	2597	129	84	466	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	49	474	975	14	24	49	2597	129	84	466	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	49	474	975	14	24	49	2597	129	84	466	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	49	474	975	14	24	49	2597	129	84	466	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.27	0.31	0.00	0.01	0.03	0.46	0.07	0.05	0.08	0.15
Crit Moves:			****	****				****		****		
Green Time:	18.7	21.2	21.2	24.2	26.7	26.7	17.6	35.6	35.6	7.0	25.1	49.3
Volume/Cap:	0.19	0.06	1.28	1.28	0.01	0.05	0.16	1.28	0.21	0.69	0.33	0.31
Delay/Veh:	35.5	31.6	184.3	173.5	27.0	27.5	36.1	162	23.1	72.4	31.2	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	31.6	184.3	173.5	27.0	27.5	36.1	162	23.1	72.4	31.2	16.1
LOS by Move:	D+	C	F	F	C	C	D+	F	C	E	C	B
HCM2kAvgQ:	2	1	31	35	0	1	1	50	3	3	4	5

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #11: Tasman Dr. & Alder Dr.




```
Street Name:            Alder Dr.                       Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:      61  49 474   975  14  24    49 2597 129    84 466 268
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   61  49 474   975  14  24    49 2597 129    84 466 268
Added Vol:      8   0  80     0   0   0     0   0  13    77   0   0
PasserByVol:    0   0   0     0   0   0     0   0   0     0   0   0
Initial Fut:   69  49 554   975  14  24    49 2597 142   161 466 268
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    69  49 554   975  14  24    49 2597 142   161 466 268
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:   69  49 554   975  14  24    49 2597 142   161 466 268
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   69  49 554   975  14  24    49 2597 142   161 466 268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 2.00 1.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.:  1750 3800 1750 3150 3800 1750 1750 5700 1750 1750 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.01 0.32 0.31 0.00 0.01 0.03 0.46 0.08 0.09 0.08 0.15
Crit Moves:             ****  ****            ****        ****
Green Time:  19.3 23.7 23.7 23.2 27.6 27.6 16.9 34.1 34.1  7.0 24.2 47.4
Volume/Cap:  0.20 0.05 1.34 1.34 0.01 0.05 0.17 1.34 0.24 1.31 0.34 0.32
Delay/Veh:   35.3 29.6 204.7 198.6 26.3 26.8 36.7 187 24.6 234.2 32.0 17.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  35.3 29.6 204.7 198.6 26.3 26.8 36.7 187 24.6 234.2 32.0 17.4
LOS by Move:   D+    C     F     F    C    C    D+    F    C     F    C    B
HCM2kAvgQ:      2    1    38    37    0    1     1   53    3    11    4    6
Note: Queue reported is the number of cars per lane.
```

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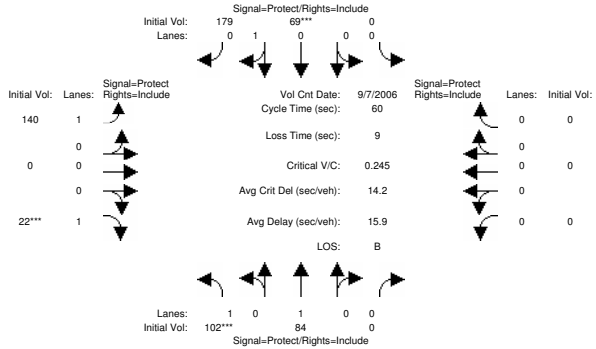
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #12: Barber Ln / Alder Dr




```
Street Name:            Barber Ln                       Alder Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10   0     0  10  10     7   0  10     0   0   0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Sep 2006 <<
Base Vol:     102  84   0     0  69 179   140   0  22     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:  102  84   0     0  69 179   140   0  22     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:  102  84   0     0  69 179   140   0  22     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:   102  84   0     0  69 179   140   0  22     0   0   0
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:  102  84   0     0  69 179   140   0  22     0   0   0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  102  84   0     0  69 179   140   0  22     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 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.00 0.00 0.00 0.28 0.72 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:  1750 1900    0     0 501 1299 1750    0 1750    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.04 0.00 0.00 0.14 0.14 0.08 0.00 0.01 0.00 0.00 0.00
Crit Moves:  ****                ****                ****
Green Time:  12.2 41.0  0.0  0.0 28.8 28.8 10.0  0.0 10.0  0.0  0.0  0.0
Volume/Cap:  0.29 0.06 0.00 0.00 0.29 0.29 0.48 0.00 0.08 0.00 0.00 0.00
Delay/Veh:   22.3  3.2  0.0  0.0 10.2 10.2 28.2  0.0 21.6  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:  22.3  3.2  0.0  0.0 10.2 10.2 28.2  0.0 21.6  0.0  0.0  0.0
LOS by Move:   C+    A    A    A   B+   B+    C    A   C+    A    A    A
HCM2kAvgQ:      2    1    0    0    3    3    2    0    0    0    0    0
Note: Queue reported is the number of cars per lane.
```

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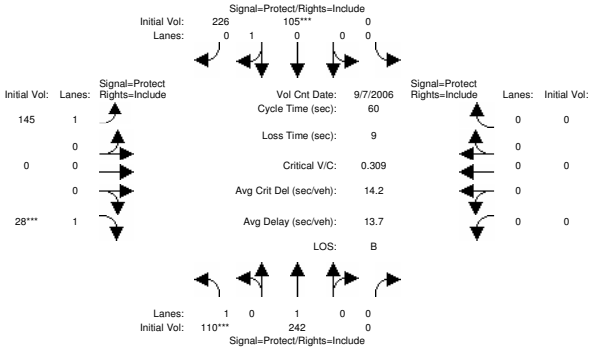
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #12: Barber Ln / Alder Dr



Street Name:	Barber Ln								Alder Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	7		0	10	0		0	0
Volume Module: >> Count Date: 7 Sep 2006 <<																
Base Vol:	102		84	0	0		69	179	140		0	22	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:	102		84	0	0		69	179	140		0	22	0		0	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	8		158	0	0		36	47	5		0	6	0		0	0
Initial Fut:	110		242	0	0		105	226	145		0	28	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:	110		242	0	0		105	226	145		0	28	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	110		242	0	0		105	226	145		0	28	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	110		242	0	0		105	226	145		0	28	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		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.32	0.68	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		571	1229	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.06		0.13	0.00	0.00		0.18	0.18	0.08		0.00	0.02	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	10.4		41.0	0.0	0.0		30.6	30.6	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.36		0.19	0.00	0.00		0.36	0.36	0.50		0.00	0.10	0.00		0.00	0.00
Delay/Veh:	25.1		3.8	0.0	0.0		10.0	10.0	28.7		0.0	21.8	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:	25.1		3.8	0.0	0.0		10.0	10.0	28.7		0.0	21.8	0.0		0.0	0.0
LOS by Move:	C		A	A	A		A	A	C		A	C+	A		A	A
HCM2kAvgQ:	2		2	0	0		4	4	2		0	0	0		0	0

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

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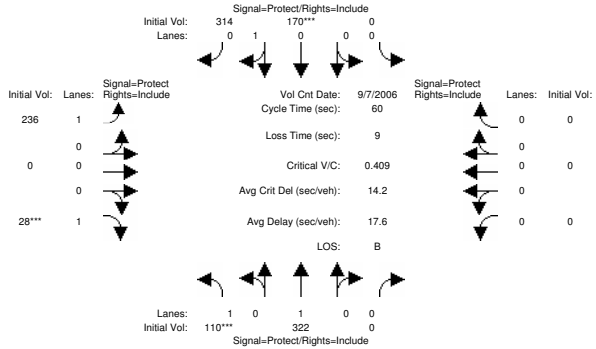
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #12: Barber Ln / Alder Dr



Street Name:	Barber Ln								Alder Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	7		0	10	0		0	0
Volume Module: >> Count Date: 7 Sep 2006 <<																
Base Vol:	110		242	0	0		105	226	145		0	28	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:	110		242	0	0		105	226	145		0	28	0		0	0
Added Vol:	0		80	0	0		65	88	91		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	110		322	0	0		170	314	236		0	28	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:	110		322	0	0		170	314	236		0	28	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	110		322	0	0		170	314	236		0	28	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	110		322	0	0		170	314	236		0	28	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		0.95	0.95	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.35	0.65	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		632	1168	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.06		0.17	0.00	0.00		0.27	0.27	0.13		0.00	0.02	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.8		41.0	0.0	0.0		33.2	33.2	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.49		0.25	0.00	0.00		0.49	0.49	0.81		0.00	0.10	0.00		0.00	0.00
Delay/Veh:	31.5		4.1	0.0	0.0		9.9	9.9	45.1		0.0	21.8	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:	31.5		4.1	0.0	0.0		9.9	9.9	45.1		0.0	21.8	0.0		0.0	0.0
LOS by Move:	C		A	A	A		A	A	D		A	C+	A		A	A
HCM2kAvgQ:	2		2	0	0		6	6	4		0	0	0		0	0

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

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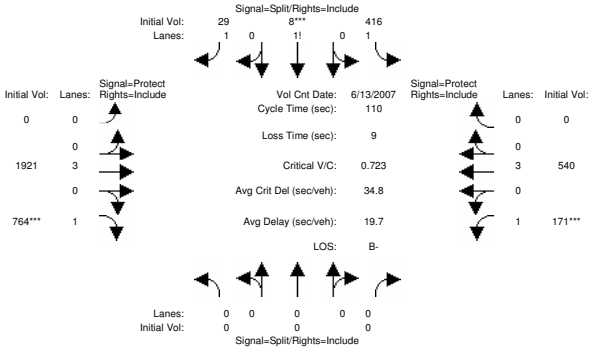
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #13: Tasman Dr. & I-880 SB Ramps

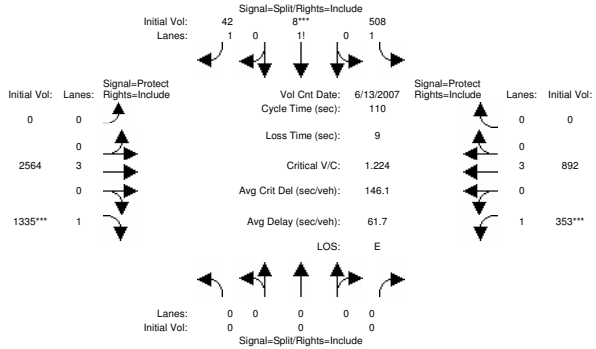



```
Street Name:          I-880 SB Ramps                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     7    10     0     7    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0     0     0   416     8    29     0  1921   764   171   540     0
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0   416     8    29     0  1921   764   171   540     0
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0   416     8    29     0  1921   764   171   540     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0     0     0   416     8    29     0  1921   764   171   540     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   416     8    29     0  1921   764   171   540     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0     0     0   416     8    29     0  1921   764   171   540     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.93  0.95  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  1.91  0.03  1.06  0.00  3.00  1.00  1.00  3.00  0.00
Final Sat.:     0     0     0  3375    62  1862     0  5700  1750  1750  5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.12  0.13  0.02  0.00  0.34  0.44  0.10  0.09  0.00
Crit Moves:                          ****                    ****  ****
Green Time:   0.0   0.0   0.0  19.8  19.8  19.8   0.0  66.4  66.4  14.9  81.2   0.0
Volume/Cap:  0.00  0.00  0.00  0.69  0.72  0.09  0.00  0.56  0.72  0.72  0.13  0.00
Delay/Veh:    0.0   0.0   0.0  47.9  49.7  37.6   0.0  13.7  19.7  63.1   4.2   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  47.9  49.7  37.6   0.0  13.7  19.7  63.1   4.2   0.0
LOS by Move:    A     A     A     D     D    D+     A     B    B-     E     A     A
HCM2kAvgQ:      0     0     0     9     9     1     0    12    19     7     2     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #13: Tasman Dr. & I-880 SB Ramps

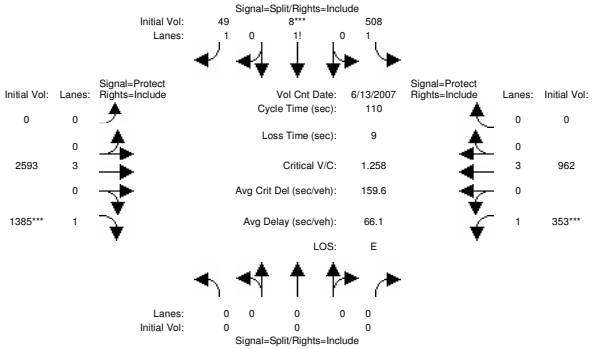



```
Street Name:          I-880 SB Ramps                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     7    10     0     7    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0     0     0   416     8    29     0  1921   764   171   540     0
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0   416     8    29     0  1921   764   171   540     0
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            0     0     0    92     0    13     0   643   571   182   352     0
Initial Fut:    0     0     0   508     8    42     0  2564  1335   353   892     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0     0     0   508     8    42     0  2564  1335   353   892     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   508     8    42     0  2564  1335   353   892     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0     0     0   508     8    42     0  2564  1335   353   892     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.93  0.95  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  1.90  0.03  1.07  0.00  3.00  1.00  1.00  3.00  0.00
Final Sat.:     0     0     0  3366    50  1882     0  5700  1750  1750  5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.15  0.16  0.02  0.00  0.45  0.76  0.20  0.16  0.00
Crit Moves:                          ****                    ****  ****
Green Time:   0.0   0.0   0.0  14.3  14.3  14.3   0.0  68.5  68.5  18.1  86.7   0.0
Volume/Cap:  0.00  0.00  0.00  1.16  1.22  0.17  0.00  0.72  1.22  1.22  0.20  0.00
Delay/Veh:    0.0   0.0   0.0 140.0   167  42.7   0.0  15.5 130.0 173.8   3.0   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0 140.0   167  42.7   0.0  15.5 130.0 173.8   3.0   0.0
LOS by Move:    A     A     A     F     F     D     A     B     F     F     A     A
HCM2kAvgQ:      0     0     0    18    20     1     0    18    78    23     3     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #13: Tasman Dr. & I-880 SB Ramps

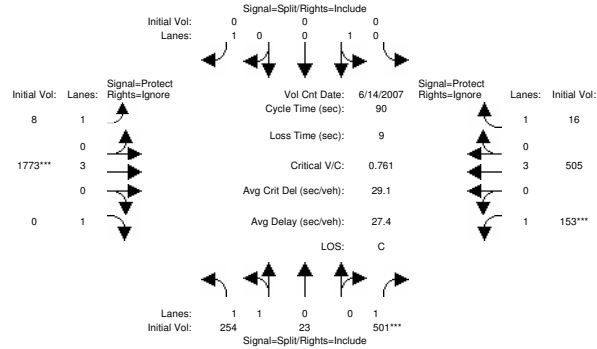



```
Street Name:          I-880 SB Ramps                    Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     7    10     0     7    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0     0     0   508     8    42     0  2564  1335   353   892     0
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0   508     8    42     0  2564  1335   353   892     0
Added Vol:      0     0     0     0     0     7     0    29    50     0    70     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    0     0     0   508     8    49     0  2593  1385   353   962     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0     0     0   508     8    49     0  2593  1385   353   962     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   508     8    49     0  2593  1385   353   962     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0     0     0   508     8    49     0  2593  1385   353   962     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.93  0.95  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       0.00  0.00  0.00  1.88  0.03  1.09  0.00  3.00  1.00  1.00  3.00  0.00
Final Sat.:     0     0     0  3347    50  1902     0  5700  1750  1750  5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.15  0.16  0.03  0.00  0.45  0.79  0.20  0.17  0.00
Crit Moves:                          ****                    ****  ****
Green Time:   0.0   0.0   0.0  14.1  14.1  14.1   0.0  69.2  69.2  17.6  86.9   0.0
Volume/Cap:  0.00  0.00  0.00  1.18  1.26  0.20  0.00  0.72  1.26  1.26  0.21  0.00
Delay/Veh:    0.0   0.0   0.0 149.3   181  43.0   0.0  15.2 143.8 187.7   3.0   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0 149.3   181  43.0   0.0  15.2 143.8 187.7   3.0   0.0
LOS by Move:    A     A     A     F     F     D     A     B     F     F     A     A
HCM2kAvgQ:      0     0     0    18    21     2     0    18    85    24     3     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps

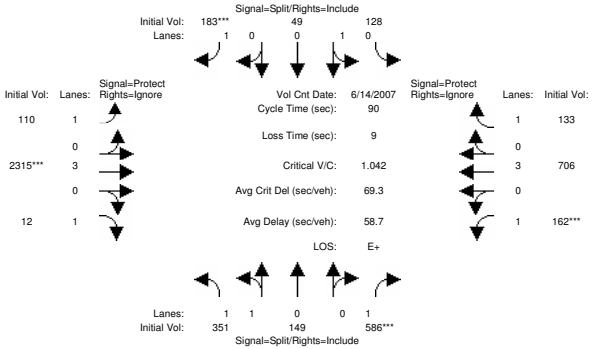



```
Street Name:          I-880 NB Ramps                    Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    10    10    10    10    10     7    10    10     7    10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:     254    23   501     0     0     0     8  1773     0   153   505    16
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:  254    23   501     0     0     0     8  1773     0   153   505    16
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:  254    23   501     0     0     0     8  1773     0   153   505    16
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:   254    23   501     0     0     0     8  1773     0   153   505     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  254    23   501     0     0     0     8  1773     0   153   505     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:  254    23   501     0     0     0     8  1773     0   153   505     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.93  0.95  0.92  0.95  0.95  0.92  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       1.84  0.16  1.00  0.00  1.00  1.00  1.00  3.00  1.00  1.00  3.00  1.00
Final Sat.:  3255   295  1750     0  1800  1750  1750  5700  1750  1750  5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08  0.08  0.29  0.00  0.00  0.00  0.00  0.31  0.00  0.09  0.09  0.00
Crit Moves:              ****                          ****        ****
Green Time:  33.9  33.9  33.9   0.0   0.0   0.0  19.4  36.8   0.0  10.3  27.7   0.0
Volume/Cap:  0.21  0.21  0.76  0.00  0.00  0.00  0.02  0.76  0.00  0.76  0.29  0.00
Delay/Veh:   19.3  19.3  32.6   0.0   0.0   0.0  27.9  25.2   0.0  62.0  24.1   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  19.3  19.3  32.6   0.0   0.0   0.0  27.9  25.2   0.0  62.0  24.1   0.0
LOS by Move:   B-    B-    C-     A     A     A     C     C     A     E     C     A
HCM2kAvgQ:      3     3    15     0     0     0     0    15     0     5     3     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps

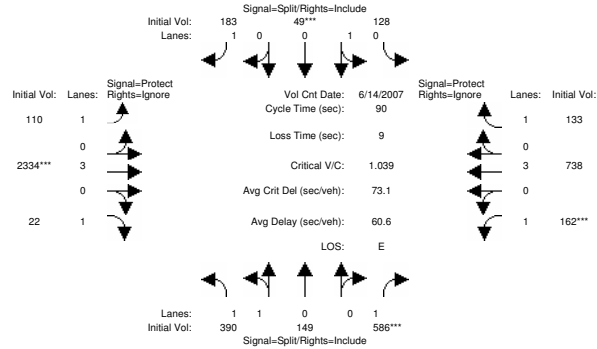



```
Street Name:          I-880 NB Ramps                    Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:     254   23   501     0    0     0     8 1773     0   153  505    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  254   23   501     0    0     0     8 1773     0   153  505    16
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           97  126    85   128   49   183   102  542    12     9  201   117
Initial Fut:  351  149   586   128   49   183   110 2315    12   162  706   133
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   351  149   586   128   49   183   110 2315     0   162  706     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  351  149   586   128   49   183   110 2315     0   162  706     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  351  149   586   128   49   183   110 2315     0   162  706     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.95 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.41 0.59  1.00  0.72 0.28  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  2492 1058  1750  1302  498  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.33  0.10 0.10  0.10  0.06 0.41  0.00  0.09 0.12  0.00
Crit Moves:              ****              ****        ****        ****
Green Time:  28.9 28.9  28.9   9.0  9.0   9.0  16.6 35.1   0.0   8.0 26.4   0.0
Volume/Cap:  0.44 0.44  1.04  0.98 0.98  1.04  0.34 1.04  0.00  1.04 0.42  0.00
Delay/Veh:   25.4 25.4  80.0 102.4  102 120.0  34.8 58.7   0.0 124.9 26.4   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  25.4 25.4  80.0 102.4  102 120.0  34.8 58.7   0.0 124.9 26.4   0.0
LOS by Move:    C    C     E-     F    F     F    C-   E+     A     F    C     A
HCM2kAvgQ:      6    6    27     9    9    10     3   29     0     7    5     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps

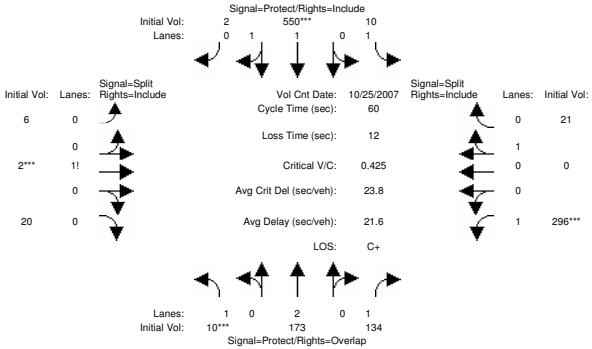



```
Street Name:          I-880 NB Ramps                    Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:     351  149   586   128   49   183   110 2315    12   162  706   133
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  351  149   586   128   49   183   110 2315    12   162  706   133
Added Vol:     39    0     0     0    0     0     0   19    10     0   32     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  390  149   586   128   49   183   110 2334    22   162  738   133
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   390  149   586   128   49   183   110 2334     0   162  738     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  390  149   586   128   49   183   110 2334     0   162  738     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  390  149   586   128   49   183   110 2334     0   162  738     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.95 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.45 0.55  1.00  0.72 0.28  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  2568  981  1750  1302  498  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15  0.33  0.10 0.10  0.10  0.06 0.41  0.00  0.09 0.13  0.00
Crit Moves:              ****        ****              ****        ****
Green Time:  28.4 28.4  28.4  10.0 10.0  10.0  16.0 34.7   0.0   7.9 26.6   0.0
Volume/Cap:  0.48 0.48  1.06  0.89 0.89  0.94  0.35 1.06  0.00  1.06 0.44  0.00
Delay/Veh:   26.3 26.3  86.2  78.8 78.8  90.5  35.6 65.4   0.0 131.0 26.5   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.3 26.3  86.2  78.8 78.8  90.5  35.6 65.4   0.0 131.0 26.5   0.0
LOS by Move:    C    C     F     E-   E-     F    D+    E     A     F    C     A
HCM2kAvgQ:      7    7    27     8    8     9     3   30     0     7    5     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #15: McCarthy Blvd / Barber Ln

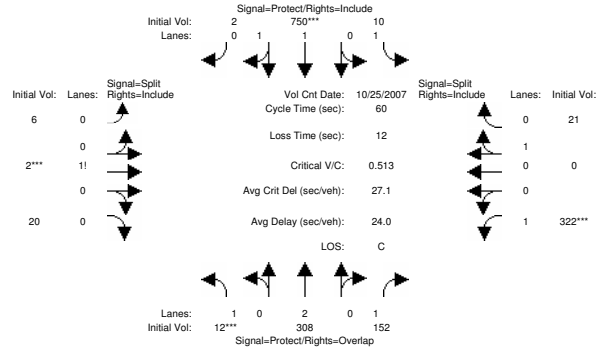



```
Street Name:          McCarthy Blvd                        Barber Ln.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:      10  173   134    10  550     2     6    2    20   296    0    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:   10  173   134    10  550     2     6    2    20   296    0    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:   10  173   134    10  550     2     6    2    20   296    0    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10  173   134    10  550     2     6    2    20   296    0    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   10  173   134    10  550     2     6    2    20   296    0    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   10  173   134    10  550     2     6    2    20   296    0    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.97  0.95  0.92 0.92  0.92  0.92 1.00  0.95
Lanes:       1.00 2.00  1.00  1.00 1.99  0.01  0.21 0.07  0.72  1.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3687    13   375  125  1250  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.08  0.01 0.15  0.15  0.02 0.02  0.02  0.17 0.00  0.01
Crit Moves:  ****                 ****             ****        ****
Green Time:   7.0 12.7  29.1   8.9 14.5  14.5  10.0 10.0  10.0  16.5  0.0  16.5
Volume/Cap:  0.05 0.22  0.16  0.04 0.62  0.62  0.10 0.10  0.10  0.62 0.00  0.04
Delay/Veh:   24.0 20.2   9.0  22.2 23.4  23.4  21.8 21.8  21.8  24.8  0.0  16.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.0 20.2   9.0  22.2 23.4  23.4  21.8 21.8  21.8  24.8  0.0  16.1
LOS by Move:    C   C+     A    C+    C     C    C+   C+    C+     C    A     B
HCM2kAvgQ:      0    1     1     0    5     5     1    1     1     6    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #15: McCarthy Blvd / Barber Ln

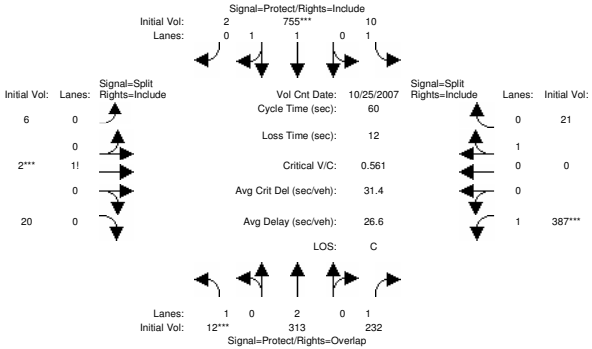



```
Street Name:          McCarthy Blvd                        Barber Ln.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:      10  173   134    10  550     2     6    2    20   296    0    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:   10  173   134    10  550     2     6    2    20   296    0    21
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            2  135    18     0  200     0     0    0     0    26    0     0
Initial Fut:   12  308   152    10  750     2     6    2    20   322    0    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12  308   152    10  750     2     6    2    20   322    0    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12  308   152    10  750     2     6    2    20   322    0    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   12  308   152    10  750     2     6    2    20   322    0    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.97  0.95  0.92 0.92  0.92  0.92 1.00  0.95
Lanes:       1.00 2.00  1.00  1.00 1.99  0.01  0.21 0.07  0.72  1.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3690    10   375  125  1250  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.09  0.01 0.20  0.20  0.02 0.02  0.02  0.18 0.00  0.01
Crit Moves:  ****                 ****             ****        ****
Green Time:   7.0 13.7  28.4   9.6 16.3  16.3  10.0 10.0  10.0  14.7  0.0  14.7
Volume/Cap:  0.06 0.36  0.18  0.04 0.75  0.75  0.10 0.10  0.10  0.75 0.00  0.05
Delay/Veh:   24.1 20.6   9.6  21.5 25.1  25.1  21.8 21.8  21.8  32.3  0.0  17.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.1 20.6   9.6  21.5 25.1  25.1  21.8 21.8  21.8  32.3  0.0  17.5
LOS by Move:    C   C+     A    C+    C     C    C+   C+    C+    C-    A     B
HCM2kAvgQ:      0    2     2     0    7     7     1    1     1     7    0     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #15: McCarthy Blvd / Barber Ln

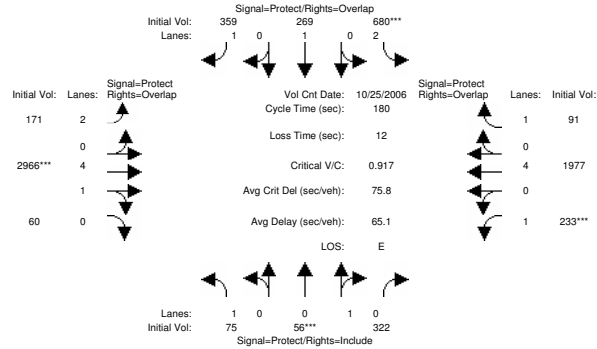



```
Street Name:          McCarthy Blvd                        Barber Ln.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:      12  308   152    10  750     2     6    2    20   322    0    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:   12  308   152    10  750     2     6    2    20   322    0    21
Added Vol:      0    5    80     0    5     0     0    0     0    65    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12  313   232    10  755     2     6    2    20   387    0    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12  313   232    10  755     2     6    2    20   387    0    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   12  313   232    10  755     2     6    2    20   387    0    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   12  313   232    10  755     2     6    2    20   387    0    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.97  0.95  0.92 0.92  0.92  0.92 1.00  0.95
Lanes:       1.00 2.00  1.00  1.00 1.99  0.01  0.21 0.07  0.72  1.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3690    10   375  125  1250  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.13  0.01 0.20  0.20  0.02 0.02  0.02  0.22 0.00  0.01
Crit Moves:  ****                ****              ****        ****
Green Time:   7.0 12.9  29.0   9.0 14.9  14.9  10.0 10.0  10.0  16.1  0.0  16.1
Volume/Cap:  0.06 0.38  0.27  0.04 0.82  0.82  0.10 0.10  0.10  0.82 0.00  0.04
Delay/Veh:   24.1 21.5  10.0  22.1 29.6  29.6  21.8 21.8  21.8  35.7  0.0  16.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.1 21.5  10.0  22.1 29.6  29.6  21.8 21.8  21.8  35.7  0.0  16.4
LOS by Move:    C   C+    B+    C+    C     C    C+   C+    C+    D+    A     B
HCM2kAvgQ:      0    2     3     0    7     7     1    1     1     9    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]

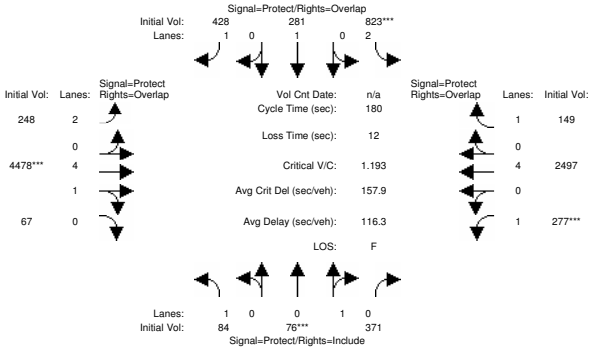



```
Street Name:          McCarthy Blvd.                       Montague Expy.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2006 <<
Base Vol:      75   56   322   680  269   359   171 2966    60   233 1977    91
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   75   56   322   680  269   359   171 2966    60   233 1977    91
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   75   56   322   680  269   359   171 2966    60   233 1977    91
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.92  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    75   56   322   680  269   359   171 2729    60   233 1977    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   75   56   322   680  269   359   171 2729    60   233 1977    91
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   75   56   322   680  269   359   171 2729    60   233 1977    91
------------|---------------||---------------||---------------||---------------|
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 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 0.15  0.85  2.00 1.00  1.00  2.00 4.89  0.11  1.00 4.00  1.00
Final Sat.:  1750  267  1533  3150 1900  1750  3150 9197   202  1750 7600  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.21  0.21  0.22 0.14  0.21  0.05 0.30  0.30  0.13 0.26  0.05
Crit Moves:       ****        ****                    ****        ****
Green Time:  18.5 41.2  41.2  42.4 65.1  79.7  14.6 58.2  76.7  26.1 69.8 112.2
Volume/Cap:  0.42 0.92  0.92  0.92 0.39  0.46  0.67 0.92  0.70  0.92 0.67  0.08
Delay/Veh:   83.0  106 106.1  97.1 59.2  54.2  87.2 63.5  42.7 110.8 46.2  13.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  83.0  106 106.1  97.1 59.2  54.2  87.2 63.5  42.7 110.8 46.2  13.5
LOS by Move:    F    F     F     F   E+    D-     F    E     D     F    D     B
HCM2kAvgQ:      5   25    25    24   13    18     6   32    27    15   22     2
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



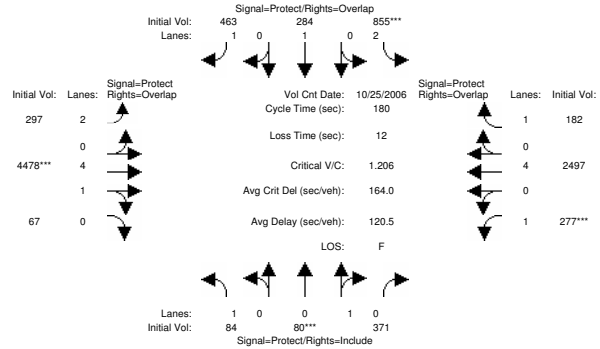
Street Name:	McCarthy Blvd.						Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	75	56	322	680	269	359	171	2966	60	233	1977	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	56	322	680	269	359	171	2966	60	233	1977	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	20	49	143	12	69	77	1512	7	44	520	58
Initial Fut:	84	76	371	823	281	428	248	4478	67	277	2497	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	76	371	823	281	428	248	4120	67	277	2497	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	76	371	823	281	428	248	4120	67	277	2497	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	76	371	823	281	428	248	4120	67	277	2497	149
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	4.92	0.08	1.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	9249	150	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.26	0.15	0.24	0.08	0.45	0.45	0.16	0.33	0.09
Crit Moves:		****		****				****		****		
Green Time:	17.3	37.5	37.5	39.4	59.6	77.2	17.6	67.2	84.5	23.9	73.5	112.9
Volume/Cap:	0.50	1.19	1.19	1.19	0.45	0.57	0.80	1.19	0.95	1.19	0.80	0.14
Delay/Veh:	85.1	194	193.9	184.1	63.3	59.3	93.8	146	51.3	199.2	48.5	13.7
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:	85.1	194	193.9	184.1	63.3	59.3	93.8	146	51.3	199.2	48.5	13.7
LOS by Move:	F	F	F	F	E	E+	F	F	D-	F	D	B
HCM2kAvgQ:	5	37	37	37	14	22	8	62	47	23	30	3

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



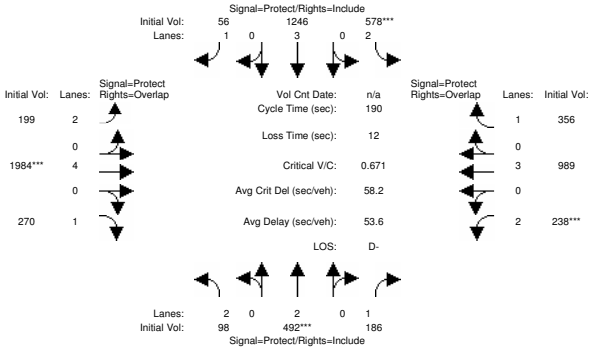
Street Name:	McCarthy Blvd.						Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2006 <<												
Base Vol:	84	76	371	823	281	428	248	4478	67	277	2497	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	76	371	823	281	428	248	4478	67	277	2497	149
Added Vol:	0	4	0	32	3	35	49	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	80	371	855	284	463	297	4478	67	277	2497	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	80	371	855	284	463	297	4120	67	277	2497	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	80	371	855	284	463	297	4120	67	277	2497	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	80	371	855	284	463	297	4120	67	277	2497	182
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	4.92	0.08	1.00	4.00	1.00
Final Sat.:	1750	319	1481	3150	1900	1750	3150	9249	150	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.27	0.15	0.26	0.09	0.45	0.45	0.16	0.33	0.10
Crit Moves:		****		****				****		****		
Green Time:	17.1	37.4	37.4	40.5	60.8	80.9	20.1	66.5	83.6	23.6	70.0	110.5
Volume/Cap:	0.50	1.21	1.21	1.21	0.44	0.59	0.84	1.21	0.96	1.21	0.84	0.17
Delay/Veh:	85.3	199	199.2	189.0	62.7	58.5	95.3	152	53.2	204.6	52.5	15.0
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:	85.3	199	199.2	189.0	62.7	58.5	95.3	152	53.2	204.6	52.5	15.0
LOS by Move:	F	F	F	F	E	E+	F	F	D-	F	D-	B
HCM2kAvgQ:	5	38	38	38	14	24	10	63	48	23	32	4

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



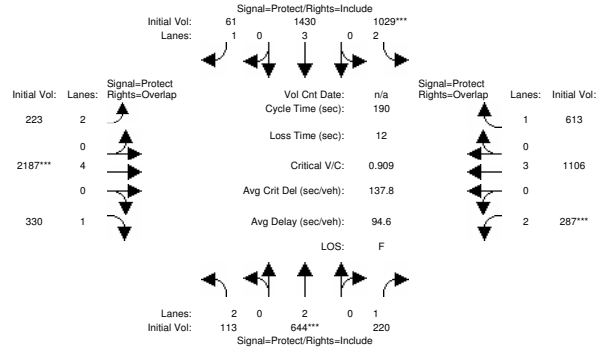
Street Name:	Great Mall Pkwy./Capitol Ave.								Montague Expy.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		95	10	7		95	10
Volume Module:																
Base Vol:	98		492	186	578		1246	56	199		1984	270	238		989	356
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	98		492	186	578		1246	56	199		1984	270	238		989	356
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	98		492	186	578		1246	56	199		1984	270	238		989	356
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.92	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	98		492	186	578		1246	56	199		1825	270	238		989	356
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	98		492	186	578		1246	56	199		1825	270	238		989	356
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	98		492	186	578		1246	56	199		1825	270	238		989	356
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		3.00	1.00	2.00		4.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		5700	1750	3150		7600	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.13	0.11	0.18		0.22	0.03	0.06		0.24	0.15	0.08		0.17	0.20
Crit Moves:			****		****						****		****			
Green Time:	9.6		27.7	27.7	39.2		57.2	57.2	12.5		95.0	104.6	16.1		98.7	137.9
Volume/Cap:	0.61		0.89	0.73	0.89		0.73	0.11	0.96		0.48	0.28	0.89		0.33	0.28
Delay/Veh:	95.2		95.9	87.9	87.5		61.0	48.0	140.3		31.4	22.8	114.4		26.6	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:	95.2		95.9	87.9	87.5		61.0	48.0	140.3		31.4	22.8	114.4		26.6	9.1
LOS by Move:	F		F	F	F		E	D	F		C	C+	F		C	A
HCM2kAvgQ:	3		15	11	21		21	2	7		16	8	9		11	8

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



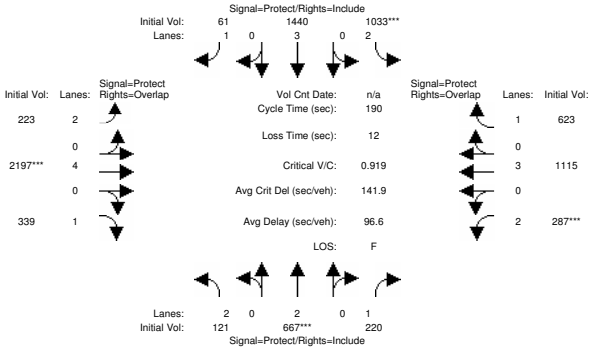
Street Name:	Great Mall Pkwy./Capitol Ave.								Montague Expy.							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		95	10	7		95	10
Volume Module:																
Base Vol:	98		492	186	578		1246	56	199		1984	270	238		989	356
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	98		492	186	578		1246	56	199		1984	270	238		989	356
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	15		152	34	451		184	5	24		203	60	49		117	257
Initial Fut:	113		644	220	1029		1430	61	223		2187	330	287		1106	613
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.92	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	113		644	220	1029		1430	61	223		2012	330	287		1106	613
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	113		644	220	1029		1430	61	223		2012	330	287		1106	613
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	113		644	220	1029		1430	61	223		2012	330	287		1106	613
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		3.00	1.00	2.00		4.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		3800	1750	3150		5700	1750	3150		7600	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.04		0.17	0.13	0.33		0.25	0.03	0.07		0.26	0.19	0.09		0.19	0.35
Crit Moves:			****		****						****		****			
Green Time:	9.0		24.0	24.0	46.2		61.1	61.1	12.9		95.0	104.0	12.9		95.0	141.2
Volume/Cap:	0.76		1.34	1.00	1.34		0.78	0.11	1.04		0.53	0.34	1.34		0.39	0.47
Delay/Veh:	109.5		251	142.7	235.5		60.5	45.4	162.3		32.4	24.2	271.4		29.6	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:	109.5		251	142.7	235.5		60.5	45.4	162.3		32.4	24.2	271.4		29.6	9.9
LOS by Move:	F		F	F	F		E	D	F		C-	C	F		C	A
HCM2kAvgQ:	4		28	15	55		25	3	8		18	11	16		13	15

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



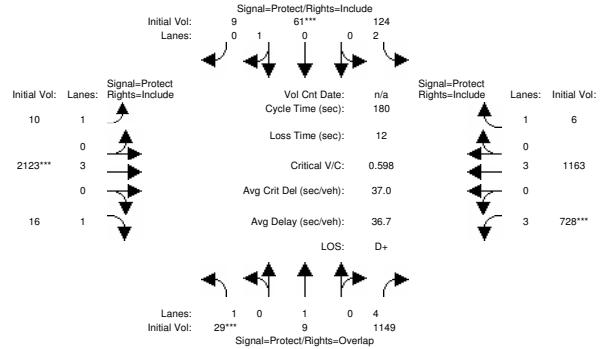
Street Name:	Great Mall Pkwy./Capitol Ave.									Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		95		10	7		95		10
Volume Module:																				
Base Vol:	113		644		220	1029		1430		61	223		2187		330	287		1106		613
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	113		644		220	1029		1430		61	223		2187		330	287		1106		613
Added Vol:	8		23		0	4		10		0	0		10		9	0		9		10
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	121		667		220	1033		1440		61	223		2197		339	287		1115		623
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.92		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	121		667		220	1033		1440		61	223		2021		339	287		1115		623
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	121		667		220	1033		1440		61	223		2021		339	287		1115		623
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	121		667		220	1033		1440		61	223		2021		339	287		1115		623
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.83		1.00		0.92	0.83		1.00		0.92	0.83		1.00		0.92
Lanes:	2.00		2.00		1.00	2.00		3.00		1.00	2.00		4.00		1.00	2.00		3.00		1.00
Final Sat.:	3150		3800		1750	3150		5700		1750	3150		7600		1750	3150		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.18		0.13	0.33		0.25		0.03	0.07		0.27		0.19	0.09		0.20		0.36
Crit Moves:			****			****							****			****				
Green Time:	9.3		24.5		24.5	45.8		61.0		61.0	12.7		95.0		104.3	12.7		95.0		140.8
Volume/Cap:	0.79		1.36		0.97	1.36		0.79		0.11	1.06		0.53		0.35	1.36		0.39		0.48
Delay/Veh:	112.4		258		135.0	243.1		60.9		45.5	166.6		32.5		24.2	278.6		29.6		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:	112.4		258		135.0	243.1		60.9		45.5	166.6		32.5		24.2	278.6		29.6		10.2
LOS by Move:	F		F		F	F		E		D	F		C-		C	F		C		B+
HCM2kAvgQ:	4		29		14	56		26		3	8		18		11	16		13		16

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #18: Trimble / Montague Expy [CMP]



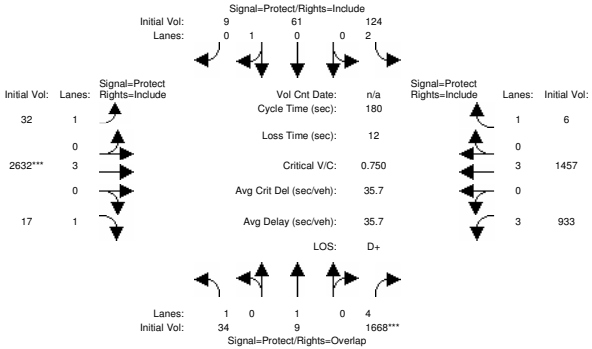
Street Name:	Trimble									Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module:																				
Base Vol:	29		9		1149	124		61		9	10		2123		16	728		1163		6
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	29		9		1149	124		61		9	10		2123		16	728		1163		6
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	29		9		1149	124		61		9	10		2123		16	728		1163		6
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.92		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	29		9		1149	124		61		9	10		1953		16	728		1163		6
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	29		9		1149	124		61		9	10		1953		16	728		1163		6
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	29		9		1149	124		61		9	10		1953		16	728		1163		6
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.80	0.83		0.95		0.95	0.92		1.00		0.92	0.80		1.00		0.92
Lanes:	1.00		1.00		4.00	2.00		0.87		0.13	1.00		3.00		1.00	3.00		3.00		1.00
Final Sat.:	1750		1900		6068	3150		1569		231	1750		5700		1750	4551		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.00		0.19	0.04		0.04		0.04	0.01		0.34		0.01	0.16		0.20		0.00
Crit Moves:	****							****					****			****				
Green Time:	7.0		10.9		58.4	7.7		11.6		11.6	23.9		102		101.9	47.6		126		125.5
Volume/Cap:	0.43		0.08		0.58	0.92		0.61		0.61	0.04		0.61		0.02	0.61		0.29		0.00
Delay/Veh:	88.8		80.1		51.1	139.7		90.8		90.8	68.1		26.1		17.1	58.9		10.4		8.3
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:	88.8		80.1		51.1	139.7		90.8		90.8	68.1		26.1		17.1	58.9		10.4		8.3
LOS by Move:	F		F		D-	F		F		F	E		C		B	E+		B+		A
HCM2kAvgQ:	2		0		16	6		5		5	0		23		0	14		8		0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #18: Trimble / Montague Expy [CMP]



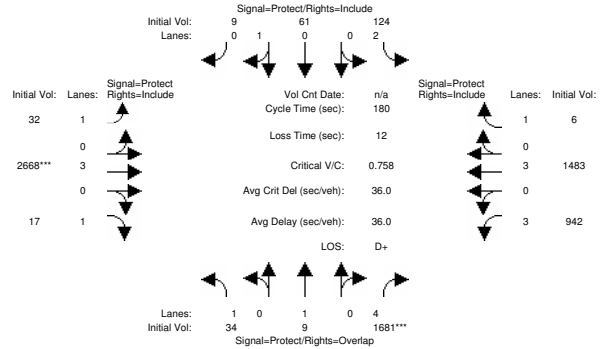
Street Name:	Trimble								Montague Expy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module:																
Base Vol:	29	9	1149		124	61	9		10	2123	16		728	1163	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	29	9	1149		124	61	9		10	2123	16		728	1163	6	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	5	0	519		0	0	0		22	509	1		205	294	0	
Initial Fut:	34	9	1668		124	61	9		32	2632	17		933	1457	6	
User Adj:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	0.92	0.00		0.00	0.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	1668		0	0	0		0	2421	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	1668		0	0	0		0	2421	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	1668		0	0	0		0	2421	0		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	0.80		0.83	1.00	0.92		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	4.00		2.00	1.00	0.00		1.00	3.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	6068		3150	1900	0		1750	5700	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.27		0.00	0.00	0.00		0.00	0.42	0.00		0.00	0.00	0.00	
Crit Moves:			****							****						
Green Time:	0.0	0.0	67.0		0.0	0.0	0.0		0.0	108	0.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.00	0.74		0.00	0.00	0.00		0.00	0.71	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	50.2		0.0	0.0	0.0		0.0	25.7	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	50.2		0.0	0.0	0.0		0.0	25.7	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	D		A	A	A		A	C	A		A	A	A	
HCM2kAvgQ:	0	0	25		0	0	0		0	31	0		0	0	0	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #18: Trimble / Montague Expy [CMP]



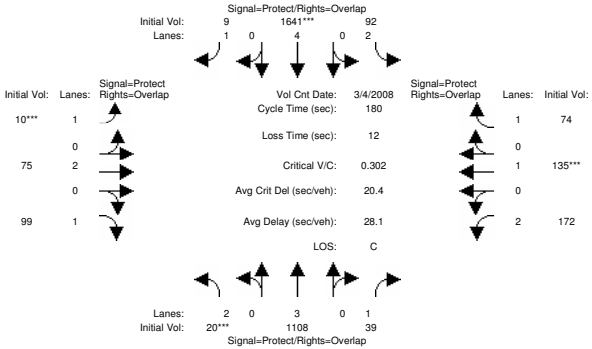
Street Name:	Trimble								Montague Expy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module:																
Base Vol:	34	9	1668		124	61	9		32	2632	17		933	1457	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	9	1668		124	61	9		32	2632	17		933	1457	6	
Added Vol:	0	0	13		0	0	0		0	36	0		9	26	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	9	1681		124	61	9		32	2668	17		942	1483	6	
User Adj:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	0.92	0.00		0.00	0.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	1681		0	0	0		0	2455	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	1681		0	0	0		0	2455	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	1681		0	0	0		0	2455	0		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	0.80		0.83	1.00	0.92		0.92	1.00	0.92		0.80	1.00	0.92	
Lanes:	1.00	1.00	4.00		2.00	1.00	0.00		1.00	3.00	1.00		3.00	3.00	1.00	
Final Sat.:	1750	1900	6068		3150	1900	0		1750	5700	1750		4551	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.28		0.00	0.00	0.00		0.00	0.43	0.00		0.00	0.00	0.00	
Crit Moves:			****							****						
Green Time:	0.0	0.0	66.8		0.0	0.0	0.0		0.0	108	0.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.00	0.75		0.00	0.00	0.00		0.00	0.72	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	50.6		0.0	0.0	0.0		0.0	25.9	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	50.6		0.0	0.0	0.0		0.0	25.9	0.0		0.0	0.0	0.0	
LOS by Move:	A	A	D		A	A	A		A	C	A		A	A	A	
HCM2kAvgQ:	0	0	25		0	0	0		0	31	0		0	0	0	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #19: Montague Expy / River Oaks

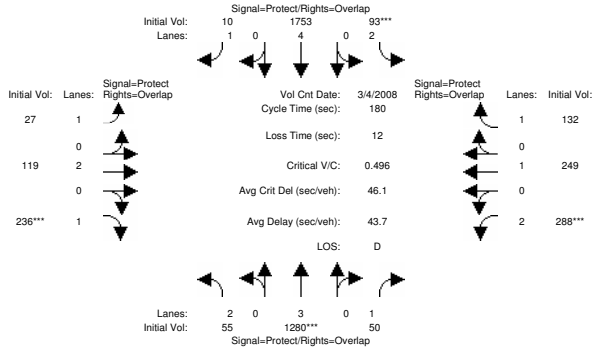



```
Street Name:          Montague Expy                 River Oaks - E Pulmeria
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Mar 2008 << 5-6
Base Vol:      20 1108    39    92 1641     9    10   75    99   172  135    74
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20 1108    39    92 1641     9    10   75    99   172  135    74
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20 1108    39    92 1641     9    10   75    99   172  135    74
User Adj:    1.00 1.00  1.00  1.00 0.92  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    20 1108    39    92 1510     9    10   75    99   172  135    74
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20 1108    39    92 1510     9    10   75    99   172  135    74
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   20 1108    39    92 1510     9    10   75    99   172  135    74
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  1.00  2.00 4.00  1.00  1.00 2.00  1.00  2.00 1.00  1.00
Final Sat.:  3150 5700  1750  3150 7600  1750  1750 3800  1750  3150 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.02  0.03 0.20  0.01  0.01 0.02  0.06  0.05 0.07  0.04
Crit Moves:  ****                 ****        ****                  ****
Green Time:   7.0  100 123.9  20.1  113 120.4   7.0 24.0  31.0  23.6 40.6  60.6
Volume/Cap:  0.16 0.35  0.03  0.26 0.32  0.01  0.15 0.15  0.33  0.42 0.32  0.13
Delay/Veh:   86.5 22.2   9.0  75.0 15.5   9.9  88.1 69.6  68.3  75.0 60.1  41.8
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:  86.5 22.2   9.0  75.0 15.5   9.9  88.1 69.6  68.3  75.0 60.1  41.8
LOS by Move:    F   C+     A     E    B     A     F    E     E     E    E     D
HCM2kAvgQ:      1   11     1     3   10     0     1    2     5     5    6     3
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #19: Montague Expy / River Oaks

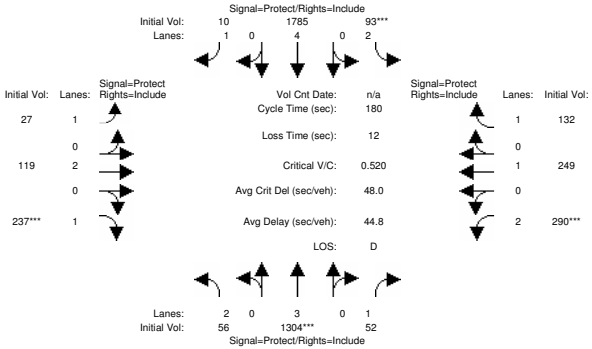



```
Street Name:          Montague Expy                 River Oaks - E Pulmeria
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Mar 2008 << 5-6
Base Vol:      20 1108    39    92 1641     9    10   75    99   172  135    74
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   20 1108    39    92 1641     9    10   75    99   172  135    74
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           35  172    11     1  112     1    17   44   137   116  114    58
Initial Fut:   55 1280    50    93 1753    10    27  119   236   288  249   132
User Adj:    1.00 1.00  1.00  1.00 0.92  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    55 1280    50    93 1613    10    27  119   236   288  249   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   55 1280    50    93 1613    10    27  119   236   288  249   132
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   55 1280    50    93 1613    10    27  119   236   288  249   132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  1.00  2.00 4.00  1.00  1.00 2.00  1.00  2.00 1.00  1.00
Final Sat.:  3150 5700  1750  3150 7600  1750  1750 3800  1750  3150 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.22  0.03  0.03 0.21  0.01  0.02 0.03  0.13  0.09 0.13  0.08
Crit Moves:       ****        ****                        ****  ****
Green Time:  14.3 81.5 114.7  10.7 77.9  93.5  15.6 34.8  49.1  33.2 52.4  63.2
Volume/Cap:  0.22 0.50  0.04  0.50 0.49  0.01  0.18 0.16  0.49  0.50 0.45  0.21
Delay/Veh:   79.7 35.4  12.3  91.1 37.3  20.9  78.9 60.9  58.6  68.9 54.6  41.8
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:  79.7 35.4  12.3  91.1 37.3  20.9  78.9 60.9  58.6  68.9 54.6  41.8
LOS by Move:   E-   D+     B     F   D+    C+    E-    E    E+     E   D-     D
HCM2kAvgQ:      2   17     1     3   16     0     1    3    12     9   11     5
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #19: Montague Expy / River Oaks



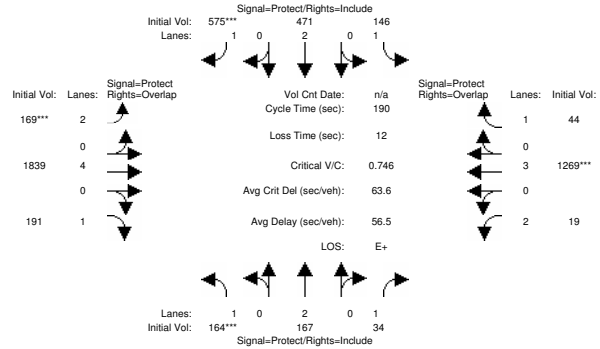
Street Name:	Montague Expy						River Oaks - E Pulmeria					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	1280	50	93	1753	10	27	119	236	288	249	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1280	50	93	1753	10	27	119	236	288	249	132
Added Vol:	1	24	2	0	32	0	0	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1304	52	93	1785	10	27	119	237	290	249	132
User Adj:	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1304	52	93	1642	10	27	119	237	290	249	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1304	52	93	1642	10	27	119	237	290	249	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1304	52	93	1642	10	27	119	237	290	249	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.03	0.03	0.22	0.01	0.02	0.03	0.14	0.09	0.13	0.08
Crit Moves:		****		****					****	****		
Green Time:	13.6	79.1	79.1	10.2	75.7	75.7	18.0	46.8	46.8	31.8	60.7	60.7
Volume/Cap:	0.23	0.52	0.07	0.52	0.51	0.01	0.15	0.12	0.52	0.52	0.39	0.22
Delay/Veh:	80.6	37.4	29.3	92.9	39.1	30.4	75.9	51.1	61.2	70.6	47.3	43.7
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:	80.6	37.4	29.3	92.9	39.1	30.4	75.9	51.1	61.2	70.6	47.3	43.7
LOS by Move:	F	D+	C	F	D	C	E-	D-	E	E	D	D
HCM2kAvgQ:	2	18	2	3	17	0	1	2	12	9	10	5

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



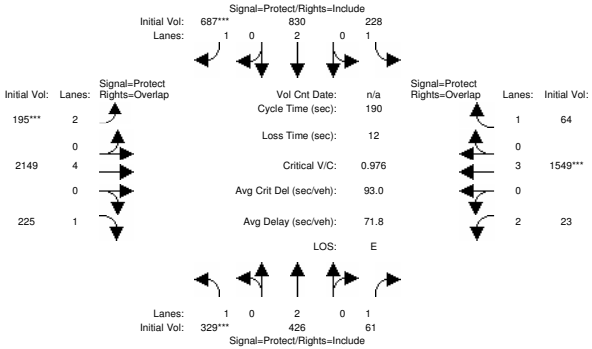
Street Name:	Zanker Rd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	164	167	34	146	471	575	169	1839	191	19	1269	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	167	34	146	471	575	169	1839	191	19	1269	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	167	34	146	471	575	169	1839	191	19	1269	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	167	34	146	471	575	169	1692	191	19	1269	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	167	34	146	471	575	169	1692	191	19	1269	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	167	34	146	471	575	169	1692	191	19	1269	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.02	0.08	0.12	0.33	0.05	0.22	0.11	0.01	0.22	0.03
Crit Moves:	****					****	****				****	
Green Time:	23.9	41.6	41.6	66.0	83.7	83.7	13.7	60.4	84.3	10.0	56.7	122.7
Volume/Cap:	0.75	0.20	0.09	0.24	0.28	0.75	0.75	0.70	0.25	0.11	0.75	0.04
Delay/Veh:	93.1	60.7	59.2	44.4	34.0	48.3	99.1	57.8	33.2	86.1	62.0	12.2
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:	93.1	60.7	59.2	44.4	34.0	48.3	99.1	57.8	33.2	86.1	62.0	12.2
LOS by Move:	F	E	E+	D	C-	D	F	E+	C-	F	E	B
HCM2kAvgQ:	11	4	2	6	8	30	6	21	7	1	22	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



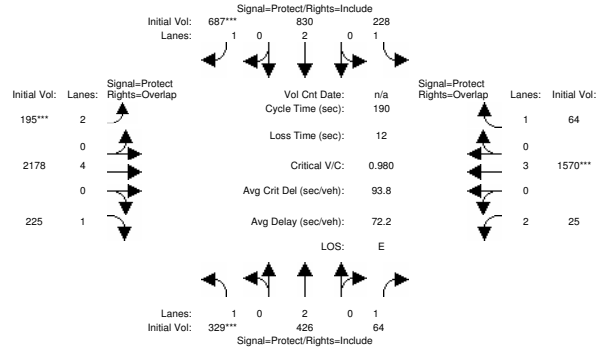
Street Name:	Zanker Rd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	164	167	34	146	471	575	169	1839	191	19	1269	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	167	34	146	471	575	169	1839	191	19	1269	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	165	259	27	82	359	112	26	310	34	4	280	20
Initial Fut:	329	426	61	228	830	687	195	2149	225	23	1549	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	426	61	228	830	687	195	1977	225	23	1549	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	426	61	228	830	687	195	1977	225	23	1549	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	426	61	228	830	687	195	1977	225	23	1549	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.03	0.13	0.22	0.39	0.06	0.26	0.13	0.01	0.27	0.04
Crit Moves:	****					****	****				****	
Green Time:	36.6	52.3	52.3	60.8	76.4	76.4	12.1	56.9	93.5	8.1	52.9	113.7
Volume/Cap:	0.98	0.41	0.13	0.41	0.54	0.98	0.98	0.87	0.26	0.17	0.98	0.06
Delay/Veh:	118.6	56.5	51.8	51.0	43.8	83.7	145.3	66.9	28.3	88.4	85.0	15.9
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:	118.6	56.5	51.8	51.0	43.8	83.7	145.3	66.9	28.3	88.4	85.0	15.9
LOS by Move:	F	E+	D-	D-	D	F	F	E	C	F	F	B
HCM2kAvgQ:	25	10	3	11	18	47	7	25	8	1	33	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



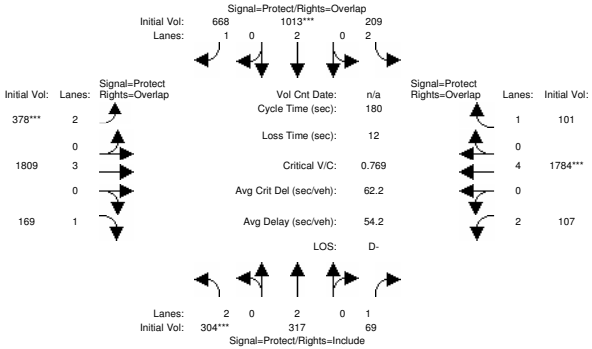
Street Name:	Zanker Rd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	329	426	61	228	830	687	195	2149	225	23	1549	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	426	61	228	830	687	195	2149	225	23	1549	64
Added Vol:	0	0	3	0	0	0	0	29	0	2	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	426	64	228	830	687	195	2178	225	25	1570	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	426	64	228	830	687	195	2004	225	25	1570	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	426	64	228	830	687	195	2004	225	25	1570	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	426	64	228	830	687	195	2004	225	25	1570	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.04	0.13	0.22	0.39	0.06	0.26	0.13	0.01	0.28	0.04
Crit Moves:	****					****	****				****	
Green Time:	36.5	52.1	52.1	60.5	76.1	76.1	12.0	57.4	93.9	8.0	53.4	113.9
Volume/Cap:	0.98	0.41	0.13	0.41	0.55	0.98	0.98	0.87	0.26	0.19	0.98	0.06
Delay/Veh:	119.9	56.6	52.1	51.2	44.1	85.0	146.6	66.8	28.1	88.5	85.6	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.9	56.6	52.1	51.2	44.1	85.0	146.6	66.8	28.1	88.5	85.6	15.8
LOS by Move:	F	E+	D-	D-	D	F	F	E	C	F	F	B
HCM2kAvgQ:	25	10	3	11	18	48	7	26	8	1	33	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #21: N 1st St / Montague Expy [CMP]



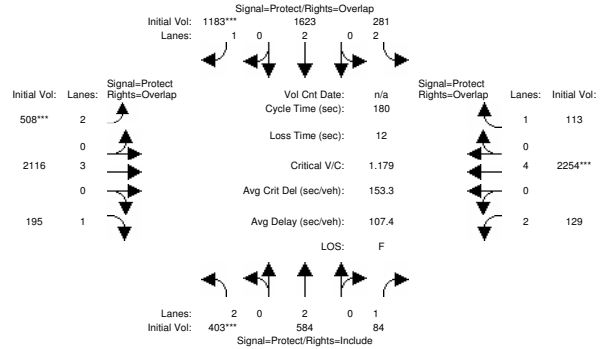
Street Name:	N 1st St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	304	317	69	209	1013	668	378	1809	169	107	1784	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	317	69	209	1013	668	378	1809	169	107	1784	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	317	69	209	1013	668	378	1809	169	107	1784	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	317	69	209	1013	668	378	1664	169	107	1784	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	317	69	209	1013	668	378	1664	169	107	1784	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	317	69	209	1013	668	378	1664	169	107	1784	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.04	0.07	0.27	0.38	0.12	0.29	0.10	0.03	0.23	0.06
Crit Moves:	****				****		****				****	
Green Time:	22.6	47.3	47.3	37.6	62.4	90.5	28.1	73.3	95.9	9.8	54.9	92.6
Volume/Cap:	0.77	0.32	0.15	0.32	0.77	0.76	0.77	0.72	0.18	0.63	0.77	0.11
Delay/Veh:	85.1	53.5	51.0	60.6	55.2	39.9	80.1	45.8	21.9	90.5	58.4	22.6
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:	85.1	53.5	51.0	60.6	55.2	39.9	80.1	45.8	21.9	90.5	58.4	22.6
LOS by Move:	F	D-	D-	E	E+	D	F	D	C+	F	E+	C+
HCM2kAvgQ:	11	7	3	6	25	32	12	25	5	3	22	3

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #21: N 1st St / Montague Expy [CMP]



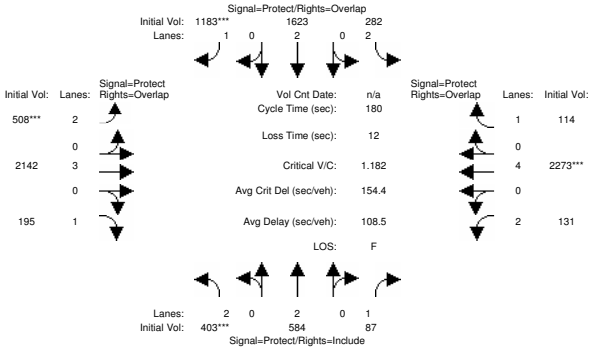
Street Name:	N 1st St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	304	317	69	209	1013	668	378	1809	169	107	1784	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	317	69	209	1013	668	378	1809	169	107	1784	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	99	267	15	72	610	515	130	307	26	22	470	12
Initial Fut:	403	584	84	281	1623	1183	508	2116	195	129	2254	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	584	84	281	1623	1183	508	1947	195	129	2254	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	584	84	281	1623	1183	508	1947	195	129	2254	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	584	84	281	1623	1183	508	1947	195	129	2254	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.05	0.09	0.43	0.68	0.16	0.34	0.11	0.04	0.30	0.06
Crit Moves:	****					****	****				****	
Green Time:	19.5	62.1	62.1	36.0	78.6	103.2	24.6	62.4	81.9	7.5	45.3	81.3
Volume/Cap:	1.18	0.45	0.14	0.45	0.98	1.18	1.18	0.99	0.24	0.99	1.18	0.14
Delay/Veh:	187.0	45.9	40.7	63.7	67.0	129.5	180.0	75.1	30.2	160.0	154	29.0
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:	187.0	45.9	40.7	63.7	67.0	129.5	180.0	75.1	30.2	160.0	154	29.0
LOS by Move:	F	D	D	E	E	F	F	E-	C	F	F	C
HCM2kAvgQ:	20	12	3	8	49	94	23	39	7	4	39	4

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #21: N 1st St / Montague Expy [CMP]



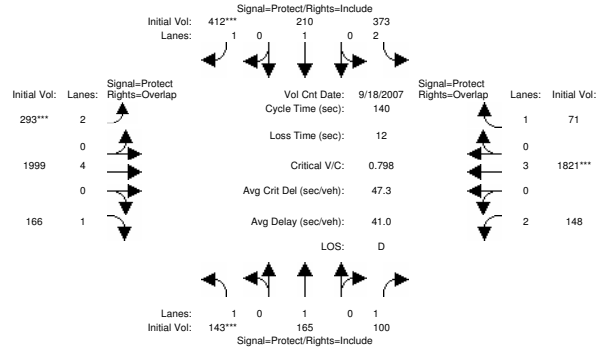
Street Name:	N 1st St									Montague Expy							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10	
Volume Module:																	
Base Vol:	403		584	84	281		1623	1183	508		2116	195	129		2254	113	
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Initial Bse:	403		584	84	281		1623	1183	508		2116	195	129		2254	113	
Added Vol:	0		0	3	1		0	0	0		26	0	2		19	1	
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0	
Initial Fut:	403		584	87	282		1623	1183	508		2142	195	131		2273	114	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.92	1.00	1.00		1.00	1.00	
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
PHF Volume:	403		584	87	282		1623	1183	508		1971	195	131		2273	114	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
Reduced Vol:	403		584	87	282		1623	1183	508		1971	195	131		2273	114	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
FinalVolume:	403		584	87	282		1623	1183	508		1971	195	131		2273	114	
Saturation Flow Module:																	
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	2.00		3.00	1.00	2.00		4.00	1.00	
Final Sat.:	3150		3800	1750	3150		3800	1750	3150		5700	1750	3150		7600	1750	
Capacity Analysis Module:																	
Vol/Sat:	0.13		0.15	0.05	0.09		0.43	0.68	0.16		0.35	0.11	0.04		0.30	0.07	
Crit Moves:	****							****	****						****		
Green Time:	19.5		61.9	61.9	36.0		78.4	103.0	24.6		62.6	82.1	7.5		45.6	81.6	
Volume/Cap:	1.18		0.45	0.14	0.45		0.98	1.18	1.18		0.99	0.24	0.99		1.18	0.14	
Delay/Veh:	188.1		46.1	40.9	63.7		67.7	130.7	181.1		77.4	30.1	162.8		155	28.9	
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:	188.1		46.1	40.9	63.7		67.7	130.7	181.1		77.4	30.1	162.8		155	28.9	
LOS by Move:	F		D	D	E		E	F	F		E-	C	F		F	C	
HCM2kAvgQ:	20		12	3	8		49	94	23		40	7	4		40	4	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #22: Montague Expy / De la Cruz [CMP]



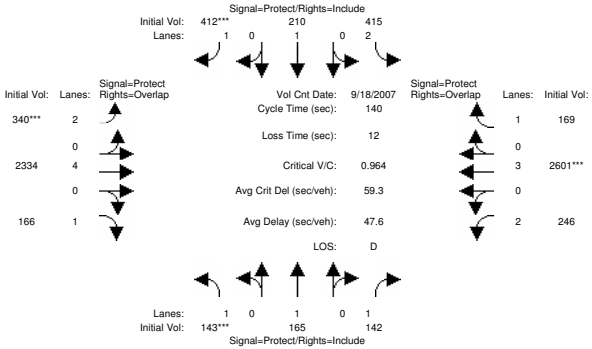
Street Name:	De la Cruz									Montague Expy							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10	
Volume Module: >> Count Date: 18 Sep 2007 <<																	
Base Vol:	143		165	100	373		210	412	293		1999	166	148		1821	71	
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Initial Bse:	143		165	100	373		210	412	293		1999	166	148		1821	71	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0	
Initial Fut:	143		165	100	373		210	412	293		1999	166	148		1821	71	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.92	1.00	1.00		1.00	1.00	
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
PHF Volume:	143		165	100	373		210	412	293		1839	166	148		1821	71	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
Reduced Vol:	143		165	100	373		210	412	293		1839	166	148		1821	71	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
FinalVolume:	143		165	100	373		210	412	293		1839	166	148		1821	71	
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	0.83		1.00	0.92	
Lanes:	1.00		1.00	1.00	2.00		1.00	1.00	2.00		4.00	1.00	2.00		3.00	1.00	
Final Sat.:	1750		1900	1750	3150		1900	1750	3150		7600	1750	3150		5700	1750	
Capacity Analysis Module:																	
Vol/Sat:	0.08		0.09	0.06	0.12		0.11	0.24	0.09		0.24	0.09	0.05		0.32	0.04	
Crit Moves:	****							****	****						****		
Green Time:	14.3		23.5	23.5	32.1		41.3	41.3	16.3		60.0	74.3	12.4		56.0	88.1	
Volume/Cap:	0.80		0.52	0.34	0.52		0.37	0.80	0.80		0.56	0.18	0.53		0.80	0.06	
Delay/Veh:	83.1		54.5	52.1	47.8		39.5	54.0	71.9		30.4	17.1	63.0		39.1	10.0	
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	83.1		54.5	52.1	47.8		39.5	54.0	71.9		30.4	17.1	63.0		39.1	10.0	
LOS by Move:	F		D-	D-	D		D	D-	E		C	B	E		D	B+	
HCM2kAvgQ:	8		7	4	9		7	19	9		15	4	4		22	1	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #22: Montague Expy / De la Cruz [CMP]

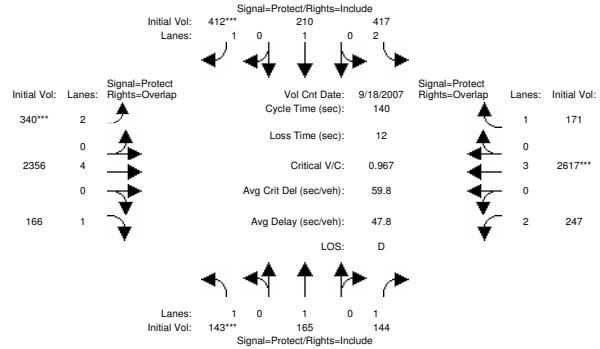



```
Street Name:             De la Cruz                    Montague Expy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Sep 2007 <<
Base Vol:     143  165   100   373  210   412   293 1999   166   148 1821    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  143  165   100   373  210   412   293 1999   166   148 1821    71
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0    42    42    0     0    47  335     0    98  780    98
Initial Fut:  143  165   142   415  210   412   340 2334   166   246 2601   169
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.92  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   143  165   142   415  210   412   340 2147   166   246 2601   169
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  143  165   142   415  210   412   340 2147   166   246 2601   169
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  143  165   142   415  210   412   340 2147   166   246 2601   169
------------|---------------||---------------||---------------||---------------|
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  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 4.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 7600  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.09  0.08  0.13 0.11  0.24  0.11 0.28  0.09  0.08 0.46  0.10
Crit Moves:  ****                        ****  ****                  ****
Green Time:  11.9 18.3  18.3  27.8 34.2  34.2  15.7 64.2  76.1  17.7 66.3  94.0
Volume/Cap:  0.96 0.66  0.62  0.66 0.45  0.96  0.96 0.62  0.17  0.62 0.96  0.14
Delay/Veh:  126.7 64.6  62.7  54.5 45.7  86.5 100.2 28.9  16.2  60.8 46.0   8.4
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: 126.7 64.6  62.7  54.5 45.7  86.5 100.2 28.9  16.2  60.8 46.0   8.4
LOS by Move:    F    E     E    D-    D     F     F    C     B     E    D     A
HCM2kAvgQ:     10    8     7    11    8    24    13   17     4     6   34     3
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #22: Montague Expy / De la Cruz [CMP]

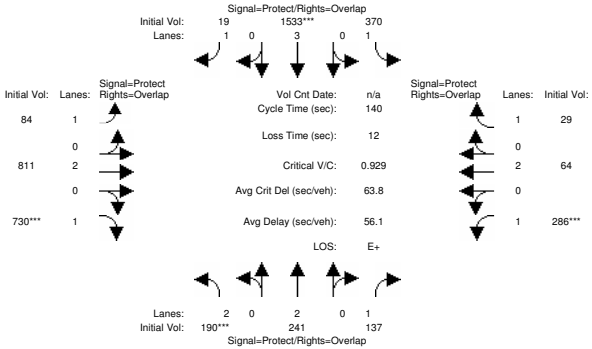



```
Street Name:             De la Cruz                    Montague Expy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Sep 2007 <<
Base Vol:     143  165   142   415  210   412   340 2334   166   246 2601   169
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  143  165   142   415  210   412   340 2334   166   246 2601   169
Added Vol:      0    0     2     2    0     0     0   22     0     1   16     2
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  143  165   144   417  210   412   340 2356   166   247 2617   171
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.92  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   143  165   144   417  210   412   340 2168   166   247 2617   171
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  143  165   144   417  210   412   340 2168   166   247 2617   171
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  143  165   144   417  210   412   340 2168   166   247 2617   171
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 4.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 7600  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.09  0.08  0.13 0.11  0.24  0.11 0.29  0.09  0.08 0.46  0.10
Crit Moves:  ****                        ****  ****                  ****
Green Time:  11.8 18.2  18.2  27.7 34.1  34.1  15.6 64.4  76.2  17.7 66.5  94.2
Volume/Cap:  0.97 0.67  0.63  0.67 0.45  0.97  0.97 0.62  0.17  0.62 0.97  0.15
Delay/Veh:  127.7 64.9  63.5  54.7 45.8  87.4 101.1 28.9  16.1  61.0 46.4   8.4
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: 127.7 64.9  63.5  54.7 45.8  87.4 101.1 28.9  16.1  61.0 46.4   8.4
LOS by Move:    F    E     E    D-    D     F     F    C     B     E    D     A
HCM2kAvgQ:     10    8     7    11    8    24    13   17     4     6   35     3
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #23: Capitol/Cropley



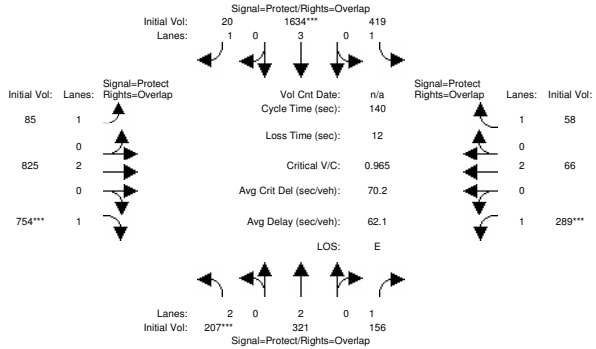
Street Name:	Capitol						Cropley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	190	241	137	370	1533	19	84	811	730	286	64	29
Growth Adj:	1.00	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	241	137	370	1533	19	84	811	730	286	64	29
Added Vol:	0	0	0	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	241	137	370	1533	19	84	811	730	286	64	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	241	137	370	1533	19	84	811	730	286	64	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	241	137	370	1533	19	84	811	730	286	64	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	241	137	370	1533	19	84	811	730	286	64	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.21	0.27	0.01	0.05	0.21	0.42	0.16	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	9.1	12.5	37.2	37.1	40.5	72.8	32.3	53.8	62.9	24.6	46.1	83.2
Volume/Cap:	0.93	0.71	0.30	0.80	0.93	0.02	0.21	0.56	0.93	0.93	0.05	0.03
Delay/Veh:	108.5	68.7	41.3	57.4	58.1	16.3	43.8	34.2	53.7	90.1	32.0	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:	108.5	68.7	41.3	57.4	58.1	16.3	43.8	34.2	53.7	90.1	32.0	11.7
LOS by Move:	F	E	D	E+	E+	B	D	C-	D-	F	C-	B+
HCM2kAvgQ:	8	6	5	16	22	0	3	14	36	17	1	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #23: Capitol/Cropley



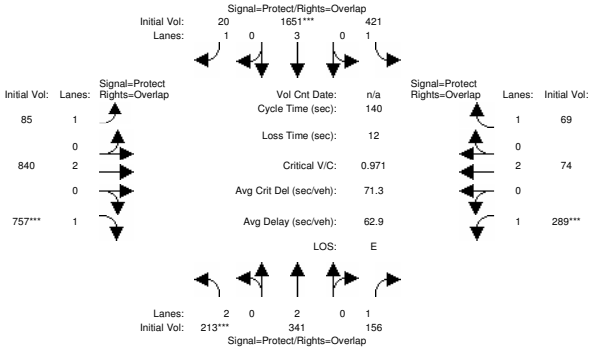
Street Name:	Capitol						Cropley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	190	241	137	370	1533	19	84	811	730	286	64	29
Growth Adj:	1.00	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	241	137	370	1533	19	84	811	730	286	64	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	80	19	49	101	1	1	14	24	3	2	29
Initial Fut:	207	321	156	419	1634	20	85	825	754	289	66	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	321	156	419	1634	20	85	825	754	289	66	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	321	156	419	1634	20	85	825	754	289	66	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	321	156	419	1634	20	85	825	754	289	66	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.09	0.24	0.29	0.01	0.05	0.22	0.43	0.17	0.02	0.03
Crit Moves:	****				****				****	****		
Green Time:	9.5	13.3	37.3	37.8	41.6	73.2	31.7	53.0	62.5	23.9	45.2	83.0
Volume/Cap:	0.97	0.89	0.33	0.89	0.97	0.02	0.21	0.57	0.97	0.97	0.05	0.06
Delay/Veh:	116.5	84.9	41.8	67.2	63.0	16.1	44.3	35.1	61.7	100.1	32.7	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.5	84.9	41.8	67.2	63.0	16.1	44.3	35.1	61.7	100.1	32.7	12.0
LOS by Move:	F	F	D	E	E	B	D	D+	E	F	C-	B
HCM2kAvgQ:	9	10	6	19	25	0	3	14	39	18	1	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #23: Capitol/Cropley



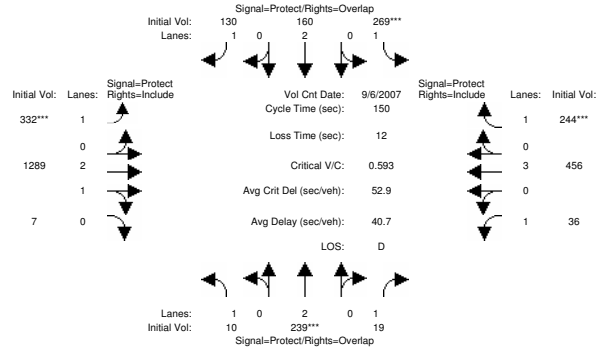
Street Name:	Capitol						Cropley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	207	321	156	419	1634	20	85	825	754	289	66	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	321	156	419	1634	20	85	825	754	289	66	58
Added Vol:	6	20	0	2	17	0	0	15	3	0	8	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	341	156	421	1651	20	85	840	757	289	74	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	341	156	421	1651	20	85	840	757	289	74	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	341	156	421	1651	20	85	840	757	289	74	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	341	156	421	1651	20	85	840	757	289	74	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.24	0.29	0.01	0.05	0.22	0.43	0.17	0.02	0.04
Crit Moves:	****				****				****	****		
Green Time:	9.8	14.0	37.8	37.5	41.8	73.3	31.5	52.6	62.4	23.8	45.0	82.5
Volume/Cap:	0.97	0.90	0.33	0.90	0.97	0.02	0.22	0.59	0.97	0.97	0.06	0.07
Delay/Veh:	117.2	85.4	41.3	69.0	63.9	16.1	44.5	35.6	63.0	101.7	32.9	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:	117.2	85.4	41.3	69.0	63.9	16.1	44.5	35.6	63.0	101.7	32.9	12.3
LOS by Move:	F	F	D	E	E	B	D	D+	E	F	C-	B
HCM2kAvgQ:	9	10	6	19	25	0	3	14	40	18	1	1

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #24: Great Mall Pkwy. & Main St.



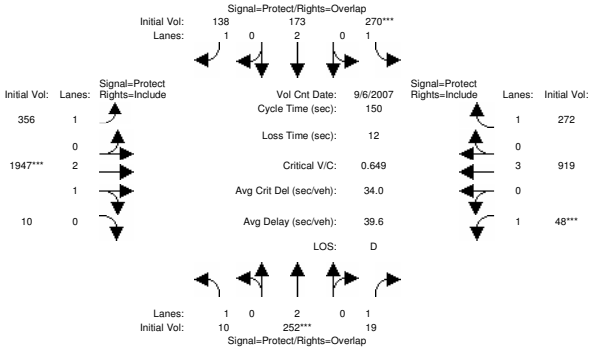
Street Name:	Main St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Sep 2007 <<												
Base Vol:	10	239	19	269	160	130	332	1289	7	36	456	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	239	19	269	160	130	332	1289	7	36	456	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	239	19	269	160	130	332	1289	7	36	456	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	239	19	269	160	130	332	1289	7	36	456	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	239	19	269	160	130	332	1289	7	36	456	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	239	19	269	160	130	332	1289	7	36	456	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5570	30	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.01	0.15	0.04	0.07	0.19	0.23	0.23	0.02	0.08	0.14
Crit Moves:		****		****			****					****
Green Time:	22.6	15.9	29.9	38.9	32.2	80.2	48.0	69.3	69.3	14.0	35.3	35.3
Volume/Cap:	0.04	0.59	0.05	0.59	0.20	0.14	0.59	0.50	0.50	0.22	0.34	0.59
Delay/Veh:	54.5	66.3	48.7	50.8	48.4	17.6	44.5	28.4	28.4	63.7	47.9	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	66.3	48.7	50.8	48.4	17.6	44.5	28.4	28.4	63.7	47.9	53.3
LOS by Move:	D-	E	D	D	D	B	D	C	C	E	D	D-
HCM2kAvgQ:	0	6	1	12	3	3	13	13	13	2	6	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #24: Great Mall Pkwy. & Main St.



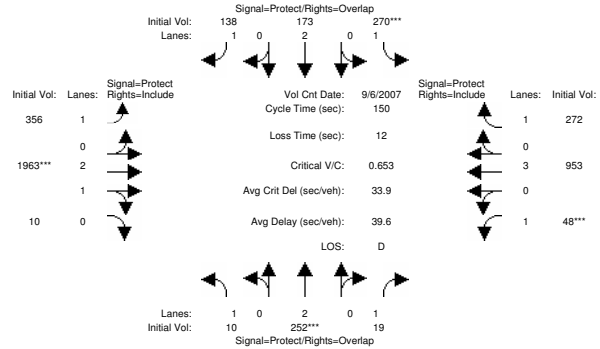
Street Name:	Main St.									Great Mall Pkwy.							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 6 Sep 2007 <<																				
Base Vol:	10		239		19	269		160		130	332		1289		7	36		456		244
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	10		239		19	269		160		130	332		1289		7	36		456		244
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ATI:	0		13		0	1		13		8	24		658		3	12		463		28
Initial Fut:	10		252		19	270		173		138	356		1947		10	48		919		272
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	10		252		19	270		173		138	356		1947		10	48		919		272
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	10		252		19	270		173		138	356		1947		10	48		919		272
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	10		252		19	270		173		138	356		1947		10	48		919		272
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.98		0.95	0.92		1.00		0.92
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	1.00		2.98		0.02	1.00		3.00		1.00
Final Sat.:	1750		3800		1750	1750		3800		1750	1750		5571		29	1750		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.01		0.07		0.01	0.15		0.05		0.08	0.20		0.35		0.35	0.03		0.16		0.16
Crit Moves:			****			****							****			****				
Green Time:	20.9		15.2		22.2	35.5		29.8		78.5	48.7		80.3		80.3	7.0		38.6		38.6
Volume/Cap:	0.04		0.65		0.07	0.65		0.23		0.15	0.63		0.65		0.65	0.59		0.63		0.60
Delay/Veh:	56.0		68.8		55.1	55.4		50.6		18.6	45.2		25.4		25.4	80.8		50.2		51.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	56.0		68.8		55.1	55.4		50.6		18.6	45.2		25.4		25.4	80.8		50.2		51.3
LOS by Move:	E+		E		E+	E+		D		B-	D		C		C	F		D		D-
HCM2kAvgQ:	0		7		1	13		3		3	14		21		21	2		12		12

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #24: Great Mall Pkwy. & Main St.



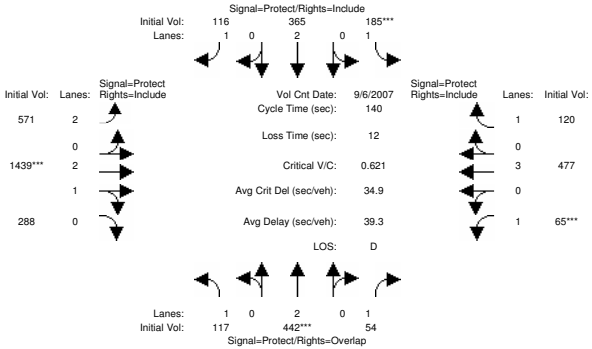
Street Name:	Main St.									Great Mall Pkwy.							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 6 Sep 2007 <<																				
Base Vol:	10		252		19	270		173		138	356		1947		10	48		919		272
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	10		252		19	270		173		138	356		1947		10	48		919		272
Added Vol:	0		0		0	0		0		0	0		16		0	0		34		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	10		252		19	270		173		138	356		1963		10	48		953		272
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	10		252		19	270		173		138	356		1963		10	48		953		272
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	10		252		19	270		173		138	356		1963		10	48		953		272
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	10		252		19	270		173		138	356		1963		10	48		953		272
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.98		0.95	0.92		1.00		0.92
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	1.00		2.98		0.02	1.00		3.00		1.00
Final Sat.:	1750		3800		1750	1750		3800		1750	1750		5572		28	1750		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.01		0.07		0.01	0.15		0.05		0.08	0.20		0.35		0.35	0.03		0.17		0.16
Crit Moves:			****			****							****			****				
Green Time:	20.8		15.2		22.2	35.3		29.7		77.7	48.1		80.6		80.6	7.0		39.5		39.5
Volume/Cap:	0.04		0.66		0.07	0.66		0.23		0.15	0.63		0.66		0.66	0.59		0.63		0.59
Delay/Veh:	56.1		69.0		55.2	55.7		50.7		19.0	45.9		25.4		25.4	80.8		49.8		50.2
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	56.1		69.0		55.2	55.7		50.7		19.0	45.9		25.4		25.4	80.8		49.8		50.2
LOS by Move:	E+		E		E+	E+		D		B-	D		C		C	F		D		D
HCM2kAvgQ:	0		7		1	13		3		3	14		21		21	2		13		12

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #25: Great Mall Pkwy. & Abel St.



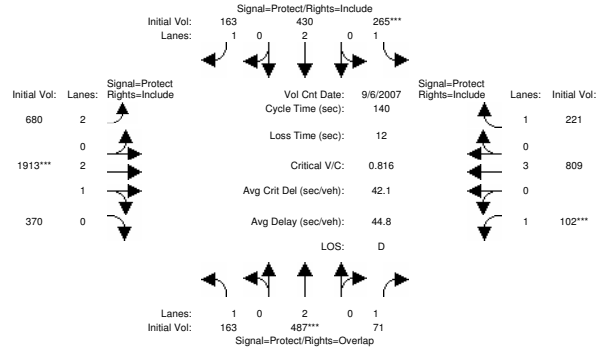
Street Name:	Abel St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Sep 2007 <<												
Base Vol:	117	442	54	185	365	116	571	1439	288	65	477	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	442	54	185	365	116	571	1439	288	65	477	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	442	54	185	365	116	571	1439	288	65	477	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	442	54	185	365	116	571	1439	288	65	477	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	442	54	185	365	116	571	1439	288	65	477	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	442	54	185	365	116	571	1439	288	65	477	120
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	2.48	0.52	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4665	934	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.03	0.11	0.10	0.07	0.18	0.31	0.31	0.04	0.08	0.07
Crit Moves:		****		****				****		****		
Green Time:	20.5	26.2	34.6	23.8	29.5	29.5	53.3	69.6	69.6	8.4	24.6	24.6
Volume/Cap:	0.46	0.62	0.12	0.62	0.46	0.31	0.48	0.62	0.62	0.62	0.48	0.39
Delay/Veh:	55.9	54.0	41.1	57.9	48.6	47.2	33.1	26.1	26.1	75.2	52.2	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	54.0	41.1	57.9	48.6	47.2	33.1	26.1	26.1	75.2	52.2	51.9
LOS by Move:	E+	D-	D	E+	D	D	C-	C	C	E-	D-	D-
HCM2kAvgQ:	5	9	2	9	7	5	11	17	17	3	6	5

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #25: Great Mall Pkwy. & Abel St.



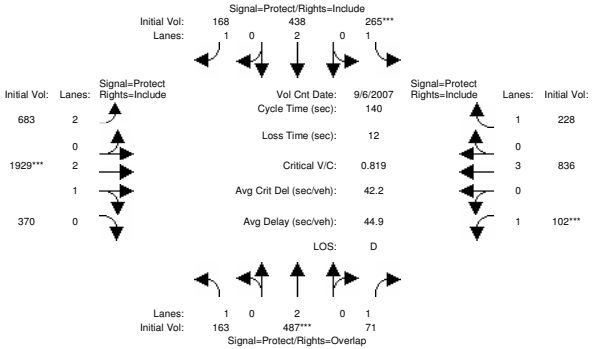
Street Name:	Abel St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Sep 2007 <<												
Base Vol:	117	442	54	185	365	116	571	1439	288	65	477	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	442	54	185	365	116	571	1439	288	65	477	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	46	45	17	80	65	47	109	474	82	37	332	101
Initial Fut:	163	487	71	265	430	163	680	1913	370	102	809	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	487	71	265	430	163	680	1913	370	102	809	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	487	71	265	430	163	680	1913	370	102	809	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	487	71	265	430	163	680	1913	370	102	809	221
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	4691	907	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.04	0.15	0.11	0.09	0.22	0.41	0.41	0.06	0.14	0.13
Crit Moves:		****		****				****		****		
Green Time:	21.7	22.0	32.0	26.0	26.3	26.3	48.3	70.0	70.0	10.0	31.7	31.7
Volume/Cap:	0.60	0.82	0.18	0.82	0.60	0.50	0.63	0.82	0.82	0.82	0.63	0.56
Delay/Veh:	58.9	65.6	43.6	69.4	53.5	52.1	39.5	31.5	31.5	96.4	49.8	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	65.6	43.6	69.4	53.5	52.1	39.5	31.5	31.5	96.4	49.8	49.7
LOS by Move:	E+	E	D	E	D-	D-	D	C	C	F	D	D
HCM2kAvgQ:	8	12	3	14	9	7	13	26	26	5	10	9

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #25: Great Mall Pkwy. & Abel St.

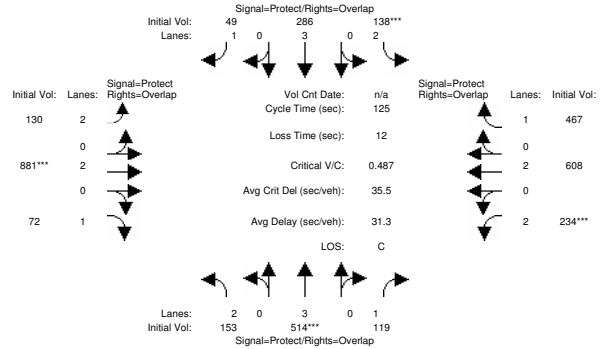



```
Street Name:             Abel St.                          Great Mall Pkwy.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Sep 2007 <<
Base Vol:     163  487    71   265  430   163   680 1913   370   102  809   221
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  163  487    71   265  430   163   680 1913   370   102  809   221
Added Vol:      0    0     0     0    8     5     3   16     0     0   27     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  163  487    71   265  438   168   683 1929   370   102  836   228
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   163  487    71   265  438   168   683 1929   370   102  836   228
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  163  487    71   265  438   168   683 1929   370   102  836   228
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  163  487    71   265  438   168   683 1929   370   102  836   228
------------|---------------||---------------||---------------||---------------|
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 4698   901  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.13  0.04  0.15 0.12  0.10  0.22 0.41  0.41  0.06 0.15  0.13
Crit Moves:        ****        ****                 ****        ****
Green Time:  21.4 21.9  31.9  25.9 26.4  26.4  47.8 70.2  70.2  10.0 32.4  32.4
Volume/Cap:  0.61 0.82  0.18  0.82 0.61  0.51  0.63 0.82  0.82  0.82 0.63  0.56
Delay/Veh:   59.5 65.9  43.7  69.8 53.6  52.3  40.0 31.5  31.5  97.1 49.5  49.4
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:  59.5 65.9  43.7  69.8 53.6  52.3  40.0 31.5  31.5  97.1 49.5  49.4
LOS by Move:   E+    E     D     E   D-    D-     D    C     C     F    D     D
HCM2kAvgQ:      8   12     3    14    9     7    14   26    26     5   10     9
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #26: Zanker Rd / Tasman Dr

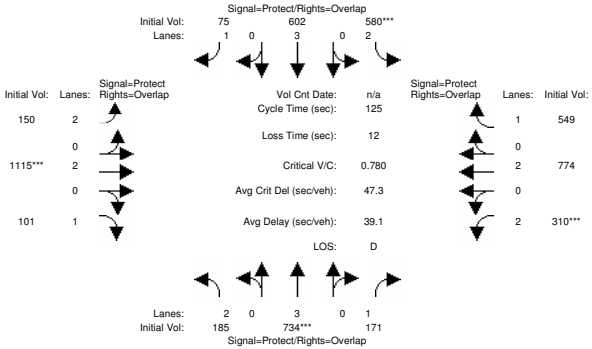



```
Street Name:             Zanker Rd                         Tasman Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     153  514   119   138  286    49   130  881    72   234  608   467
Growth Adj:  1.00 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  514   119   138  286    49   130  881    72   234  608   467
Added Vol:      0    0     0     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  514   119   138  286    49   130  881    72   234  608   467
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  514   119   138  286    49   130  881    72   234  608   467
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  153  514   119   138  286    49   130  881    72   234  608   467
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  153  514   119   138  286    49   130  881    72   234  608   467
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  1.00  2.00 3.00  1.00  2.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  3150 5700  1750  3150 5700  1750  3150 3800  1750  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.09  0.07  0.04 0.05  0.03  0.04 0.23  0.04  0.07 0.16  0.27
Crit Moves:        ****        ****                 ****        ****
Green Time:  14.2 23.2  42.2  11.2 20.2  36.0  15.8 59.5  73.7  19.1 62.8  74.1
Volume/Cap:  0.43 0.49  0.20  0.49 0.31  0.10  0.33 0.49  0.07  0.49 0.32  0.45
Delay/Veh:   52.5 46.0  29.6  55.4 46.4  32.7  50.3 22.5  11.0  49.3 18.5  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:  52.5 46.0  29.6  55.4 46.4  32.7  50.3 22.5  11.0  49.3 18.5  14.5
LOS by Move:   D-    D     C    E+    D    C-     D   C+    B+     D   B-     B
HCM2kAvgQ:      4    6     3     4    3     1     3   11     1     5    7    10
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #26: Zanker Rd / Tasman Dr



Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	153	514	119	138	286	49	130	881	72	234	608	467
Growth Adj:	1.00	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	514	119	138	286	49	130	881	72	234	608	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	32	220	52	442	316	26	20	234	29	76	166	82
Initial Fut:	185	734	171	580	602	75	150	1115	101	310	774	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	734	171	580	602	75	150	1115	101	310	774	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	734	171	580	602	75	150	1115	101	310	774	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	734	171	580	602	75	150	1115	101	310	774	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.10	0.18	0.11	0.04	0.05	0.29	0.06	0.10	0.20	0.31
Crit Moves:		****		****				****		****		
Green Time:	17.9	20.6	36.4	29.5	32.2	45.8	13.5	47.0	65.0	15.8	49.3	78.8
Volume/Cap:	0.41	0.78	0.34	0.78	0.41	0.12	0.44	0.78	0.11	0.78	0.52	0.50
Delay/Veh:	49.3	54.2	35.2	50.0	38.7	26.3	53.1	37.2	15.3	62.4	29.1	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:	49.3	54.2	35.2	50.0	38.7	26.3	53.1	37.2	15.3	62.4	29.1	12.8
LOS by Move:	D	D-	D+	D	D+	C	D-	D+	B	E	C	B
HCM2kAvgQ:	4	11	6	14	6	2	3	18	2	7	11	12

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

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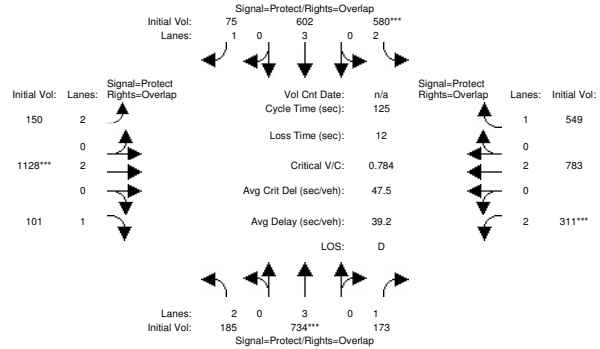
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #26: Zanker Rd / Tasman Dr



Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	185	734	171	580	602	75	150	1115	101	310	774	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	734	171	580	602	75	150	1115	101	310	774	549
Added Vol:	0	0	2	0	0	0	0	13	0	1	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	734	173	580	602	75	150	1128	101	311	783	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	734	173	580	602	75	150	1128	101	311	783	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	734	173	580	602	75	150	1128	101	311	783	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	734	173	580	602	75	150	1128	101	311	783	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.10	0.18	0.11	0.04	0.05	0.30	0.06	0.10	0.21	0.31
Crit Moves:		****		****				****		****		
Green Time:	17.8	20.5	36.3	29.4	32.1	45.6	13.5	47.3	65.2	15.7	49.6	79.0
Volume/Cap:	0.41	0.78	0.34	0.78	0.41	0.12	0.44	0.78	0.11	0.78	0.52	0.50
Delay/Veh:	49.4	54.5	35.3	50.3	38.8	26.5	53.1	37.2	15.2	62.8	29.0	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	54.5	35.3	50.3	38.8	26.5	53.1	37.2	15.2	62.8	29.0	12.7
LOS by Move:	D	D-	D+	D	D+	C	D-	D+	B	E	C	B
HCM2kAvgQ:	4	11	6	14	6	2	3	18	2	7	11	12

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

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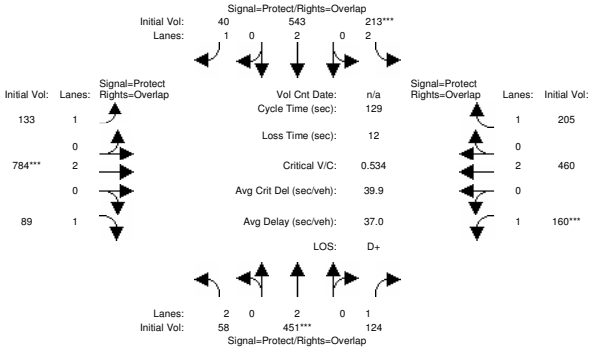
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #27: N. 1st St / Tasman Dr



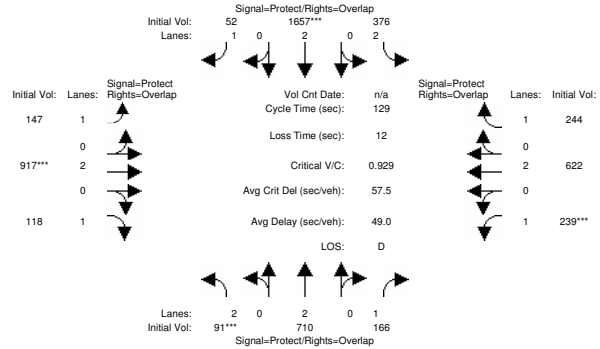
Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	58	451	124	213	543	40	133	784	89	160	460	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	451	124	213	543	40	133	784	89	160	460	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	451	124	213	543	40	133	784	89	160	460	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	451	124	213	543	40	133	784	89	160	460	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	451	124	213	543	40	133	784	89	160	460	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	451	124	213	543	40	133	784	89	160	460	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.07	0.07	0.14	0.02	0.08	0.21	0.05	0.09	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	12.4	28.7	50.8	16.3	32.6	60.4	27.8	49.9	62.3	22.1	44.2	60.6
Volume/Cap:	0.19	0.53	0.18	0.53	0.56	0.05	0.35	0.53	0.11	0.53	0.35	0.25
Delay/Veh:	54.0	44.9	25.6	54.2	42.8	18.7	43.6	31.0	18.2	50.6	31.9	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	44.9	25.6	54.2	42.8	18.7	43.6	31.0	18.2	50.6	31.9	20.7
LOS by Move:	D-	D	C	D-	D	B-	D	C	B-	D	C	C+
HCM2kAvgQ:	1	8	3	5	10	1	5	12	2	6	7	5

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #27: N. 1st St / Tasman Dr



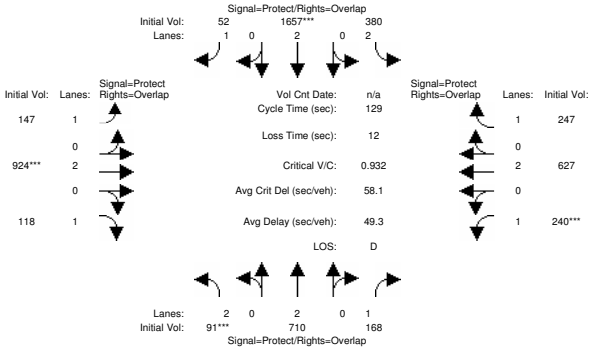
Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	58	451	124	213	543	40	133	784	89	160	460	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	451	124	213	543	40	133	784	89	160	460	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	259	42	163	1114	12	14	133	29	79	162	39
Initial Fut:	91	710	166	376	1657	52	147	917	118	239	622	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	710	166	376	1657	52	147	917	118	239	622	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	710	166	376	1657	52	147	917	118	239	622	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	710	166	376	1657	52	147	917	118	239	622	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.09	0.12	0.44	0.03	0.08	0.24	0.07	0.14	0.16	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	40.2	58.7	25.7	58.9	76.3	17.3	32.6	39.6	18.5	33.7	59.5
Volume/Cap:	0.53	0.60	0.21	0.60	0.95	0.05	0.63	0.95	0.22	0.95	0.63	0.30
Delay/Veh:	62.6	38.4	21.3	48.6	46.3	11.1	58.0	66.4	33.4	99.1	43.3	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	38.4	21.3	48.6	46.3	11.1	58.0	66.4	33.4	99.1	43.3	22.0
LOS by Move:	E	D+	C+	D	D	B+	E+	E	C-	F	D	C+
HCM2kAvgQ:	3	12	4	9	37	1	7	23	4	12	11	6

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #27: N. 1st St / Tasman Dr



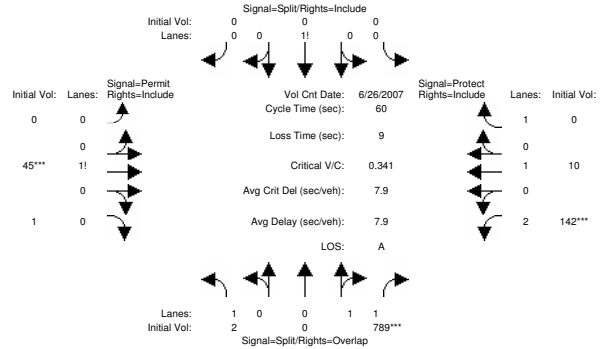
Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	91	710	166	376	1657	52	147	917	118	239	622	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	710	166	376	1657	52	147	917	118	239	622	244
Added Vol:	0	0	2	4	0	0	0	7	0	1	5	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	710	168	380	1657	52	147	924	118	240	627	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	710	168	380	1657	52	147	924	118	240	627	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	710	168	380	1657	52	147	924	118	240	627	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	710	168	380	1657	52	147	924	118	240	627	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.10	0.12	0.44	0.03	0.08	0.24	0.07	0.14	0.17	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	40.0	58.4	25.8	58.8	76.0	17.3	32.8	39.8	18.5	34.0	59.8
Volume/Cap:	0.53	0.60	0.21	0.60	0.96	0.05	0.63	0.96	0.22	0.96	0.63	0.30
Delay/Veh:	62.6	38.7	21.5	48.6	46.9	11.2	58.1	66.8	33.3	99.8	43.2	21.9
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:	62.6	38.7	21.5	48.6	46.9	11.2	58.1	66.8	33.3	99.8	43.2	21.9
LOS by Move:	E	D+	C+	D	D	B+	E+	E	C-	F	D	C+
HCM2kAvgQ:	3	12	4	9	37	1	7	23	4	12	11	6

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.



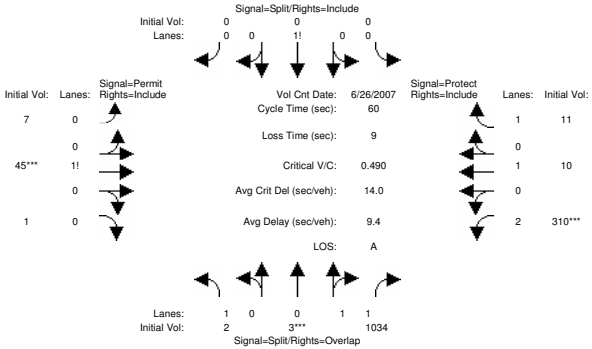
Street Name:	McCarthy Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Volume Module: >> Count Date: 26 Jun 2007 << 4-6pm												
Base Vol:	2	0	789	0	0	0	0	45	1	142	10	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:	2	0	789	0	0	0	0	45	1	142	10	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:	2	0	789	0	0	0	0	45	1	142	10	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:	2	0	789	0	0	0	0	45	1	142	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	789	0	0	0	0	45	1	142	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	789	0	0	0	0	45	1	142	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.98	0.02	2.00	1.00	1.00
Final Sat.:	1750	0	3600	0	1750	0	0	1761	39	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.03	0.03	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green Time:	34.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	7.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.15	0.15	0.39	0.02	0.00
Delay/Veh:	5.6	0.0	3.9	0.0	0.0	0.0	0.0	21.6	21.6	25.2	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	3.9	0.0	0.0	0.0	0.0	21.6	21.6	25.2	15.5	0.0
LOS by Move:	A	A	A	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	3	0	0	0	0	1	1	1	0	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.

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Street Name:          McCarthy Blvd.                    Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10    10    10    10    10    10    10     7    10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Jun 2007 << 4-6pm
Base Vol:       2    0   789     0     0     0     0    45     1   142    10     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:    2    0   789     0     0     0     0    45     1   142    10     0
Added Vol:      0    0     0     0     0     0     0     0     0     0     0     0
ATI:            0    3   245     0     0     0     7     0     0   168     0    11
Initial Fut:    2    3  1034     0     0     0     7    45     1   310    10    11
User Adj:    1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     2    3  1034     0     0     0     7    45     1   310    10    11
Reduct Vol:     0    0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    2    3  1034     0     0     0     7    45     1   310    10    11
PCE Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    2    3  1034     0     0     0     7    45     1   310    10    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92 0.95  0.95  0.92  0.92  0.92  0.92  0.92  0.92  0.83  1.00  0.92
Lanes:       1.00 0.01  1.99  0.00  1.00  0.00  0.13  0.85  0.02  2.00  1.00  1.00
Final Sat.:  1750   10  3590     0  1750     0   231  1486    33  3150  1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.00  0.00  0.00  0.03  0.03  0.03  0.10  0.01  0.01
Crit Moves:        ****                              ****        ****
Green Time:  30.6 30.6  41.0   0.0   0.0   0.0  10.0  10.0  10.0  10.4  20.4  20.4
Volume/Cap:  0.00 0.57  0.42  0.00  0.00  0.00  0.18  0.18  0.18  0.57  0.02  0.02
Delay/Veh:    7.2 10.6   4.3   0.0   0.0   0.0  21.8  21.8  21.8  24.1  13.1  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:   7.2 10.6   4.3   0.0   0.0   0.0  21.8  21.8  21.8  24.1  13.1  13.1
LOS by Move:    A   B+     A     A     A     A    C+    C+    C+     C     B     B
HCM2kAvgQ:      0    8     5     0     0     0     1     1     1     3     0     0
Note: Queue reported is the number of cars per lane.
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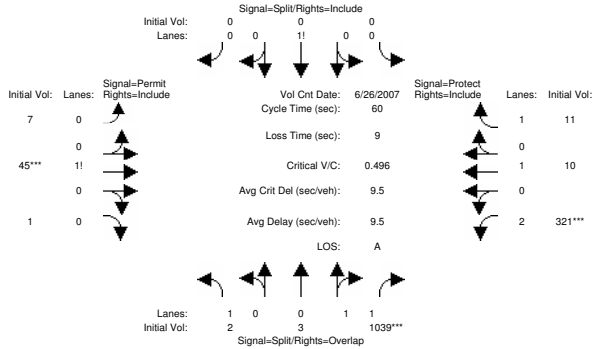
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.

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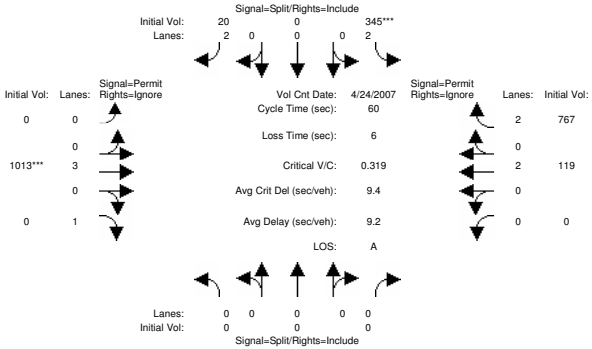
Street Name:          McCarthy Blvd.                    Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10    10    10    10    10    10    10     7    10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 26 Jun 2007 << 4-6pm
Base Vol:       2    3  1034     0     0     0     7    45     1   310    10    11
Growth Adj:  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    2    3  1034     0     0     0     7    45     1   310    10    11
Added Vol:      0    0     5     0     0     0     0     0     0    11     0     0
PasserByVol:    0    0     0     0     0     0     0     0     0     0     0     0
Initial Fut:    2    3  1039     0     0     0     7    45     1   321    10    11
User Adj:    1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     2    3  1039     0     0     0     7    45     1   321    10    11
Reduct Vol:     0    0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    2    3  1039     0     0     0     7    45     1   321    10    11
PCE Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    2    3  1039     0     0     0     7    45     1   321    10    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92 0.95  0.95  0.92  0.92  0.92  0.92  0.92  0.92  0.83  1.00  0.92
Lanes:       1.00 0.01  1.99  0.00  1.00  0.00  0.13  0.85  0.02  2.00  1.00  1.00
Final Sat.:  1750   10  3590     0  1750     0   231  1486    33  3150  1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.00  0.00  0.00  0.03  0.03  0.03  0.10  0.01  0.01
Crit Moves:             ****                              ****        ****
Green Time:  30.3 30.3  41.0   0.0   0.0   0.0  10.0  10.0  10.0  10.7  20.7  20.7
Volume/Cap:  0.00 0.57  0.42  0.00  0.00  0.00  0.18  0.18  0.18  0.57  0.02  0.02
Delay/Veh:    7.3 10.8   4.4   0.0   0.0   0.0  21.8  21.8  21.8  24.0  13.0  13.0
User DelAdj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   7.3 10.8   4.4   0.0   0.0   0.0  21.8  21.8  21.8  24.0  13.0  13.0
LOS by Move:    A   B+     A     A     A     A    C+    C+    C+     C     B     B
HCM2kAvgQ:      0    8     5     0     0     0     1     1     1     3     0     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps

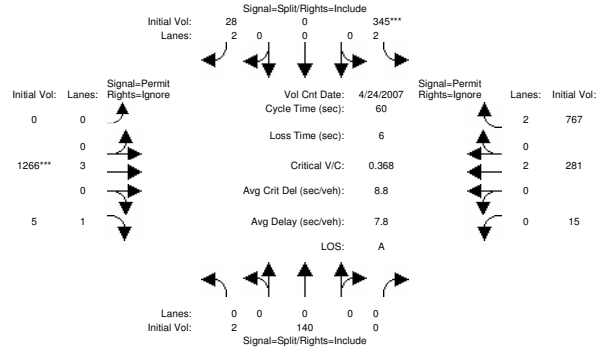



```
Street Name:          I-880 SB Ramps                  Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 24 Apr 2007 << 4-6pm
Base Vol:       0     0     0   345     0    20     0  1013     0     0   119   767
Growth Adj:  1.00  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   345     0    20     0  1013     0     0   119   767
Added Vol:      0     0     0     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   345     0    20     0  1013     0     0   119   767
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:     0     0     0   345     0    20     0  1013     0     0   119     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   345     0    20     0  1013     0     0   119     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:    0     0     0   345     0    20     0  1013     0     0   119     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.83  0.92  1.00  0.92  0.92  1.00  0.83
Lanes:       0.00  0.00  0.00  2.00  0.00  2.00  0.00  3.00  1.00  0.00  2.00  2.00
Final Sat.:     0     0     0  3150     0  3150     0  5700  1750     0  3800  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.00  0.00  0.11  0.00  0.01  0.00  0.18  0.00  0.00  0.03  0.00
Crit Moves:                    ****                    ****
Green Time:   0.0   0.0   0.0  20.6   0.0  20.6   0.0  33.4   0.0   0.0  33.4   0.0
Volume/Cap:  0.00  0.00  0.00  0.32  0.00  0.02  0.00  0.32  0.00  0.00  0.06  0.00
Delay/Veh:    0.0   0.0   0.0  15.3   0.0  13.1   0.0   7.4   0.0   0.0   6.1   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  15.3   0.0  13.1   0.0   7.4   0.0   0.0   6.1   0.0
LOS by Move:    A     A     A     B     A     B     A     A     A     A     A     A
HCM2kAvgQ:      0     0     0     3     0     0     0     3     0     0     1     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps

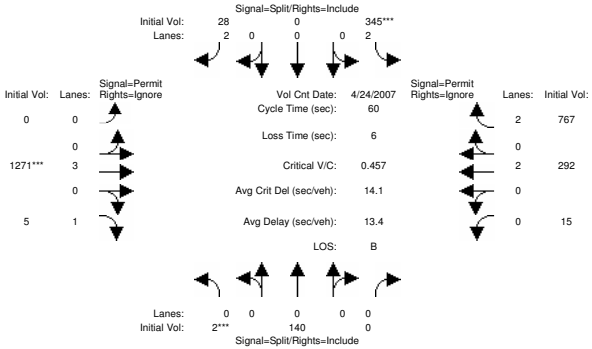



```
Street Name:          I-880 SB Ramps                  Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0     0     0    10     0    10     0    10     0     0    10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 24 Apr 2007 << 4-6pm
Base Vol:       0     0     0   345     0    20     0  1013     0     0   119   767
Growth Adj:  1.00  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   345     0    20     0  1013     0     0   119   767
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            2   140     0     0     0     8     0   253     5    15   162     0
Initial Fut:    2   140     0   345     0    28     0  1266     5    15   281   767
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
PHF Volume:     2   140     0   345     0    28     0  1266     0    15   281     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    2   140     0   345     0    28     0  1266     0    15   281     0
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  0.00  1.00  1.00  0.00
FinalVolume:    2   140     0   345     0    28     0  1266     0    15   281     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.83  1.00  0.83  0.92  1.00  0.92  0.95  0.98  0.83
Lanes:       0.00  0.00  0.00  2.00  0.00  2.00  0.00  3.00  1.00  0.10  1.90  2.00
Final Sat.:     0     0     0  3150     0  3150     0  5700  1750   187  3512  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx  xxxx  0.00  0.11  0.00  0.01  0.00  0.22  0.00  0.08  0.08  0.00
Crit Moves:                    ****                    ****
Green Time:   0.0   0.0   0.0  17.8   0.0  17.8   0.0  36.2   0.0  36.2  36.2   0.0
Volume/Cap:  xxxx  xxxx  0.00  0.37  0.00  0.03  0.00  0.37  0.00  0.13  0.13  0.00
Delay/Veh:    0.0   0.0   0.0  17.8   0.0  15.0   0.0   6.4   0.0   5.3   5.3   0.0
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   0.0   0.0  17.8   0.0  15.0   0.0   6.4   0.0   5.3   5.3   0.0
LOS by Move:    A     A     A     B     A     B     A     A     A     A     A     A
HCM2kAvgQ:      0     2     0     3     0     0     0     4     0     1     1     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps



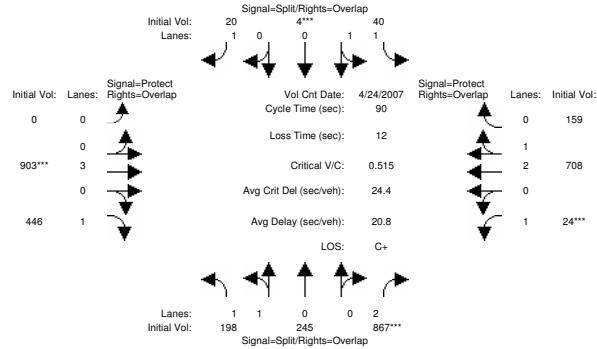
Street Name:	I-880 SB Ramps									Dixon Landing Rd.							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		0		10	0		10		0	0		10		0
Volume Module: >> Count Date: 24 Apr 2007 << 4-6pm																				
Base Vol:	2		140		0	345		0		28	0		1266		5	15		281		767
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	2		140		0	345		0		28	0		1266		5	15		281		767
Added Vol:	0		0		0	0		0		0	0		5		0	0		11		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	2		140		0	345		0		28	0		1271		5	15		292		767
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	2		140		0	345		0		28	0		1271		0	15		292		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	2		140		0	345		0		28	0		1271		0	15		292		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	2		140		0	345		0		28	0		1271		0	15		292		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		0.95		0.92	0.83		1.00		0.83	0.92		1.00		0.92	0.95		0.98		0.83
Lanes:	0.01		0.99		0.00	2.00		0.00		2.00	0.00		3.00		1.00	0.10		1.90		2.00
Final Sat.:	25		1775		0	3150		0		3150	0		5700		1750	181		3519		3150
Capacity Analysis Module:																				
Vol/Sat:	0.08		0.08		0.00	0.11		0.00		0.01	0.00		0.22		0.00	0.08		0.08		0.00
Crit Moves:	****					****							****							
Green Time:	10.4		10.4		0.0	14.4		0.0		14.4	0.0		29.3		0.0	29.3		29.3		0.0
Volume/Cap:	0.46		0.46		0.00	0.46		0.00		0.04	0.00		0.46		0.00	0.17		0.17		0.00
Delay/Veh:	27.1		27.1		0.0	21.5		0.0		17.6	0.0		10.7		0.0	8.8		8.8		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	27.1		27.1		0.0	21.5		0.0		17.6	0.0		10.7		0.0	8.8		8.8		0.0
LOS by Move:	C		C		A	C+		A		B	A		B+		A	A		A		A
HCM2kAvgQ:	3		3		0	4		0		0	0		5		0	2		2		0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



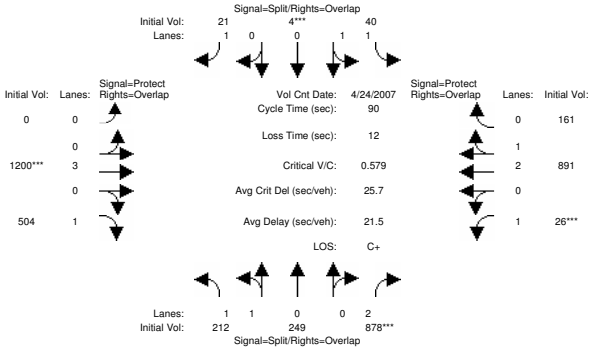
Street Name:	I-880 NB Ramps									Dixon Landing Rd.							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		10		10	10		10		10	0		10		10	7		10		10
Volume Module: >> Count Date: 24 Apr 2007 <<																				
Base Vol:	198		245		867	40		4		20	0		903		446	24		708		159
Growth Adj:	1.00		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		245		867	40		4		20	0		903		446	24		708		159
Added Vol:	0		0		0	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		245		867	40		4		20	0		903		446	24		708		159
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		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		245		867	40		4		20	0		903		446	24		708		159
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	198		245		867	40		4		20	0		903		446	24		708		159
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	198		245		867	40		4		20	0		903		446	24		708		159
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.83	0.93		0.95		0.92	0.92		1.00		0.92	0.92		0.99		0.95
Lanes:	1.00		1.00		2.00	1.82		0.18		1.00	0.00		3.00		1.00	1.00		2.43		0.57
Final Sat.:	1750		1900		3150	3227		323		1750	0		5700		1750	1750		4572		1027
Capacity Analysis Module:																				
Vol/Sat:	0.11		0.13		0.28	0.01		0.01		0.01	0.00		0.16		0.25	0.01		0.15		0.15
Crit Moves:					****			****					****			****				
Green Time:	33.8		33.8		40.8	10.0		10.0		10.0	0.0		27.2		61.0	7.0		34.2		44.2
Volume/Cap:	0.30		0.34		0.61	0.11		0.11		0.10	0.00		0.53		0.38	0.18		0.41		0.32
Delay/Veh:	20.3		20.8		20.4	36.6		36.6		37.0	0.0		27.2		7.2	41.6		21.1		14.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	20.3		20.8		20.4	36.6		36.6		37.0	0.0		27.2		7.2	41.6		21.1		14.1
LOS by Move:	C+		C+		C+	D+		D+		D+	A		C		A	D		C+		B
HCM2kAvgQ:	4		5		11	1		1		1	0		7		6	1		6		5

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



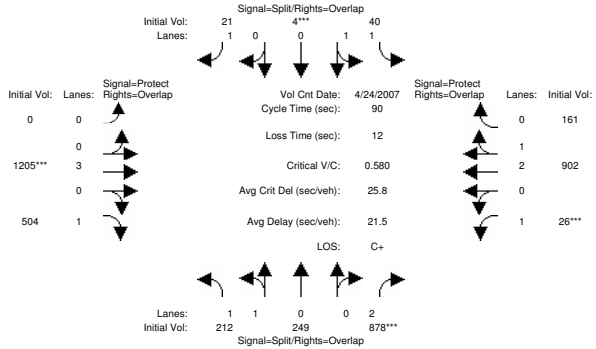
Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 24 Apr 2007 <<												
Base Vol:	198	245	867	40	4	20	0	903	446	24	708	159
Growth Adj:	1.00	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	245	867	40	4	20	0	903	446	24	708	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	4	11	0	0	1	0	297	58	2	183	2
Initial Fut:	212	249	878	40	4	21	0	1200	504	26	891	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	249	878	40	4	21	0	1200	504	26	891	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	249	878	40	4	21	0	1200	504	26	891	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	249	878	40	4	21	0	1200	504	26	891	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	2.00	1.82	0.18	1.00	0.00	3.00	1.00	1.00	2.52	0.48
Final Sat.:	1750	1900	3150	3227	323	1750	0	5700	1750	1750	4742	857
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.28	0.01	0.01	0.01	0.00	0.21	0.29	0.01	0.19	0.19
Crit Moves:			****		****			****		****		
Green Time:	29.8	29.8	36.8	10.0	10.0	10.0	0.0	31.2	61.0	7.0	38.2	48.2
Volume/Cap:	0.37	0.40	0.68	0.11	0.11	0.11	0.00	0.61	0.42	0.19	0.44	0.35
Delay/Veh:	23.7	24.2	24.7	36.6	36.6	37.1	0.0	25.7	7.7	41.9	18.9	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:	23.7	24.2	24.7	36.6	36.6	37.1	0.0	25.7	7.7	41.9	18.9	12.3
LOS by Move:	C	C	C	D+	D+	D+	A	C	A	D	B-	B
HCM2kAvgQ:	5	5	13	1	1	1	0	9	7	1	7	6

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



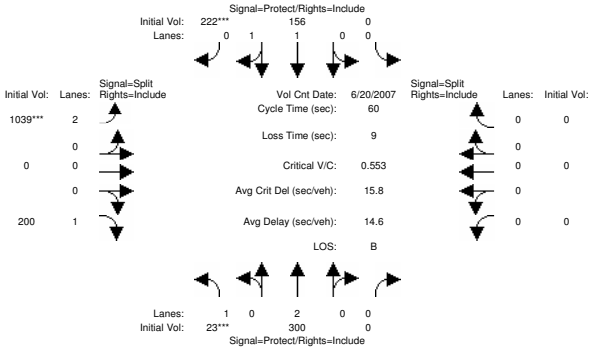
Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 24 Apr 2007 <<												
Base Vol:	212	249	878	40	4	21	0	1200	504	26	891	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	249	878	40	4	21	0	1200	504	26	891	161
Added Vol:	0	0	0	0	0	0	0	5	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	249	878	40	4	21	0	1205	504	26	902	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	249	878	40	4	21	0	1205	504	26	902	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	249	878	40	4	21	0	1205	504	26	902	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	249	878	40	4	21	0	1205	504	26	902	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	2.00	1.82	0.18	1.00	0.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	1750	1900	3150	3227	323	1750	0	5700	1750	1750	4751	848
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.28	0.01	0.01	0.01	0.00	0.21	0.29	0.01	0.19	0.19
Crit Moves:			****		****			****		****		
Green Time:	29.7	29.7	36.7	10.0	10.0	10.0	0.0	31.3	61.0	7.0	38.3	48.3
Volume/Cap:	0.37	0.40	0.68	0.11	0.11	0.11	0.00	0.61	0.42	0.19	0.45	0.35
Delay/Veh:	23.8	24.2	24.8	36.6	36.6	37.1	0.0	25.7	7.7	41.9	19.0	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:	23.8	24.2	24.8	36.6	36.6	37.1	0.0	25.7	7.7	41.9	19.0	12.3
LOS by Move:	C	C	C	D+	D+	D+	A	C	A	D	B-	B
HCM2kAvgQ:	5	5	13	1	1	1	0	9	7	1	7	6

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #104: California Circle & I-880 NB Ramps

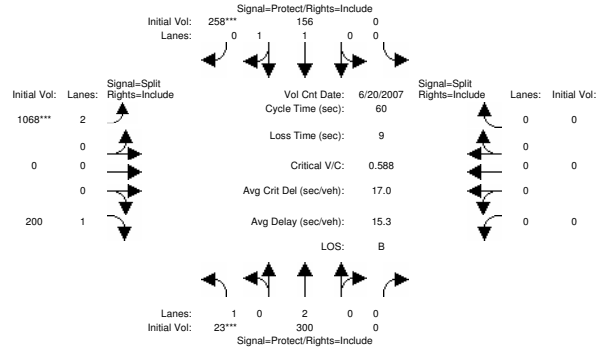



```
Street Name:         California Circle                  I-880 NB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     0   10    10    10     0    10     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 4-6pm
Base Vol:      23  300     0     0  156   222  1039     0   200     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:   23  300     0     0  156   222  1039     0   200     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:   23  300     0     0  156   222  1039     0   200     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:    23  300     0     0  156   222  1039     0   200     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   23  300     0     0  156   222  1039     0   200     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23  300     0     0  156   222  1039     0   200     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 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  0.00  0.00 1.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 3800     0     0 1900  1750  3150    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.00  0.00 0.08  0.13  0.33 0.00  0.11  0.00 0.00  0.00
Crit Moves:  ****                         ****  ****
Green Time:   7.0 19.2   0.0   0.0 12.2  12.2  31.8  0.0  31.8   0.0  0.0   0.0
Volume/Cap:  0.11 0.25  0.00  0.00 0.40  0.62  0.62 0.00  0.22  0.00 0.00  0.00
Delay/Veh:   24.8 15.5   0.0   0.0 22.0  26.5  11.7  0.0   8.0   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:  24.8 15.5   0.0   0.0 22.0  26.5  11.7  0.0   8.0   0.0  0.0   0.0
LOS by Move:    C    B     A     A   C+     C    B+    A     A     A    A     A
HCM2kAvgQ:      0    2     0     0    3     4     9    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #104: California Circle & I-880 NB Ramps

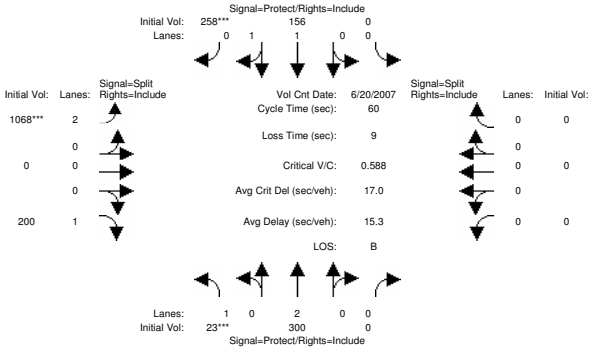



```
Street Name:         California Circle                  I-880 NB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     0   10    10    10     0    10     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 4-6pm
Base Vol:      23  300     0     0  156   222  1039     0   200     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:   23  300     0     0  156   222  1039     0   200     0     0     0
Added Vol:      0    0     0     0    0     0     0     0     0     0     0     0
ATI:            0    0     0     0    0    36    29     0     0     0     0     0
Initial Fut:   23  300     0     0  156   258  1068     0   200     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:    23  300     0     0  156   258  1068     0   200     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   23  300     0     0  156   258  1068     0   200     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23  300     0     0  156   258  1068     0   200     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 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  0.00  0.00 1.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 3800     0     0 1900  1750  3150    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.00  0.00 0.08  0.15  0.34 0.00  0.11  0.00 0.00  0.00
Crit Moves:  ****                         ****  ****
Green Time:   7.0 20.3   0.0   0.0 13.3  13.3  30.7  0.0  30.7   0.0  0.0   0.0
Volume/Cap:  0.11 0.23  0.00  0.00 0.37  0.66  0.66 0.00  0.22  0.00 0.00  0.00
Delay/Veh:   24.8 14.7   0.0   0.0 20.7  26.8  13.0  0.0   8.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.8 14.7   0.0   0.0 20.7  26.8  13.0  0.0   8.7   0.0  0.0   0.0
LOS by Move:    C    B     A     A   C+     C     B    A     A     A    A     A
HCM2kAvgQ:      0    2     0     0    2     5     9    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #104: California Circle & I-880 NB Ramps




```
Street Name:         California Circle                  I-880 NB Ramps
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     0     0   10    10    10     0    10     0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 4-6pm
Base Vol:      23  300     0     0  156   258  1068     0   200     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:   23  300     0     0  156   258  1068     0   200     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:   23  300     0     0  156   258  1068     0   200     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:    23  300     0     0  156   258  1068     0   200     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   23  300     0     0  156   258  1068     0   200     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   23  300     0     0  156   258  1068     0   200     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 1.00  0.92  0.83  1.00  0.92  0.92  1.00  0.92
Lanes:       1.00 2.00  0.00  0.00 1.00  1.00  2.00  0.00  1.00  0.00  0.00  0.00
Final Sat.:  1750 3800     0     0 1900  1750  3150     0  1750     0     0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.00  0.00 0.08  0.15  0.34  0.00  0.11  0.00  0.00  0.00
Crit Moves:  ****                        ****  ****
Green Time:   7.0 20.3   0.0   0.0 13.3  13.3  30.7   0.0  30.7   0.0   0.0   0.0
Volume/Cap:  0.11 0.23  0.00  0.00 0.37  0.66  0.66  0.00  0.22  0.00  0.00  0.00
Delay/Veh:   24.8 14.7   0.0   0.0 20.7  26.8  13.0   0.0   8.7   0.0   0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  24.8 14.7   0.0   0.0 20.7  26.8  13.0   0.0   8.7   0.0   0.0   0.0
LOS by Move:    C    B     A     A   C+     C     B     A     A     A     A     A
HCM2kAvgQ:      0    2     0     0    2     5     9     0     2     0     0     0
Note: Queue reported is the number of cars per lane.
```

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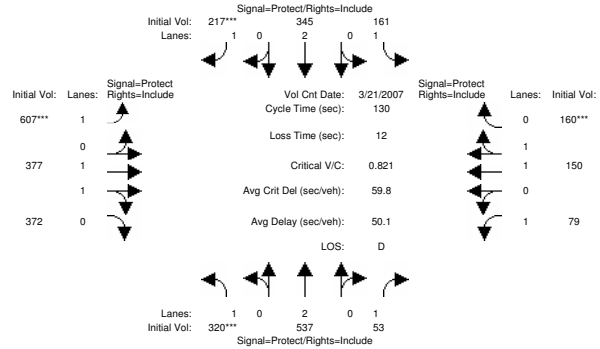
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.




```
Street Name:         N. Milpitas Blvd.                  Dixon Landing Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Mar 2007 <<
Base Vol:     320  537    53   161  345   217   607  377   372    79  150   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  320  537    53   161  345   217   607  377   372    79  150   160
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  320  537    53   161  345   217   607  377   372    79  150   160
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   320  537    53   161  345   217   607  377   372    79  150   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  320  537    53   161  345   217   607  377   372    79  150   160
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  320  537    53   161  345   217   607  377   372    79  150   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95  0.92 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1899  1800  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.14  0.03  0.09 0.09  0.12  0.35 0.20  0.21  0.05 0.08  0.09
Crit Moves:  ****                        ****  ****                        ****
Green Time:  29.0 29.4  29.4  19.2 19.6  19.6  54.9 55.1  55.1  14.3 14.5  14.5
Volume/Cap:  0.82 0.62  0.13  0.62 0.60  0.82  0.82 0.47  0.49  0.41 0.71  0.82
Delay/Veh:   65.5 48.7  40.8  62.9 56.1  77.5  43.1 27.9  28.3  60.2 65.1  74.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.5 48.7  40.8  62.9 56.1  77.5  43.1 27.9  28.3  60.2 65.1  74.4
LOS by Move:    E    D     D     E   E+    E-     D    C     C     E    E     E
HCM2kAvgQ:     15   10     2     7    7    10    26   11    11     4    7     9
Note: Queue reported is the number of cars per lane.
```

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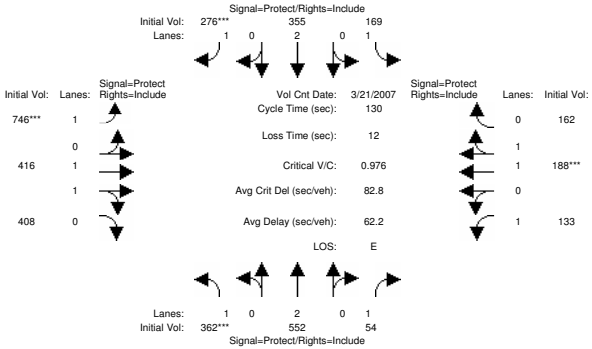
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



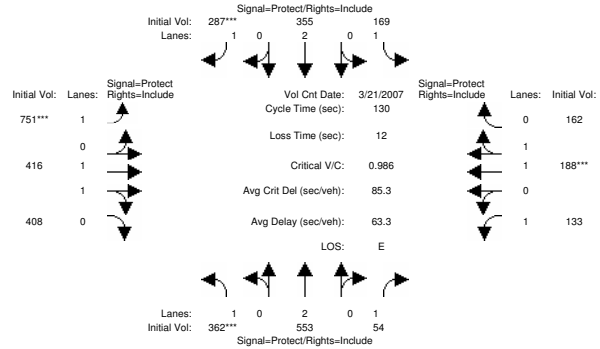
Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	320	537	53	161	345	217	607	377	372	79	150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	537	53	161	345	217	607	377	372	79	150	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	42	15	1	8	10	59	139	39	36	54	38	2
Initial Fut:	362	552	54	169	355	276	746	416	408	133	188	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	552	54	169	355	276	746	416	408	133	188	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	552	54	169	355	276	746	416	408	133	188	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	552	54	169	355	276	746	416	408	133	188	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1899	1800	1750	1986	1711
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.03	0.10	0.09	0.16	0.43	0.22	0.23	0.08	0.09	0.09
Crit Moves:	****					****	****				****	
Green Time:	27.6	29.2	29.2	19.4	21.0	21.0	56.8	52.0	52.0	17.4	12.6	12.6
Volume/Cap:	0.98	0.65	0.14	0.65	0.58	0.98	0.98	0.55	0.57	0.57	0.98	0.98
Delay/Veh:	91.9	49.5	41.1	63.8	54.3	101.9	63.0	31.4	31.9	62.3	100	100.3
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:	91.9	49.5	41.1	63.8	54.3	101.9	63.0	31.4	31.9	62.3	100	100.3
LOS by Move:	F	D	D	E	D-	F	E	C	C	E	F	F
HCM2kAvgQ:	20	10	2	7	7	15	39	13	14	6	11	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



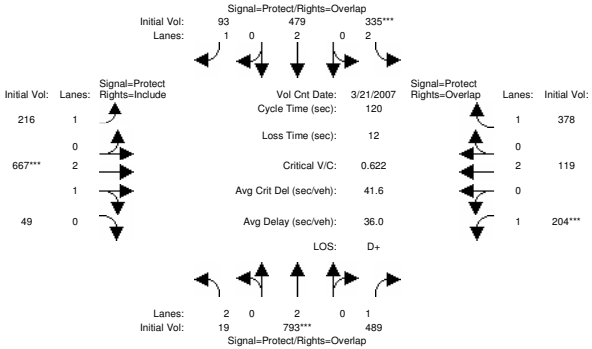
Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	362	552	54	169	355	276	746	416	408	133	188	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	552	54	169	355	276	746	416	408	133	188	162
Added Vol:	0	1	0	0	0	11	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	553	54	169	355	287	751	416	408	133	188	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	553	54	169	355	287	751	416	408	133	188	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	553	54	169	355	287	751	416	408	133	188	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	553	54	169	355	287	751	416	408	133	188	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1899	1800	1750	1986	1711
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.03	0.10	0.09	0.16	0.43	0.22	0.23	0.08	0.09	0.09
Crit Moves:	****					****	****				****	
Green Time:	27.3	29.4	29.4	19.5	21.6	21.6	56.6	51.7	51.7	17.3	12.5	12.5
Volume/Cap:	0.99	0.64	0.14	0.64	0.56	0.99	0.99	0.55	0.57	0.57	0.99	0.99
Delay/Veh:	94.7	49.2	40.9	63.5	53.4	103.3	65.6	31.6	32.1	62.5	103	103.0
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:	94.7	49.2	40.9	63.5	53.4	103.3	65.6	31.6	32.1	62.5	103	103.0
LOS by Move:	F	D	D	E	D-	F	E	C	C-	E	F	F
HCM2kAvgQ:	20	10	2	7	7	16	40	13	14	6	11	11

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.



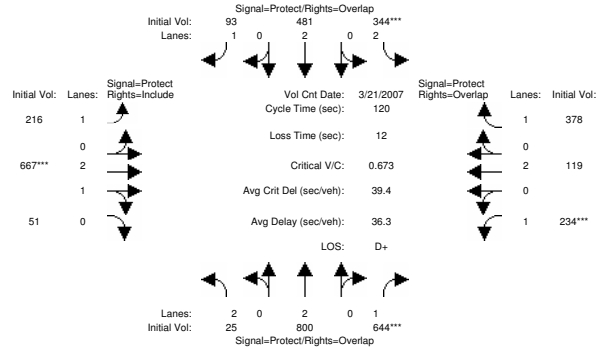
Street Name:	Warm Springs Blvd.						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	19	793	489	335	479	93	216	667	49	204	119	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	793	489	335	479	93	216	667	49	204	119	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	793	489	335	479	93	216	667	49	204	119	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	793	489	335	479	93	216	667	49	204	119	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	793	489	335	479	93	216	667	49	204	119	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	793	489	335	479	93	216	667	49	204	119	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.79	0.21	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5216	383	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.28	0.11	0.13	0.05	0.12	0.13	0.13	0.12	0.03	0.22
Crit Moves:		****		****				****		****		
Green Time:	19.2	40.3	62.8	20.5	41.6	66.6	25.0	24.7	24.7	22.5	22.2	42.7
Volume/Cap:	0.04	0.62	0.53	0.62	0.36	0.10	0.59	0.62	0.62	0.62	0.17	0.61
Delay/Veh:	42.6	34.4	19.5	48.4	29.5	12.6	45.5	44.5	44.5	48.5	41.3	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	34.4	19.5	48.4	29.5	12.6	45.5	44.5	44.5	48.5	41.3	33.5
LOS by Move:	D	C-	B-	D	C	B	D	D	D	D	D	C-
HCM2kAvgQ:	0	12	12	8	7	2	8	9	9	8	2	13

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.



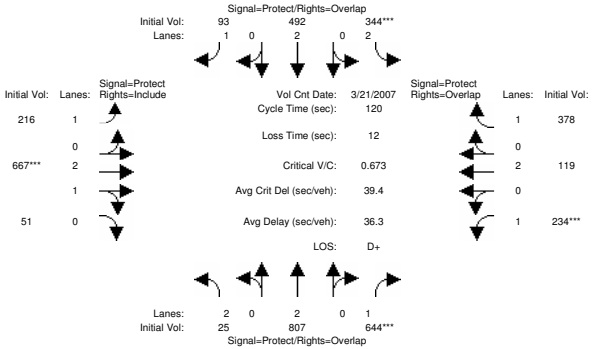
Street Name:	Warm Springs Blvd.						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	19	793	489	335	479	93	216	667	49	204	119	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	793	489	335	479	93	216	667	49	204	119	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	7	155	9	2	0	0	0	2	30	0	0
Initial Fut:	25	800	644	344	481	93	216	667	51	234	119	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	800	644	344	481	93	216	667	51	234	119	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	800	644	344	481	93	216	667	51	234	119	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	800	644	344	481	93	216	667	51	234	119	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.78	0.22	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5202	398	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.37	0.11	0.13	0.05	0.12	0.13	0.13	0.13	0.03	0.22
Crit Moves:			****	****				****		****		
Green Time:	19.3	41.8	65.6	19.5	41.9	67.0	25.1	22.9	22.9	23.9	21.7	41.2
Volume/Cap:	0.05	0.60	0.67	0.67	0.36	0.10	0.59	0.67	0.67	0.67	0.17	0.63
Delay/Veh:	42.6	33.1	21.4	50.8	29.2	12.4	45.4	46.8	46.8	49.6	41.7	35.2
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:	42.6	33.1	21.4	50.8	29.2	12.4	45.4	46.8	46.8	49.6	41.7	35.2
LOS by Move:	D	C-	C+	D	C	B	D	D	D	D	D	D+
HCM2kAvgQ:	0	12	18	8	7	2	8	9	9	10	2	13

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.




```
Street Name:         Warm Springs Blvd.                  Scott Creek Rd.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10   10     7   10   10     7   10   10     7   10   10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Mar 2007 <<
Base Vol:      25  800  644   344  481   93   216  667   51   234  119  378
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   25  800  644   344  481   93   216  667   51   234  119  378
Added Vol:      0    7    0     0   11    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   25  807  644   344  492   93   216  667   51   234  119  378
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    25  807  644   344  492   93   216  667   51   234  119  378
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   25  807  644   344  492   93   216  667   51   234  119  378
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   25  807  644   344  492   93   216  667   51   234  119  378
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.92 0.99 0.95  0.92 1.00 0.92
Lanes:       2.00 2.00 1.00  2.00 2.00 1.00  1.00 2.78 0.22  1.00 2.00 1.00
Final Sat.:  3150 3800 1750  3150 3800 1750  1750 5202  398  1750 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21 0.37  0.11 0.13 0.05  0.12 0.13 0.13  0.13 0.03 0.22
Crit Moves:             ****  ****                ****        ****
Green Time:  19.0 41.8 65.6  19.5 42.2 67.3  25.1 22.9 22.9  23.9 21.7 41.2
Volume/Cap:  0.05 0.61 0.67  0.67 0.37 0.09  0.59 0.67 0.67  0.67 0.17 0.63
Delay/Veh:   42.9 33.2 21.4  50.8 29.1 12.3  45.4 46.8 46.8  49.6 41.7 35.2
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:  42.9 33.2 21.4  50.8 29.1 12.3  45.4 46.8 46.8  49.6 41.7 35.2
LOS by Move:    D   C-   C+     D    C    B     D    D    D     D    D   D+
HCM2kAvgQ:      0   12   18     8    7    2     8    9    9    10    2   13
Note: Queue reported is the number of cars per lane.
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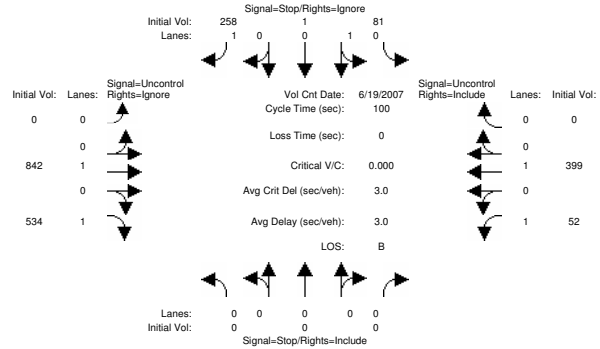
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps

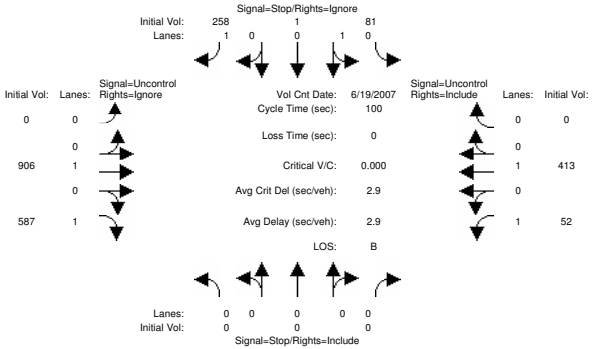



```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0    0    0    81    1  258     0  842  534    52  399    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    81    1  258     0  842  534    52  399    0
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0    0    0    81    1  258     0  842  534    52  399    0
User Adj:    1.00 1.00 1.00  1.00 1.00 0.00  1.00 0.00 0.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Volume:     0    0    0    81    1    0     0    0    0    52  399    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:    0    0    0    81    1    0     0    0    0    52  399    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   503  503   399  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   532  474   655  xxxx xxxx xxxxx   900 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   508  446   655  xxxx xxxx xxxxx   900 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 0.00  0.00  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   507 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  13.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             13.5           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps

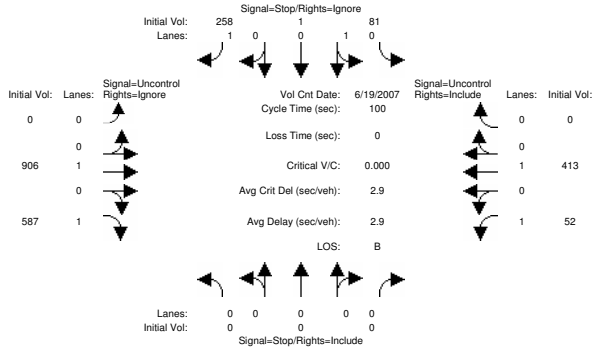



```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0    0     0    81    1   258     0  842   534    52  399     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    81    1   258     0  842   534    52  399     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0   64    53     0   14     0
Initial Fut:    0    0     0    81    1   258     0  906   587    52  413     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    81    1     0     0    0     0    52  413     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    81    1     0     0    0     0    52  413     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   517  517   413  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   522  465   643  xxxx xxxx xxxxx   900 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   499  438   643  xxxx xxxx xxxxx   900 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 0.00  0.00  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   498 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  13.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             13.6           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps

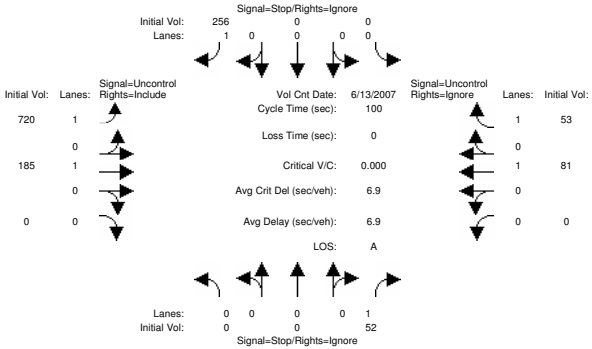



```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0    0     0    81    1   258     0  906   587    52  413     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    81    1   258     0  906   587    52  413     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    81    1   258     0  906   587    52  413     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    81    1     0     0    0     0    52  413     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    81    1     0     0    0     0    52  413     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   517  517   413  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   522  465   643  xxxx xxxx xxxxx   900 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   499  438   643  xxxx xxxx xxxxx   900 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 0.00  0.00  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   498 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  13.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             13.6           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps

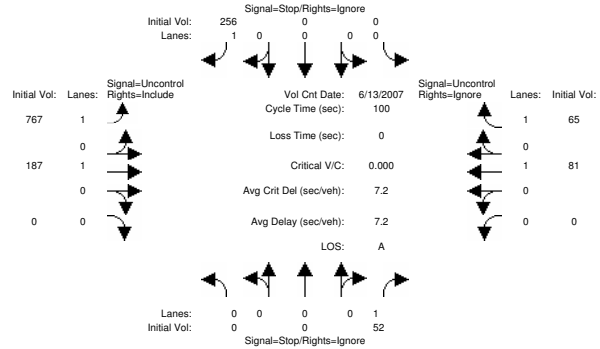



```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0    0    52     0    0   256   720  185     0     0   81    53
Growth Adj:  1.00 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    52     0    0   256   720  185     0     0   81    53
Added Vol:      0    0     0     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    52     0    0   256   720  185     0     0   81    53
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0     0    0     0   720  185     0     0   81     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   720  185     0     0   81     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   185  xxxx xxxx    81    81 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   862  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   862  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.47 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   2.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps

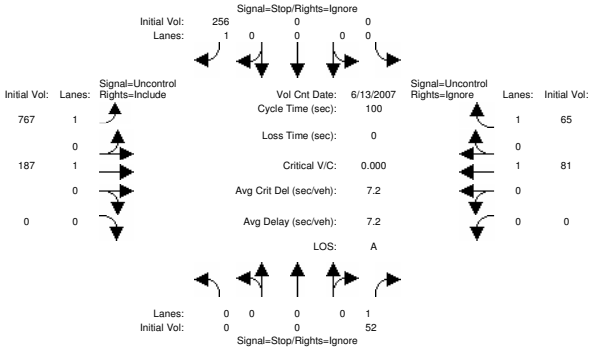



```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0    0    52     0    0   256   720  185     0     0   81    53
Growth Adj:  1.00 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    52     0    0   256   720  185     0     0   81    53
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0    47    2     0     0    0    12
Initial Fut:    0    0    52     0    0   256   767  187     0     0   81    65
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0     0    0     0   767  187     0     0   81     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   767  187     0     0   81     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   187  xxxx xxxx    81    81 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   860  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   860  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.50 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   2.9 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps

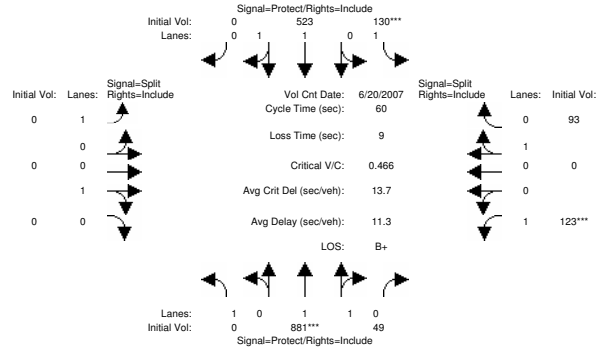



```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0     0    52     0     0   256   767   187     0     0    81    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:    0     0    52     0     0   256   767   187     0     0    81    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:    0     0    52     0     0   256   767   187     0     0    81    65
User Adj:    1.00  1.00  0.00  1.00  1.00  0.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Adj:     1.00  1.00  0.00  1.00  1.00  0.00  1.00  1.00  1.00  1.00  1.00  0.00
PHF Volume:     0     0     0     0     0     0   767   187     0     0    81     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0     0     0     0     0     0   767   187     0     0    81     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   187  xxxx xxxx    81    81 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   860  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   860  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.50 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   2.9 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```


Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)




```
Street Name:          McCarthy Blvd.                    Ranch Dr. (N)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7    10    10     7    10     0     0     0     0    10     0    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 6-9
Base Vol:       0   881    49   130   523     0     0     0     0   123     0    93
Growth Adj:  1.00  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   881    49   130   523     0     0     0     0   123     0    93
Added Vol:      0     0     0     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   881    49   130   523     0     0     0     0   123     0    93
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  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   881    49   130   523     0     0     0     0   123     0    93
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0   881    49   130   523     0     0     0     0   123     0    93
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    0   881    49   130   523     0     0     0     0   123     0    93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  0.98  0.95  0.92  0.97  0.92  0.92  1.00  0.92  0.92  1.00  0.95
Lanes:       1.00  1.89  0.11  1.00  2.00  0.00  1.00  1.00  0.00  1.00  0.00  1.00
Final Sat.:  1750  3505   195  1750  3700     0  1750  1900     0  1750     0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00  0.25  0.25  0.07  0.14  0.00  0.00  0.00  0.00  0.07  0.00  0.05
Crit Moves:         ****        ****                                ****
Green Time:   0.0  31.6  31.6   9.4  41.0   0.0   0.0   0.0   0.0  10.0   0.0  10.0
Volume/Cap:  0.00  0.48  0.48  0.48  0.21  0.00  0.00  0.00  0.00  0.42  0.00  0.31
Delay/Veh:    0.0   9.8   9.8  29.0   3.7   0.0   0.0   0.0   0.0  26.8   0.0  24.6
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   0.0   9.8   9.8  29.0   3.7   0.0   0.0   0.0   0.0  26.8   0.0  24.6
LOS by Move:    A     A     A     C     A     A     A     A     A     C     A     C
HCM2kAvgQ:      0     6     6     3     2     0     0     0     0     3     0     2
Note: Queue reported is the number of cars per lane.
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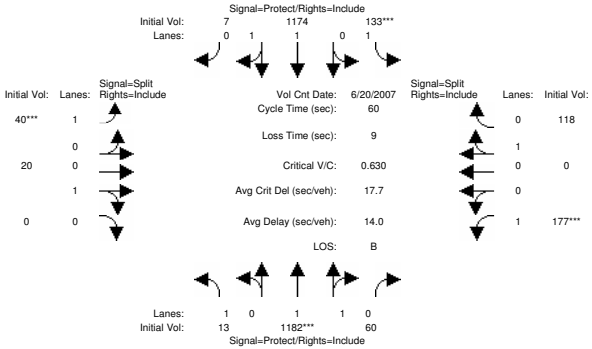
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



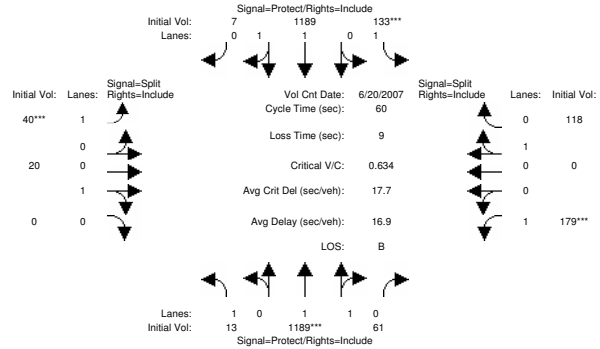
Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 20 Jun 2007 << 6-9												
Base Vol:	0	881	49	130	523	0	0	0	0	123	0	93
Growth Adj:	1.00	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	881	49	130	523	0	0	0	0	123	0	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	301	11	3	651	7	40	20	0	54	0	25
Initial Fut:	13	1182	60	133	1174	7	40	20	0	177	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1182	60	133	1174	7	40	20	0	177	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1182	60	133	1174	7	40	20	0	177	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1182	60	133	1174	7	40	20	0	177	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.90	0.10	1.00	1.99	0.01	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3521	179	1750	3678	22	1750	1800	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.08	0.32	0.32	0.02	0.01	0.00	0.10	0.00	0.07
Crit Moves:		****		****			****			****		
Green Time:	0.9	31.7	31.7	7.2	38.0	38.0	2.2	2.2	0.0	10.0	0.0	10.0
Volume/Cap:	0.50	0.64	0.64	0.64	0.50	0.50	0.64	0.31	0.00	0.61	0.00	0.39
Delay/Veh:	86.0	11.7	11.7	39.0	6.7	6.7	68.7	40.2	0.0	32.2	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	11.7	11.7	39.0	6.7	6.7	68.7	40.2	0.0	32.2	0.0	26.1
LOS by Move:	F	B+	B+	D	A	A	E	D	A	C-	A	C
HCM2kAvgQ:	1	9	9	4	6	6	2	1	0	4	0	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



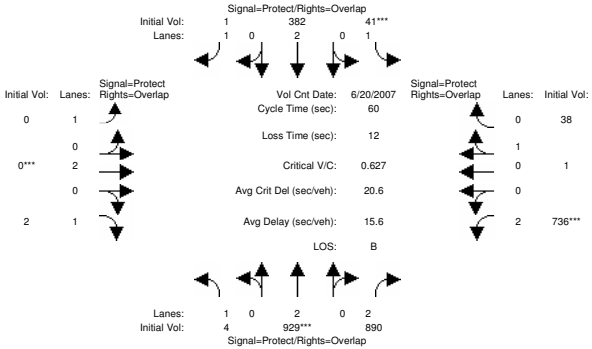
Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 20 Jun 2007 << 6-9												
Base Vol:	13	1182	60	133	1174	7	40	20	0	177	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1182	60	133	1174	7	40	20	0	177	0	118
Added Vol:	0	7	1	0	15	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1189	61	133	1189	7	40	20	0	179	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1189	61	133	1189	7	40	20	0	179	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1189	61	133	1189	7	40	20	0	179	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1189	61	133	1189	7	40	20	0	179	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.90	0.10	1.00	1.99	0.01	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3519	181	1750	3678	22	1750	1800	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.08	0.32	0.32	0.02	0.01	0.00	0.10	0.00	0.07
Crit Moves:		****		****			****			****		
Green Time:	10.3	31.7	31.7	7.1	28.5	28.5	2.1	2.1	0.0	10.0	0.0	10.0
Volume/Cap:	0.04	0.64	0.64	0.64	0.68	0.68	0.64	0.31	0.00	0.61	0.00	0.39
Delay/Veh:	21.0	11.7	11.7	39.3	14.3	14.3	69.3	40.3	0.0	32.5	0.0	26.1
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:	21.0	11.7	11.7	39.3	14.3	14.3	69.3	40.3	0.0	32.5	0.0	26.1
LOS by Move:	C+	B+	B+	D	B	B	E	D	A	C-	A	C
HCM2kAvgQ:	0	9	9	4	10	10	2	1	0	4	0	2

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)



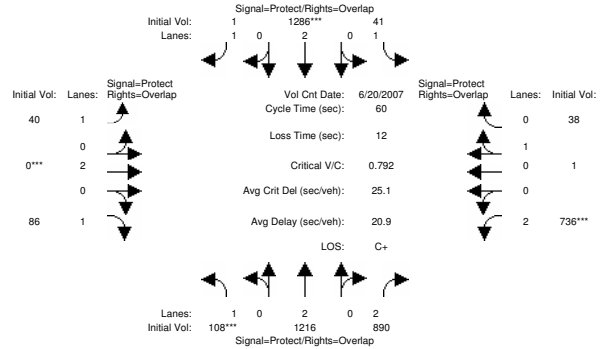
Street Name:	McCarthy Blvd.									Ranch Dr. (S)							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10	
Volume Module: >> Count Date: 20 Jun 2007 << 6-9pm																	
Base Vol:	4		929	890	41		382	1	0		0	2	736		1	38	
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Initial Bse:	4		929	890	41		382	1	0		0	2	736		1	38	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0	
Initial Fut:	4		929	890	41		382	1	0		0	2	736		1	38	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
PHF Volume:	4		929	890	41		382	1	0		0	2	736		1	38	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
Reduced Vol:	4		929	890	41		382	1	0		0	2	736		1	38	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
FinalVolume:	4		929	890	41		382	1	0		0	2	736		1	38	
Saturation Flow Module:																	
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.95	0.95	
Lanes:	1.00		2.00	2.00	1.00		2.00	1.00	1.00		2.00	1.00	2.00		0.03	0.97	
Final Sat.:	1750		3800	3150	1750		3800	1750	1750		3800	1750	3150		46	1754	
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.24		0.28	0.02	0.10		0.00	0.00	0.00		0.00	0.23	0.02		0.02	
Crit Moves:		****			****				****				****				
Green Time:	11.5	21.0		41.0	7.0	16.4		16.4	0.0	0.0		11.5	20.0	20.0		27.0	
Volume/Cap:	0.01	0.70		0.41	0.20	0.37		0.00	0.00	0.00		0.01	0.70	0.06		0.05	
Delay/Veh:	19.7	19.9		4.8	26.2	18.6		15.8	0.0	0.0		19.6	21.2	13.8		9.4	
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	
AdjDel/Veh:	19.7	19.9		4.8	26.2	18.6		15.8	0.0	0.0		19.6	21.2	13.8		9.4	
LOS by Move:	B-	B-		A	C	B-		B	A	A		B-	C+	B		A	
HCM2kAvgQ:	0	8		5	1	3		0	0	0		0	9	1		0	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)



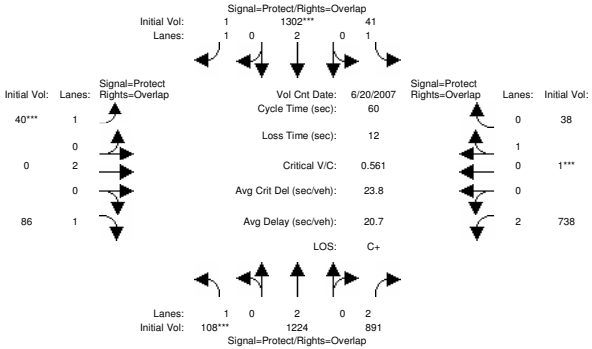
Street Name:	McCarthy Blvd.									Ranch Dr. (S)							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10	
Volume Module: >> Count Date: 20 Jun 2007 << 6-9pm																	
Base Vol:	4		929	890	41		382	1	0		0	2	736		1	38	
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
Initial Bse:	4		929	890	41		382	1	0		0	2	736		1	38	
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
ATI:	104		287	0	0		904	0	40		0	84	0		0	0	
Initial Fut:	108		1216	890	41		1286	1	40		0	86	736		1	38	
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
PHF Volume:	108		1216	890	41		1286	1	40		0	86	736		1	38	
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0	
Reduced Vol:	108		1216	890	41		1286	1	40		0	86	736		1	38	
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
FinalVolume:	108		1216	890	41		1286	1	40		0	86	736		1	38	
Saturation Flow Module:																	
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	
Adjustment:	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92	0.83		0.95	0.95	
Lanes:	1.00		2.00	2.00	1.00		2.00	1.00	1.00		2.00	1.00	2.00		0.03	0.97	
Final Sat.:	1750		3800	3150	1750		3800	1750	1750		3800	1750	3150		46	1754	
Capacity Analysis Module:																	
Vol/Sat:	0.06	0.32		0.28	0.02	0.34		0.00	0.02	0.00		0.05	0.23	0.02		0.02	
Crit Moves:	****					****				****			****				
Green Time:	7.0	22.9		39.6	8.4	24.3		26.3	2.0	0.0		9.0	16.7	14.7		23.1	
Volume/Cap:	0.53	0.84		0.43	0.17	0.84		0.00	0.68	0.00		0.33	0.84	0.09		0.06	
Delay/Veh:	34.4	22.8		5.5	24.3	21.7		9.5	77.1	0.0		26.1	29.7	17.9		11.8	
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	
AdjDel/Veh:	34.4	22.8		5.5	24.3	21.7		9.5	77.1	0.0		26.1	29.7	17.9		11.8	
LOS by Move:	C-	C+		A	C	C+		A	E-	A		C	C	B		B+	
HCM2kAvgQ:	2	12		5	1	14		0	2	0		2	11	1		0	

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)



Street Name:	McCarthy Blvd.						Ranch Dr. (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Jun 2007 << 6-9pm												
Base Vol:	108	1216	890	41	1286	1	40	0	86	736	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1216	890	41	1286	1	40	0	86	736	1	38
Added Vol:	0	8	1	0	16	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1224	891	41	1302	1	40	0	86	738	1	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1224	891	41	1302	1	40	0	86	738	1	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1224	891	41	1302	1	40	0	86	738	1	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1224	891	41	1302	1	40	0	86	738	1	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	46	1754
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.28	0.02	0.34	0.00	0.02	0.00	0.05	0.23	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	22.8	39.8	8.2	24.0	31.0	7.0	0.0	14.0	17.0	10.0	18.2
Volume/Cap:	0.53	0.85	0.43	0.17	0.86	0.00	0.20	0.00	0.21	0.83	0.13	0.07
Delay/Veh:	34.4	23.5	5.4	24.4	22.9	7.0	26.1	0.0	19.7	28.8	22.2	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	23.5	5.4	24.4	22.9	7.0	26.1	0.0	19.7	28.8	22.2	15.1
LOS by Move:	C-	C	A	C	C+	A	C	A	B-	C	C+	B
HCM2kAvgQ:	2	12	5	1	14	0	1	0	2	11	1	1

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

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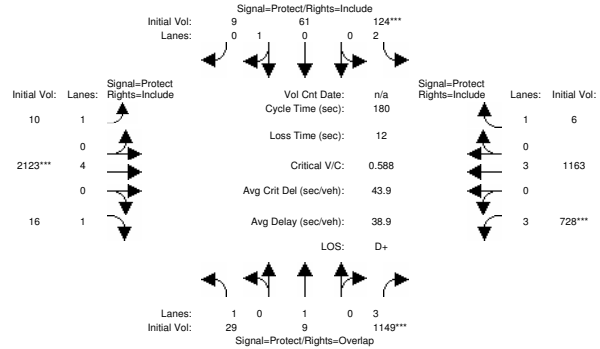
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1801: Trimble / Montague Expy [CMP]



Street Name:	Trimble						Montague Expy					
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	9	1149	124	61	9	10	2123	16	728	1163	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	9	1149	124	61	9	10	2123	16	728	1163	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	9	1149	124	61	9	10	2123	16	728	1163	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	9	1149	124	61	9	10	1953	16	728	1163	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	9	1149	124	61	9	10	1953	16	728	1163	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	9	1149	124	61	9	10	1953	16	728	1163	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.87	0.13	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	1569	231	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.25	0.04	0.04	0.04	0.01	0.26	0.01	0.16	0.20	0.00
Crit Moves:			****	****				****		****		
Green Time:	16.6	28.3	77.3	12.0	23.7	23.7	20.4	78.7	78.7	49.0	107	107.2
Volume/Cap:	0.18	0.03	0.59	0.59	0.29	0.29	0.05	0.59	0.02	0.59	0.34	0.01
Delay/Veh:	75.9	64.3	39.7	85.9	71.3	71.3	71.2	38.7	28.8	57.5	18.6	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	64.3	39.7	85.9	71.3	71.3	71.2	38.7	28.8	57.5	18.6	14.8
LOS by Move:	E-	E	D	F	E	E	E	D+	C	E+	B-	B
HCM2kAvgQ:	2	0	20	5	4	4	1	20	1	15	10	0

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

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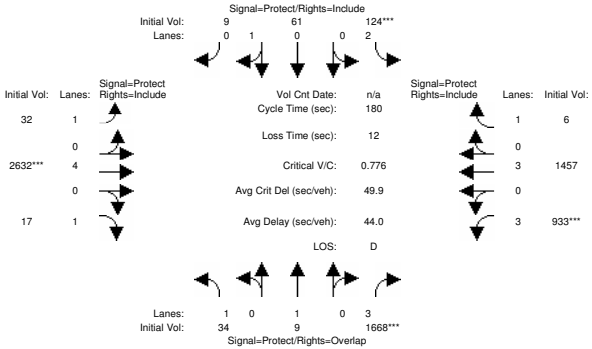
Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1801: Trimble / Montague Expy [CMP]



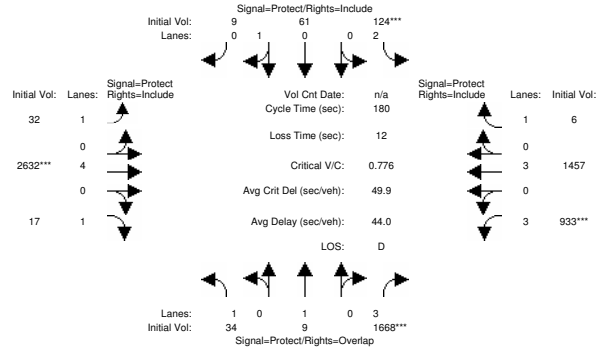
Street Name:	Trimble						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	29	9	1149	124	61	9	10	2123	16	728	1163	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	9	1149	124	61	9	10	2123	16	728	1163	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	0	519	0	0	0	22	509	1	205	294	0
Initial Fut:	34	9	1668	124	61	9	32	2632	17	933	1457	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	9	1668	124	61	9	32	2421	17	933	1457	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	9	1668	124	61	9	32	2421	17	933	1457	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	9	1668	124	61	9	32	2421	17	933	1457	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.87	0.13	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	1569	231	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.37	0.04	0.04	0.04	0.02	0.32	0.01	0.21	0.26	0.00
Crit Moves:			****	****				****		****		
Green Time:	19.2	37.5	85.0	9.1	27.4	27.4	16.0	73.9	73.9	47.5	105	105.4
Volume/Cap:	0.18	0.02	0.78	0.78	0.26	0.26	0.21	0.78	0.02	0.78	0.44	0.01
Delay/Veh:	73.7	56.7	41.4	105.4	67.8	67.8	76.7	47.2	31.6	64.6	20.9	15.5
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:	73.7	56.7	41.4	105.4	67.8	67.8	76.7	47.2	31.6	64.6	20.9	15.5
LOS by Move:	E	E+	D	F	E	E	E-	D	C	E	C+	B
HCM2kAvgQ:	2	0	32	6	4	4	2	29	1	21	14	0

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

Milpitas Near-Term Cumulative Analysis
Landmark Tower Project-Level

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

Intersection #1801: Trimble / Montague Expy [CMP]



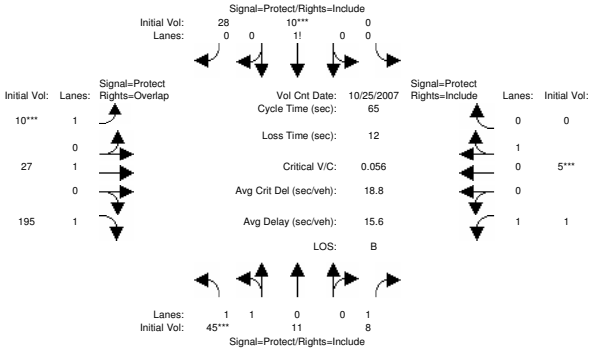
Street Name:	Trimble						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	34	9	1668	124	61	9	32	2632	17	933	1457	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	9	1668	124	61	9	32	2632	17	933	1457	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	9	1668	124	61	9	32	2632	17	933	1457	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	9	1668	124	61	9	32	2421	17	933	1457	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	9	1668	124	61	9	32	2421	17	933	1457	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	9	1668	124	61	9	32	2421	17	933	1457	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.87	0.13	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	1569	231	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.37	0.04	0.04	0.04	0.02	0.32	0.01	0.21	0.26	0.00
Crit Moves:			****	****				****		****		
Green Time:	19.2	37.5	85.0	9.1	27.4	27.4	16.0	73.9	73.9	47.5	105	105.4
Volume/Cap:	0.18	0.02	0.78	0.78	0.26	0.26	0.21	0.78	0.02	0.78	0.44	0.01
Delay/Veh:	73.7	56.7	41.4	105.4	67.8	67.8	76.7	47.2	31.6	64.6	20.9	15.5
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:	73.7	56.7	41.4	105.4	67.8	67.8	76.7	47.2	31.6	64.6	20.9	15.5
LOS by Move:	E	E+	D	F	E	E	E-	D	C	E	C+	B
HCM2kAvgQ:	2	0	32	6	4	4	2	29	1	21	14	0

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

Milpitas Near-Term Cumulative Analysis

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

Intersection #8032: Barber Ln & Bellew Dr (LT)

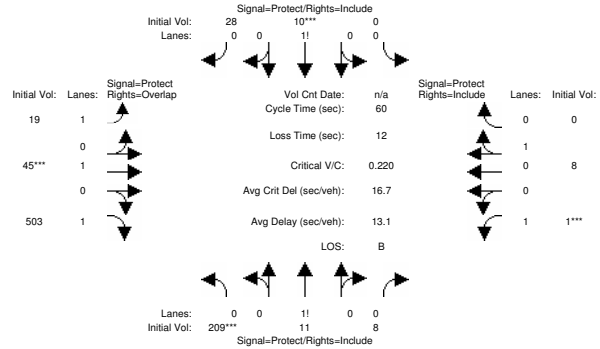



```
Street Name:            Barber Ln                       Bellew Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:      45   11     8     0   10    28    10   27   195     1    5     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:   45   11     8     0   10    28    10   27   195     1    5     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:   45   11     8     0   10    28    10   27   195     1    5     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:    45   11     8     0   10    28    10   27   195     1    5     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   45   11     8     0   10    28    10   27   195     1    5     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   45   11     8     0   10    28    10   27   195     1    5     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 0.95  0.92
Lanes:       1.61 0.39  1.00  0.00 0.26  0.74  1.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  2853  697  1750     0  474  1326  1750 1900  1750  1750 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.00  0.00 0.02  0.02  0.01 0.01  0.11  0.00 0.00  0.00
Crit Moves:  ****                 ****        ****                  ****
Green Time:  15.4 36.0  36.0   0.0 20.6  20.6   7.0 10.0  25.4   7.0 10.0   0.0
Volume/Cap:  0.07 0.03  0.01  0.00 0.07  0.07  0.05 0.09  0.29  0.01 0.02  0.00
Delay/Veh:   19.3  6.6   6.5   0.0 15.5  15.5  26.1 23.7  13.8  25.9 23.4   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  19.3  6.6   6.5   0.0 15.5  15.5  26.1 23.7  13.8  25.9 23.4   0.0
LOS by Move:  B-    A     A     A    B     B     C    C     B     C    C     A
HCM2k95thQ:    26   14     4     0   30    30    12   27   151     1    5     0
Note: Queue reported is the distance per lane in feet.
```


Milpitas Near-Term Cumulative Analysis

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

Intersection #8032: Barber Ln & Bellew Dr (LT)




```
Street Name:            Barber Ln                       Bellew Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     209   11     8     0   10    28    19   45   503     1    8     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:  209   11     8     0   10    28    19   45   503     1    8     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:  209   11     8     0   10    28    19   45   503     1    8     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:   209   11     8     0   10    28    19   45   503     1    8     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209   11     8     0   10    28    19   45   503     1    8     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  209   11     8     0   10    28    19   45   503     1    8     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 0.95  0.92
Lanes:       0.92 0.05  0.03  0.00 0.26  0.74  1.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1604   84    61     0  474  1326  1750 1900  1750  1750 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.13  0.00 0.02  0.02  0.01 0.02  0.29  0.00 0.00  0.00
Crit Moves:  ****                 ****        ****        ****
Green Time:  21.0 31.0  31.0   0.0 10.0  10.0   7.0 10.0  31.0   7.0 10.0   0.0
Volume/Cap:  0.37 0.25  0.25  0.00 0.13  0.13  0.09 0.14  0.56  0.00 0.03  0.00
Delay/Veh:   15.0  8.2   8.2   0.0 21.5  21.5  23.9 21.5  10.6  23.4 21.0   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:  15.0  8.2   8.2   0.0 21.5  21.5  23.9 21.5  10.6  23.4 21.0   0.0
LOS by Move:    B    A     A     A   C+    C+     C   C+    B+     C   C+     A
HCM2k95thQ:   183  133   133     0   37    37    21   42   351     1    8     0
Note: Queue reported is the distance per lane in feet.
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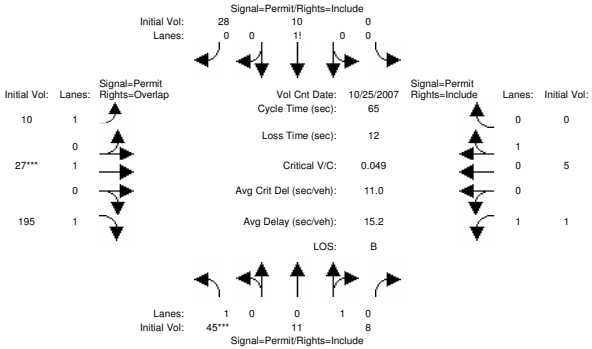
Milpitas Near-Term Cumulative Analysis

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

Intersection #8034: Barber Ln & Bellew Dr (interim)



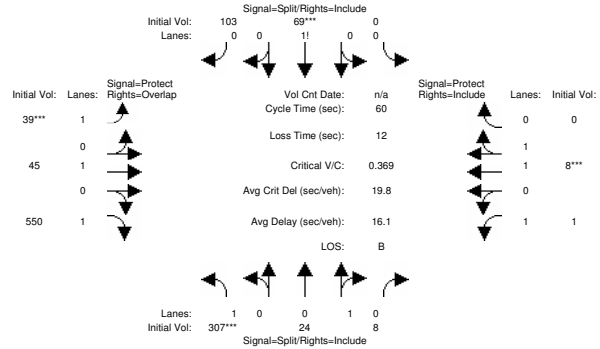
Street Name:	Barber Ln						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	45	11	8	0	10	28	10	27	195	1	5	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:	45	11	8	0	10	28	10	27	195	1	5	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:	45	11	8	0	10	28	10	27	195	1	5	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:	45	11	8	0	10	28	10	27	195	1	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	11	8	0	10	28	10	27	195	1	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	11	8	0	10	28	10	27	195	1	5	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	1.00	0.58	0.42	0.00	0.26	0.74	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	1042	758	0	474	1326	1750	1900	1750	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.00	0.02	0.02	0.01	0.01	0.11	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	34.1	34.1	34.1	0.0	34.1	34.1	18.9	18.9	18.9	18.9	18.9	0.0
Volume/Cap:	0.05	0.02	0.02	0.00	0.04	0.04	0.02	0.05	0.38	0.00	0.01	0.00
Delay/Veh:	7.5	7.4	7.4	0.0	7.5	7.5	16.5	16.6	18.9	16.4	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.4	7.4	0.0	7.5	7.5	16.5	16.6	18.9	16.4	16.4	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B-	B	B	A
HCM2k95thQ:	25	10	10	0	21	21	8	21	182	1	4	0

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #8034: Barber Ln & Bellew Dr (interim)



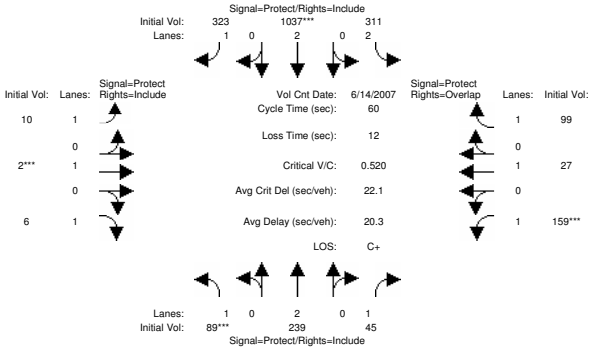
Street Name:	Barber Ln						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	307	24	8	0	69	103	39	45	550	1	8	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	24	8	0	69	103	39	45	550	1	8	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:	307	24	8	0	69	103	39	45	550	1	8	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:	307	24	8	0	69	103	39	45	550	1	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	24	8	0	69	103	39	45	550	1	8	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	24	8	0	69	103	39	45	550	1	8	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.92
Lanes:	1.00	0.75	0.25	0.00	0.40	0.60	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	1350	450	0	722	1078	1750	1900	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.02	0.02	0.00	0.10	0.10	0.02	0.02	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green Time:	20.1	20.1	20.1	0.0	10.9	10.9	7.0	10.0	30.1	7.0	10.0	0.0
Volume/Cap:	0.52	0.05	0.05	0.00	0.52	0.52	0.19	0.14	0.63	0.00	0.01	0.00
Delay/Veh:	17.0	13.6	13.6	0.0	23.7	23.7	24.4	21.5	12.3	23.4	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	13.6	13.6	0.0	23.7	23.7	24.4	21.5	12.3	23.4	20.9	0.0
LOS by Move:	B	B	B	A	C	C	C	C+	B	C	C+	A
HCM2k95thQ:	270	23	23	0	188	188	45	42	414	1	4	0

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #9072: McCarthy Blvd. & Bellew Dr. (LT)



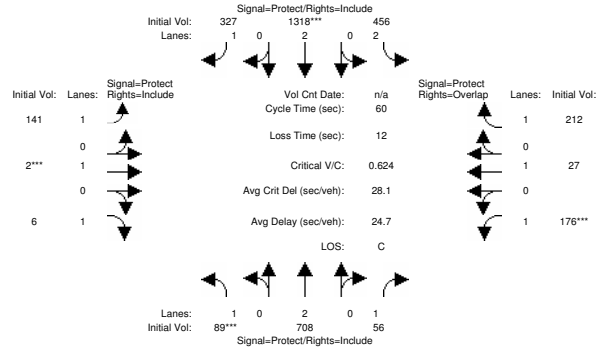
Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
Growth Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Added Vol:	0	0	0	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	239	45	311	1037	323	10	2	6	159	27	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	239	45	311	1037	323	10	2	6	159	27	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.03	0.10	0.27	0.18	0.01	0.00	0.00	0.09	0.01	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.8	17.8	12.5	23.3	23.3	7.3	10.0	10.0	7.7	10.4	22.9
Volume/Cap:	0.44	0.21	0.09	0.48	0.70	0.48	0.05	0.01	0.02	0.70	0.08	0.15
Delay/Veh:	31.3	16.3	15.6	23.4	18.3	16.2	23.7	20.9	21.0	41.9	21.2	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:	31.3	16.3	15.6	23.4	18.3	16.2	23.7	20.9	21.0	41.9	21.2	12.6
LOS by Move:	C	B	B	C	B-	B	C	C+	C+	D	C+	B
HCM2k95thQ:	125	101	42	189	415	257	13	2	7	234	29	80

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #9072: McCarthy Blvd. & Bellew Dr. (LT)



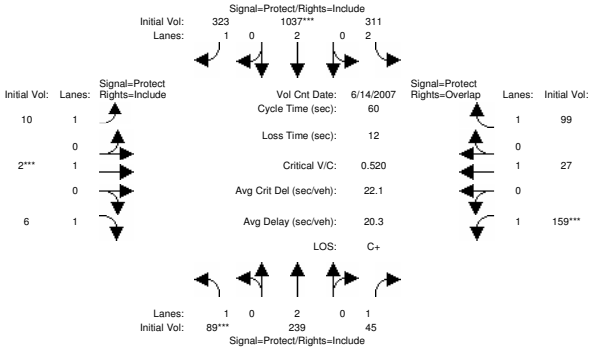
Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	89	708	56	456	1318	327	141	2	6	176	27	212
Growth Adj:	1.00	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	708	56	456	1318	327	141	2	6	176	27	212
Added Vol:	0	0	0	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	708	56	456	1318	327	141	2	6	176	27	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	708	56	456	1318	327	141	2	6	176	27	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	708	56	456	1318	327	141	2	6	176	27	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	708	56	456	1318	327	141	2	6	176	27	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.14	0.35	0.19	0.08	0.00	0.00	0.10	0.01	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.4	17.4	13.6	24.0	24.0	7.0	10.0	10.0	7.0	10.0	23.6
Volume/Cap:	0.44	0.64	0.11	0.64	0.87	0.47	0.69	0.01	0.02	0.86	0.09	0.31
Delay/Veh:	31.3	21.4	16.0	25.4	23.5	15.5	42.9	20.9	21.0	61.2	21.7	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	21.4	16.0	25.4	23.5	15.5	42.9	20.9	21.0	61.2	21.7	13.8
LOS by Move:	C	C+	B	C	C	B	D	C+	C+	E	C+	B
HCM2k95thQ:	125	316	53	277	612	255	217	2	7	303	30	165

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #9074: McCarthy Blvd. & Bellew Dr. (interim)



Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
Growth Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Added Vol:	0	0	0	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	239	45	311	1037	323	10	2	6	159	27	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	45	311	1037	323	10	2	6	159	27	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	239	45	311	1037	323	10	2	6	159	27	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	239	45	311	1037	323	10	2	6	159	27	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.03	0.10	0.27	0.18	0.01	0.00	0.00	0.09	0.01	0.06
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.8	17.8	12.5	23.3	23.3	7.3	10.0	10.0	7.7	10.4	22.9
Volume/Cap:	0.44	0.21	0.09	0.48	0.70	0.48	0.05	0.01	0.02	0.70	0.08	0.15
Delay/Veh:	31.3	16.3	15.6	23.4	18.3	16.2	23.7	20.9	21.0	41.9	21.2	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:	31.3	16.3	15.6	23.4	18.3	16.2	23.7	20.9	21.0	41.9	21.2	12.6
LOS by Move:	C	B	B	C	B-	B	C	C+	C+	D	C+	B
HCM2k95thQ:	125	101	42	189	415	257	13	2	7	234	29	80

Note: Queue reported is the distance per lane in feet.

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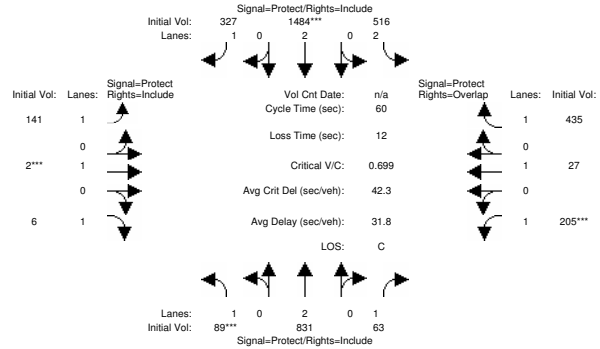
Milpitas Near-Term Cumulative Analysis

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

Intersection #9074: McCarthy Blvd. & Bellew Dr. (interim)



Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	89	831	63	516	1484	327	141	2	6	205	27	435
Growth Adj:	1.00	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	831	63	516	1484	327	141	2	6	205	27	435
Added Vol:	0	0	0	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	831	63	516	1484	327	141	2	6	205	27	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	831	63	516	1484	327	141	2	6	205	27	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	831	63	516	1484	327	141	2	6	205	27	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	831	63	516	1484	327	141	2	6	205	27	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.04	0.16	0.39	0.19	0.08	0.00	0.00	0.12	0.01	0.25
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.6	17.6	13.2	23.8	23.8	7.1	10.0	10.0	7.2	10.1	23.3
Volume/Cap:	0.44	0.74	0.12	0.74	0.98	0.47	0.68	0.01	0.02	0.98	0.08	0.64
Delay/Veh:	31.3	23.6	16.0	28.9	37.2	15.7	42.3	20.9	21.0	84.3	21.6	19.5
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:	31.3	23.6	16.0	28.9	37.2	15.7	42.3	20.9	21.0	84.3	21.6	19.5
LOS by Move:	C	C	B	C	D+	B	D	C+	C+	F	C+	B-
HCM2k95thQ:	125	390	59	334	851	256	215	2	7	387	30	364

Note: Queue reported is the distance per lane in feet.

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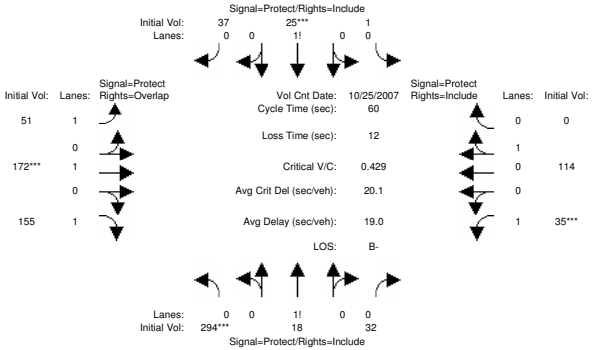
Milpitas Near-Term Cumulative Analysis

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

Intersection #8032: Barber Ln & Bellew Dr (LT)



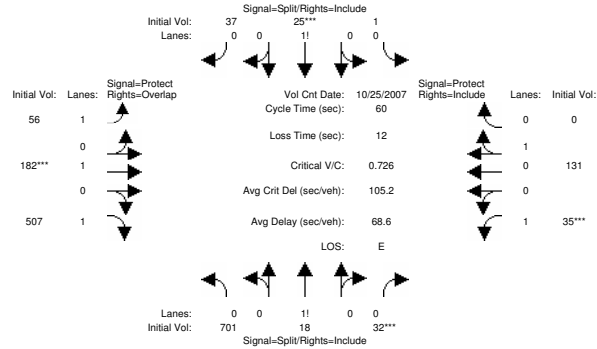
Street Name:	Barber Ln						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	294	18	32	1	25	37	51	172	155	35	114	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:	294	18	32	1	25	37	51	172	155	35	114	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:	294	18	32	1	25	37	51	172	155	35	114	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:	294	18	32	1	25	37	51	172	155	35	114	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	18	32	1	25	37	51	172	155	35	114	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	18	32	1	25	37	51	172	155	35	114	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	0.86	0.05	0.09	0.01	0.40	0.59	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1496	92	163	28	694	1028	1750	1900	1750	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.04	0.04	0.04	0.03	0.09	0.09	0.02	0.06	0.00
Crit Moves:	****				****			****		****		
Green Time:	21.0	16.8	16.8	14.2	10.0	10.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	0.56	0.70	0.70	0.15	0.22	0.22	0.25	0.54	0.17	0.17	0.38	0.00
Delay/Veh:	17.0	24.0	24.0	18.3	22.0	22.0	24.8	24.8	7.8	24.3	23.0	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:	17.0	24.0	24.0	18.3	22.0	22.0	24.8	24.8	7.8	24.3	23.0	0.0
LOS by Move:	B	C	C	B-	C+	C+	C	C	A	C	C	A
HCM2k95thQ:	302	365	365	56	65	65	60	186	87	40	121	0

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #8032: Barber Ln & Bellew Dr (LT)



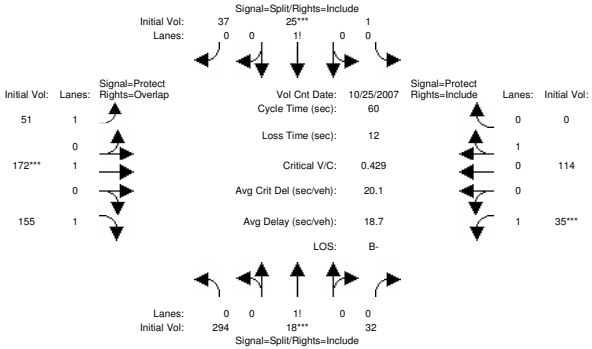
Street Name:	Barber Ln						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	701	18	32	1	25	37	56	182	507	35	131	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:	701	18	32	1	25	37	56	182	507	35	131	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:	701	18	32	1	25	37	56	182	507	35	131	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:	701	18	32	1	25	37	56	182	507	35	131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	18	32	1	25	37	56	182	507	35	131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	18	32	1	25	37	56	182	507	35	131	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.92
Lanes:	0.94	0.02	0.04	0.01	0.40	0.59	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1633	42	75	28	694	1028	1750	1900	1750	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.04	0.04	0.04	0.03	0.10	0.29	0.02	0.07	0.00
Crit Moves:			****		****			****		****		
Green Time:	21.0	21.0	21.0	10.0	10.0	10.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	1.23	1.23	1.23	0.22	0.22	0.22	0.27	0.57	0.56	0.17	0.44	0.00
Delay/Veh:	135.3	135	135.3	22.0	22.0	22.0	24.9	25.6	10.7	24.3	23.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.3	135	135.3	22.0	22.0	22.0	24.9	25.6	10.7	24.3	23.5	0.0
LOS by Move:	F	F	F	C+	C+	C+	C	C	B+	C	C	A
HCM2k95thQ:	1451	1451	1451	65	65	65	67	201	355	40	142	0

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #8034: Barber Ln & Bellew Dr (interim)

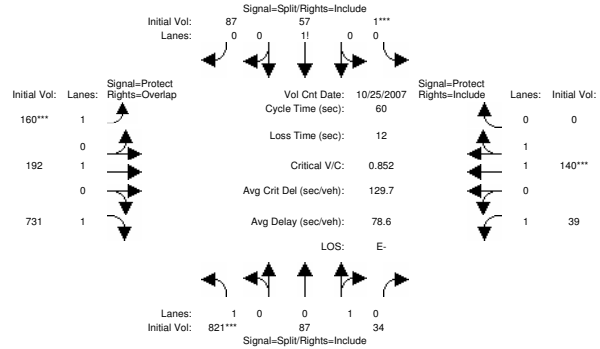



```
Street Name:            Barber Ln                       Bellew Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:     294   18    32     1   25    37    51  172   155    35  114     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:  294   18    32     1   25    37    51  172   155    35  114     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:  294   18    32     1   25    37    51  172   155    35  114     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:   294   18    32     1   25    37    51  172   155    35  114     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  294   18    32     1   25    37    51  172   155    35  114     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  294   18    32     1   25    37    51  172   155    35  114     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 1.00  0.92  0.92 0.95  0.92
Lanes:       0.86 0.05  0.09  0.01 0.40  0.59  1.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1496   92   163    28  694  1028  1750 1900  1750  1750 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.20  0.04 0.04  0.04  0.03 0.09  0.09  0.02 0.06  0.00
Crit Moves:        ****             ****             ****        ****
Green Time:  21.0 21.0  21.0  10.0 10.0  10.0   7.0 10.0  31.0   7.0 10.0   0.0
Volume/Cap:  0.56 0.56  0.56  0.22 0.22  0.22  0.25 0.54  0.17  0.17 0.38  0.00
Delay/Veh:   17.0 17.0  17.0  22.0 22.0  22.0  24.8 24.8   7.8  24.3 23.0   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:  17.0 17.0  17.0  22.0 22.0  22.0  24.8 24.8   7.8  24.3 23.0   0.0
LOS by Move:    B    B     B    C+   C+    C+     C    C     A     C    C     A
HCM2k95thQ:   302  302   302    65   65    65    60  186    87    40  121     0
Note: Queue reported is the distance per lane in feet.
```


Milpitas Near-Term Cumulative Analysis

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

Intersection #8034: Barber Ln & Bellew Dr (interim)

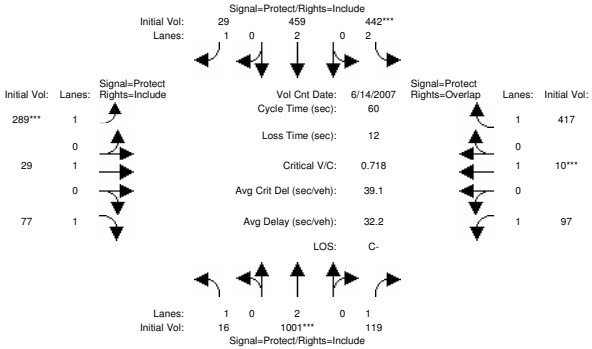



```
Street Name:            Barber Ln                       Bellew Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Oct 2007 <<
Base Vol:     821   87    34     1   57    87   160  192   731    39  140     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:  821   87    34     1   57    87   160  192   731    39  140     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:  821   87    34     1   57    87   160  192   731    39  140     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:   821   87    34     1   57    87   160  192   731    39  140     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  821   87    34     1   57    87   160  192   731    39  140     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  821   87    34     1   57    87   160  192   731    39  140     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.92 0.92  0.92  0.92 1.00  0.92  0.92 0.97  0.92
Lanes:       1.00 0.72  0.28  0.01 0.39  0.60  1.00 1.00  1.00  1.00 2.00  0.00
Final Sat.:  1750 1294   506    12  688  1050  1750 1900  1750  1750 3700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.07  0.07  0.08 0.08  0.08  0.09 0.10  0.42  0.02 0.04  0.00
Crit Moves:  ****             ****             ****                  ****
Green Time:  21.0 21.0  21.0  10.0 10.0  10.0   7.0 10.0  31.0   7.0 10.0   0.0
Volume/Cap:  1.34 0.19  0.19  0.50 0.50  0.50  0.78 0.61  0.81  0.19 0.23  0.00
Delay/Veh:  183.5 13.7  13.7  24.0 24.0  24.0  43.5 26.5  17.5  24.4 21.8   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 183.5 13.7  13.7  24.0 24.0  24.0  43.5 26.5  17.5  24.4 21.8   0.0
LOS by Move:    F    B     B     C    C     C     D    C     B     C   C+     A
HCM2k95thQ:  1802   88    88   166  166   166   261  216   646    45   68     0
Note: Queue reported is the distance per lane in feet.
```

Milpitas Near-Term Cumulative Analysis

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

Intersection #9072: McCarthy Blvd. & Bellew Dr. (LT)




```
Street Name:          McCarthy Blvd.                    Bellew Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:      16 1001   119   442  459    29   289   29    77    97   10   417
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16 1001   119   442  459    29   289   29    77    97   10   417
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16 1001   119   442  459    29   289   29    77    97   10   417
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16 1001   119   442  459    29   289   29    77    97   10   417
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16 1001   119   442  459    29   289   29    77    97   10   417
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16 1001   119   442  459    29   289   29    77    97   10   417
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  2.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3800  1750  3150 3800  1750  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.07  0.14 0.12  0.02  0.17 0.02  0.04  0.06 0.01  0.24
Crit Moves:       ****        ****             ****                   ****
Green Time:  11.1 17.6  17.6   9.4 15.9  15.9  11.0 12.4  12.4   8.7 10.0  19.4
Volume/Cap:  0.05 0.90  0.23  0.90 0.46  0.06  0.90 0.07  0.21  0.38 0.03  0.74
Delay/Veh:   20.4 31.8  17.1  46.7 20.0  16.8  53.8 19.6  21.1  27.6 21.1  26.4
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:  20.4 31.8  17.1  46.7 20.0  16.8  53.8 19.6  21.1  27.6 21.1  26.4
LOS by Move:   C+    C     B     D   B-     B    D-   B-    C+     C   C+     C
HCM2k95thQ:    18  549   110   381  206    29   417   29    84   123   11   405
Note: Queue reported is the distance per lane in feet.
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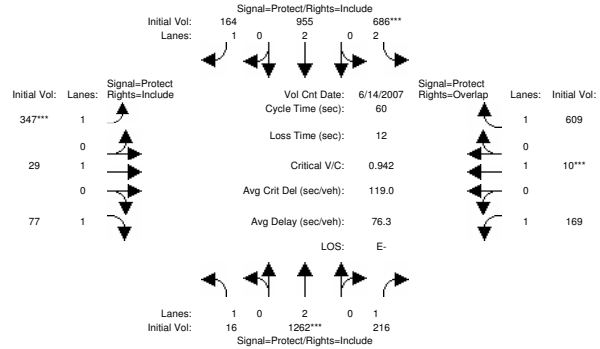
Milpitas Near-Term Cumulative Analysis

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

Intersection #9072: McCarthy Blvd. & Bellew Dr. (LT)

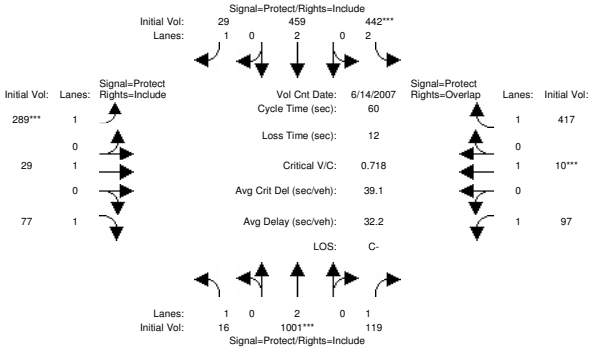



```
Street Name:          McCarthy Blvd.                    Bellew Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Jun 2007 <<
Base Vol:      16 1262   216   686  955   164   347   29    77   169   10   609
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16 1262   216   686  955   164   347   29    77   169   10   609
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16 1262   216   686  955   164   347   29    77   169   10   609
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16 1262   216   686  955   164   347   29    77   169   10   609
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16 1262   216   686  955   164   347   29    77   169   10   609
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16 1262   216   686  955   164   347   29    77   169   10   609
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  2.00 2.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 3800  1750  3150 3800  1750  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.33  0.12  0.22 0.25  0.09  0.20 0.02  0.04  0.10 0.01  0.35
Crit Moves:       ****        ****             ****                   ****
Green Time:   8.9 16.9  16.9  11.1 19.1  19.1  10.1 11.8  11.8   8.3 10.0  21.1
Volume/Cap:  0.06 1.18  0.44  1.18 0.79  0.29  1.18 0.08  0.22  0.70 0.03  0.99
Delay/Veh:   22.5  113  20.5 122.8 24.0  16.7 135.9 20.1  21.7  40.4 21.1  53.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.5  113  20.5 122.8 24.0  16.7 135.9 20.1  21.7  40.4 21.1  53.7
LOS by Move:   C+    F    C+     F    C     B     F   C+    C+     D   C+    D-
HCM2k95thQ:    20 1096   204   774  448   145   719   30    85   241   11   798
Note: Queue reported is the distance per lane in feet.
```

Milpitas Near-Term Cumulative Analysis

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

Intersection #9074: McCarthy Blvd. & Bellew Dr. (interim)



Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	16	1001	119	442	459	29	289	29	77	97	10	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1001	119	442	459	29	289	29	77	97	10	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1001	119	442	459	29	289	29	77	97	10	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1001	119	442	459	29	289	29	77	97	10	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1001	119	442	459	29	289	29	77	97	10	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1001	119	442	459	29	289	29	77	97	10	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.07	0.14	0.12	0.02	0.17	0.02	0.04	0.06	0.01	0.24
Crit Moves:		****		****			****				****	
Green Time:	11.1	17.6	17.6	9.4	15.9	15.9	11.0	12.4	12.4	8.7	10.0	19.4
Volume/Cap:	0.05	0.90	0.23	0.90	0.46	0.06	0.90	0.07	0.21	0.38	0.03	0.74
Delay/Veh:	20.4	31.8	17.1	46.7	20.0	16.8	53.8	19.6	21.1	27.6	21.1	26.4
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:	20.4	31.8	17.1	46.7	20.0	16.8	53.8	19.6	21.1	27.6	21.1	26.4
LOS by Move:	C+	C	B	D	B-	B	D-	B-	C+	C	C+	C
HCM2k95thQ:	18	549	110	381	206	29	417	29	84	123	11	405

Note: Queue reported is the distance per lane in feet.

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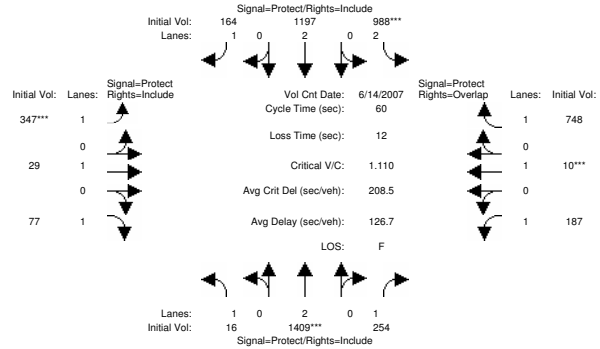
Milpitas Near-Term Cumulative Analysis

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

Intersection #9074: McCarthy Blvd. & Bellew Dr. (interim)



Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	16	1409	254	988	1197	164	347	29	77	187	10	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1409	254	988	1197	164	347	29	77	187	10	748
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1409	254	988	1197	164	347	29	77	187	10	748
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1409	254	988	1197	164	347	29	77	187	10	748
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1409	254	988	1197	164	347	29	77	187	10	748
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1409	254	988	1197	164	347	29	77	187	10	748
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.15	0.31	0.32	0.09	0.20	0.02	0.04	0.11	0.01	0.43
Crit Moves:		****		****			****				****	
Green Time:	8.0	16.0	16.0	13.5	21.5	21.5	8.5	10.9	10.9	7.6	10.0	23.5
Volume/Cap:	0.07	1.39	0.55	1.39	0.88	0.26	1.39	0.08	0.24	0.84	0.03	1.09
Delay/Veh:	23.3	205	23.4	209.0	26.4	14.6	225.6	20.9	22.8	55.6	21.1	80.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	205	23.4	209.0	26.4	14.6	225.6	20.9	22.8	55.6	21.1	80.1
LOS by Move:	C	F	C	F	C	B	F	C+	C+	E+	C+	F
HCM2k95thQ:	21	1591	250	1364	591	136	906	31	88	303	11	1151

Note: Queue reported is the distance per lane in feet.

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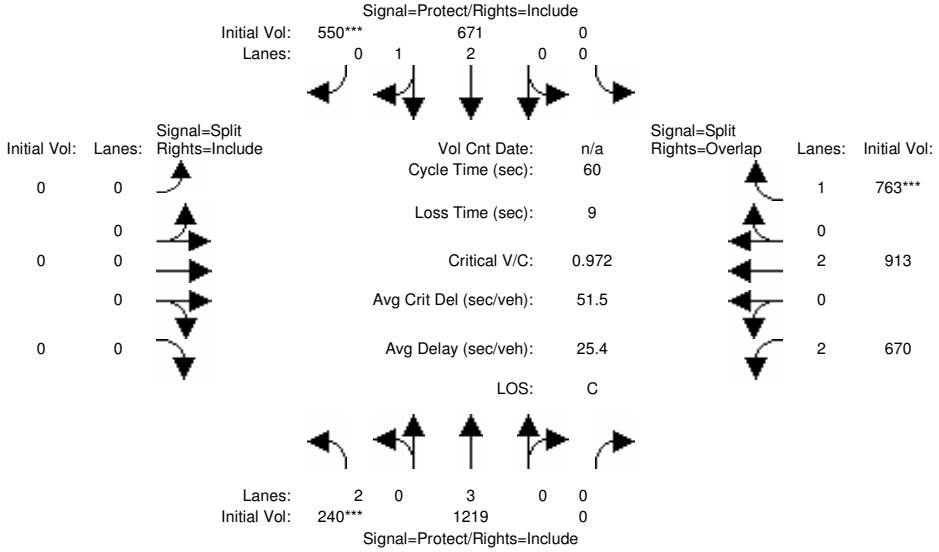
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps




```
Street Name:          McCarthy Blvd.                    SR 237 WB Ramps
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     0     0   10    10     0    0     0   10   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     205  897     0     0  654   550     0    0     0  511  913   572
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  205  897     0     0  654   550     0    0     0  511  913   572
Added Vol:     35  322     0     0   17     0     0    0     0  159    0   191
PasserByVol:    0    0     0     0    0     0     0    0     0    0    0     0
Initial Fut:  240 1219     0     0  671   550     0    0     0  670  913   763
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   240 1219     0     0  671   550     0    0     0  670  913   763
Reduct Vol:     0    0     0     0    0     0     0    0     0    0    0     0
Reduced Vol:  240 1219     0     0  671   550     0    0     0  670  913   763
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  240 1219     0     0  671   550     0    0     0  670  913   763
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3800  1750     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.21  0.00  0.00 0.18  0.31  0.00 0.00  0.00  0.21 0.24  0.44
Crit Moves:  ****                         ****                              ****
Green Time:   7.0 25.4   0.0   0.0 18.4  18.4   0.0  0.0   0.0  25.6 25.6  25.6
Volume/Cap:  0.65 0.50  0.00  0.00 0.57  1.02  0.00 0.00  0.00  0.50 0.56  1.02
Delay/Veh:   29.5 12.8   0.0   0.0 17.9  52.8   0.0  0.0   0.0  12.8 13.5  56.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.5 12.8   0.0   0.0 17.9  52.8   0.0  0.0   0.0  12.8 13.5  56.2
LOS by Move:    C    B     A     A    B    D-     A    A     A     B    B    E+
HCM2kAvgQ:      2    5     0     0    5    15     0    0     0     6    7    25
Note: Queue reported is the number of cars per lane.
```

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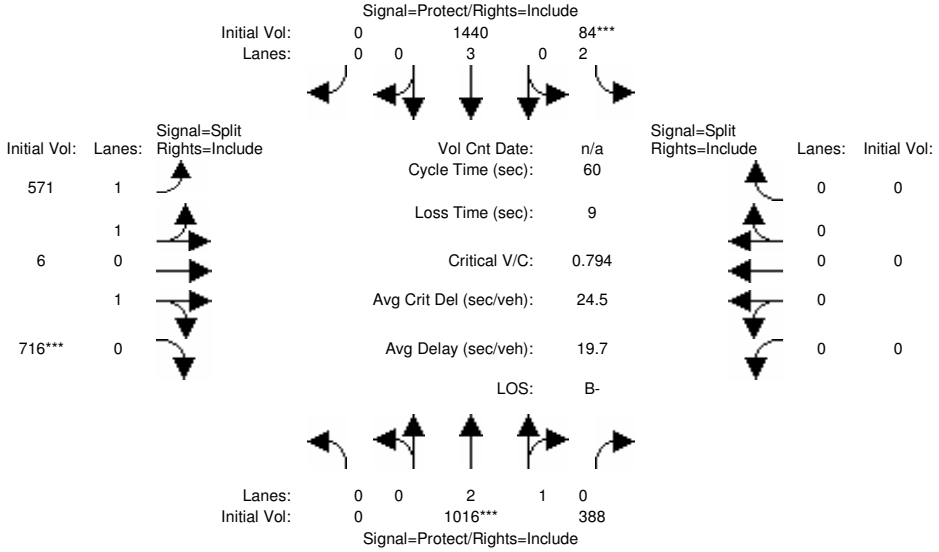
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps



Street Name:	McCarthy Blvd.						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module:												
Base Vol:	0	826	115	84	1264	0	404	6	535	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	826	115	84	1264	0	404	6	535	0	0	0
Added Vol:	0	190	273	0	176	0	167	0	181	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1016	388	84	1440	0	571	6	716	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1016	388	84	1440	0	571	6	716	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1016	388	84	1440	0	571	6	716	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1016	388	84	1440	0	571	6	716	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	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.14	0.86	2.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4050	1547	3150	5700	0	3489	37	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.03	0.25	0.00	0.16	0.16	0.40	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	17.0	17.0	7.0	24.0	0.0	27.0	27.0	27.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.88	0.88	0.23	0.63	0.00	0.36	0.36	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	26.9	26.9	24.4	15.0	0.0	10.9	10.9	21.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	26.9	24.4	15.0	0.0	10.9	10.9	21.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B+	B+	C+	A	A	A
HCM2kAvgQ:	0	9	9	1	7	0	4	4	17	0	0	0

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

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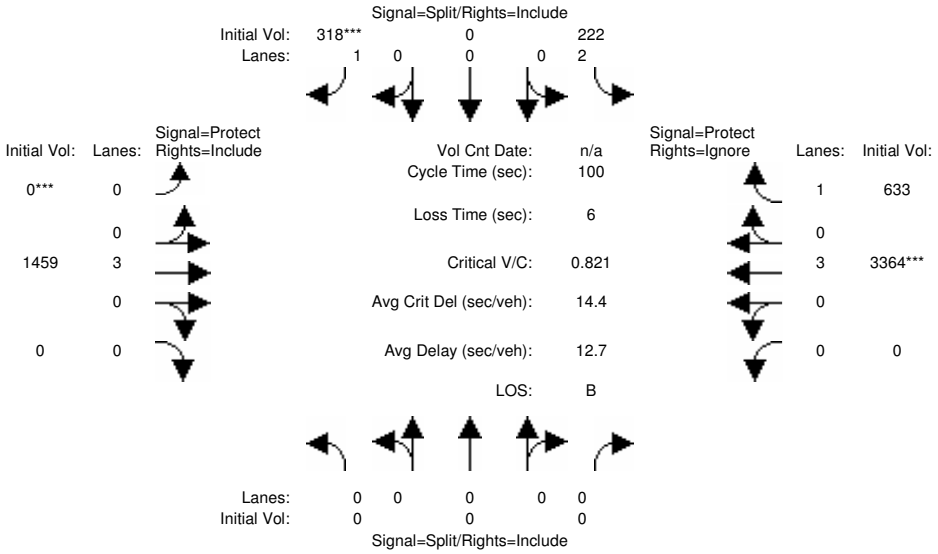
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #3: SR 237 & I-880 SB Ramps




```
Street Name:          I-880 SB Ramps                        SR 237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10    0    10     0   10     0     0   10     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   222    0   286     0 1298     0     0 3046   633
Growth Adj:  1.00 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   222    0   286     0 1298     0     0 3046   633
Added Vol:      0    0     0     0    0    32     0  161     0     0  318     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   222    0   318     0 1459     0     0 3364   633
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   222    0   318     0 1459     0     0 3364     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   222    0   318     0 1459     0     0 3364     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  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   222    0   318     0 1459     0     0 3364     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.00  0.18  0.00 0.26  0.00  0.00 0.59  0.00
Crit Moves:                                ****  ****                  ****
Green Time:   0.0  0.0   0.0  22.1  0.0  22.1   0.0 71.9   0.0   0.0 71.9   0.0
Volume/Cap:  0.00 0.00  0.00  0.32 0.00  0.82  0.00 0.36  0.00  0.00 0.82  0.00
Delay/Veh:    0.0  0.0   0.0  32.9  0.0  50.2   0.0  5.4   0.0   0.0 11.1   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  32.9  0.0  50.2   0.0  5.4   0.0   0.0 11.1   0.0
LOS by Move:    A    A     A    C-    A     D     A    A     A     A   B+     A
HCM2kAvgQ:      0    0     0     4    0    13     0    6     0     0   23     0
Note: Queue reported is the number of cars per lane.
```

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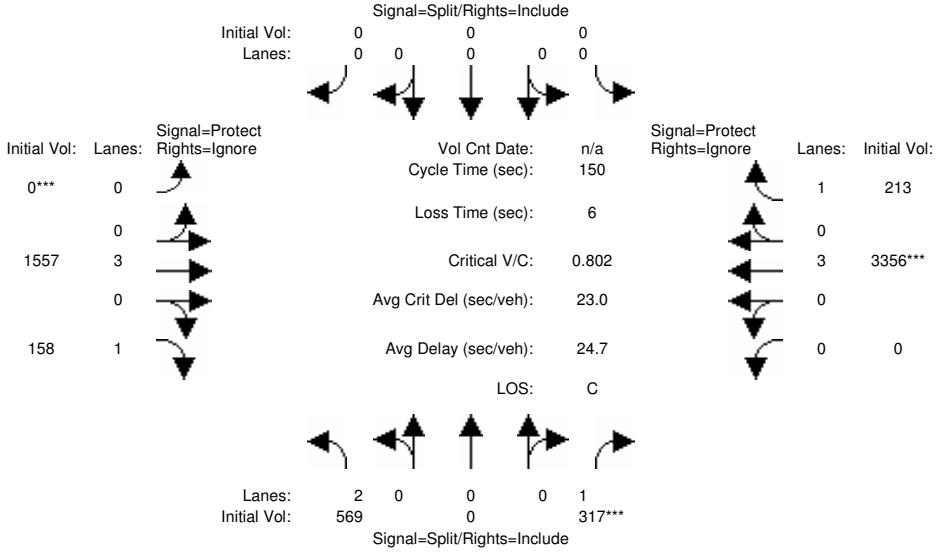
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	438	0	317	0	0	0	0	1462	92	0	3169	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	0	317	0	0	0	0	1462	92	0	3169	213
Added Vol:	131	0	0	0	0	0	0	95	66	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	569	0	317	0	0	0	0	1557	158	0	3356	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	569	0	317	0	0	0	0	1557	0	0	3356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	0	317	0	0	0	0	1557	0	0	3356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	569	0	317	0	0	0	0	1557	0	0	3356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.59	0.00
Crit Moves:			****				****				****	
Green Time:	32.2	0.0	32.2	0.0	0.0	0.0	0.0	95.5	0.0	0.0	105	0.0
Volume/Cap:	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.84	0.00
Delay/Veh:	65.7	0.0	72.2	0.0	0.0	0.0	0.0	13.7	0.0	0.0	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	0.0	72.2	0.0	0.0	0.0	0.0	13.7	0.0	0.0	18.4	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	A	B-	A
HCM2kAvgQ:	17	0	17	0	0	0	0	12	0	0	39	0

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

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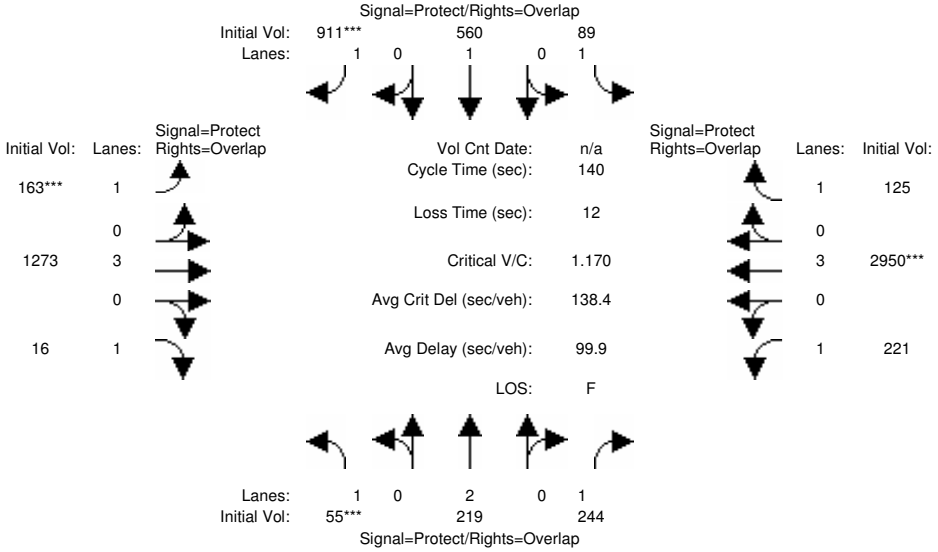
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



Street Name:	Abel St.						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	55	219	244	89	560	897	162	1195	16	221	2786	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	219	244	89	560	897	162	1195	16	221	2786	125
Added Vol:	0	0	0	0	0	14	1	78	0	0	164	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	219	244	89	560	911	163	1273	16	221	2950	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	219	244	89	560	911	163	1273	16	221	2950	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	219	244	89	560	911	163	1273	16	221	2950	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	219	244	89	560	911	163	1273	16	221	2950	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.14	0.05	0.29	0.52	0.09	0.22	0.01	0.13	0.52	0.07
Crit Moves:	****					****	****				****	
Green Time:	7.0	33.2	58.9	23.6	49.8	60.7	10.9	45.5	52.5	25.7	60.3	84.0
Volume/Cap:	0.63	0.24	0.33	0.30	0.83	1.20	1.20	0.69	0.02	0.69	1.20	0.12
Delay/Veh:	78.9	43.4	27.6	51.5	49.6	142.6	205.8	42.2	27.6	59.5	135	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	43.4	27.6	51.5	49.6	142.6	205.8	42.2	27.6	59.5	135	12.1
LOS by Move:	E-	D	C	D-	D	F	F	D	C	E+	F	B
HCM2kAvgQ:	4	4	7	4	24	64	12	16	0	9	59	2

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

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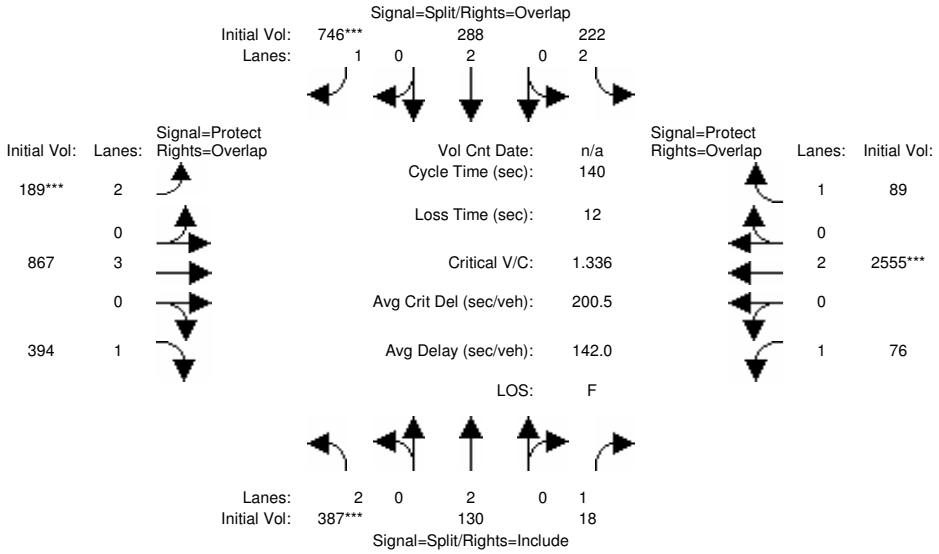
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	382	130	18	222	288	732	170	822	379	76	2410	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	130	18	222	288	732	170	822	379	76	2410	89
Added Vol:	5	0	0	0	0	14	19	45	15	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	130	18	222	288	746	189	867	394	76	2555	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	130	18	222	288	746	189	867	394	76	2555	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	130	18	222	288	746	189	867	394	76	2555	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	130	18	222	288	746	189	867	394	76	2555	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.01	0.07	0.08	0.43	0.06	0.15	0.23	0.04	0.67	0.05
Crit Moves:	****					****	****				****	
Green Time:	12.8	12.8	12.8	38.2	38.2	45.2	7.0	58.0	70.8	19.1	70.0	108.2
Volume/Cap:	1.34	0.37	0.11	0.26	0.28	1.32	1.20	0.37	0.45	0.32	1.34	0.07
Delay/Veh:	239.8	62.9	59.8	40.6	40.7	204.2	202.0	28.8	23.7	58.1	193	3.9
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:	239.8	62.9	59.8	40.6	40.7	204.2	202.0	28.8	23.7	58.1	193	3.9
LOS by Move:	F	E	E+	D	D	F	F	C	C	E+	F	A
HCM2kAvgQ:	19	3	1	4	5	60	8	8	11	3	96	1

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

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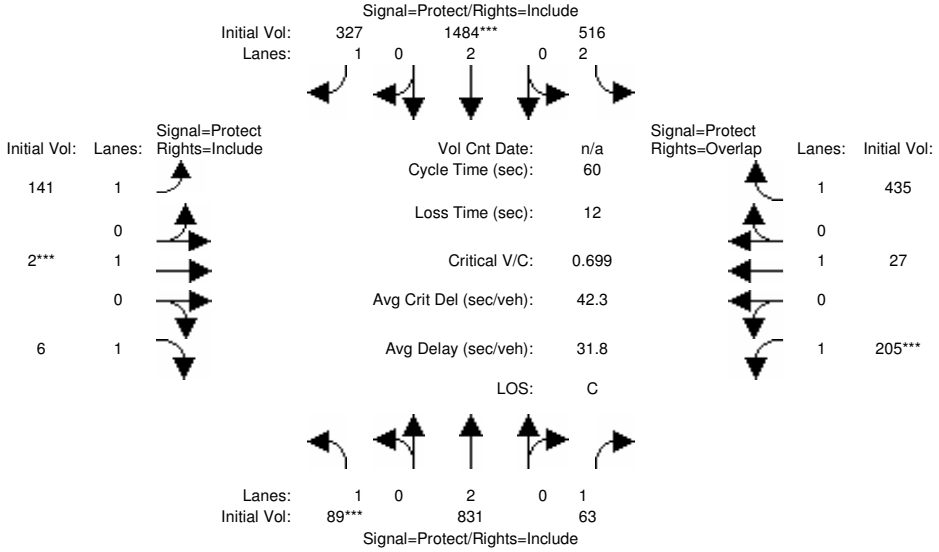
Milpitas Near-Term Cumulative Analysis

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

Intersection #7: McCarthy Blvd. & Bellew Dr. (interim)



Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	89	831	63	516	1484	327	141	2	6	205	27	435
Growth Adj:	1.00	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	831	63	516	1484	327	141	2	6	205	27	435
Added Vol:	0	0	0	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	831	63	516	1484	327	141	2	6	205	27	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	831	63	516	1484	327	141	2	6	205	27	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	831	63	516	1484	327	141	2	6	205	27	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	831	63	516	1484	327	141	2	6	205	27	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.04	0.16	0.39	0.19	0.08	0.00	0.00	0.12	0.01	0.25
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.6	17.6	13.2	23.8	23.8	7.1	10.0	10.0	7.2	10.1	23.3
Volume/Cap:	0.44	0.74	0.12	0.74	0.98	0.47	0.68	0.01	0.02	0.98	0.08	0.64
Delay/Veh:	31.3	23.6	16.0	28.9	37.2	15.7	42.3	20.9	21.0	84.3	21.6	19.5
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:	31.3	23.6	16.0	28.9	37.2	15.7	42.3	20.9	21.0	84.3	21.6	19.5
LOS by Move:	C	C	B	C	D+	B	D	C+	C+	F	C+	B-
HCM2kAvgQ:	2	9	1	7	21	5	4	0	0	9	0	8

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

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Milpitas Near-Term Cumulative Analysis

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

Intersection #8034 Barber Ln & Bellew Dr (interim)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	49	Level Of Service:	B

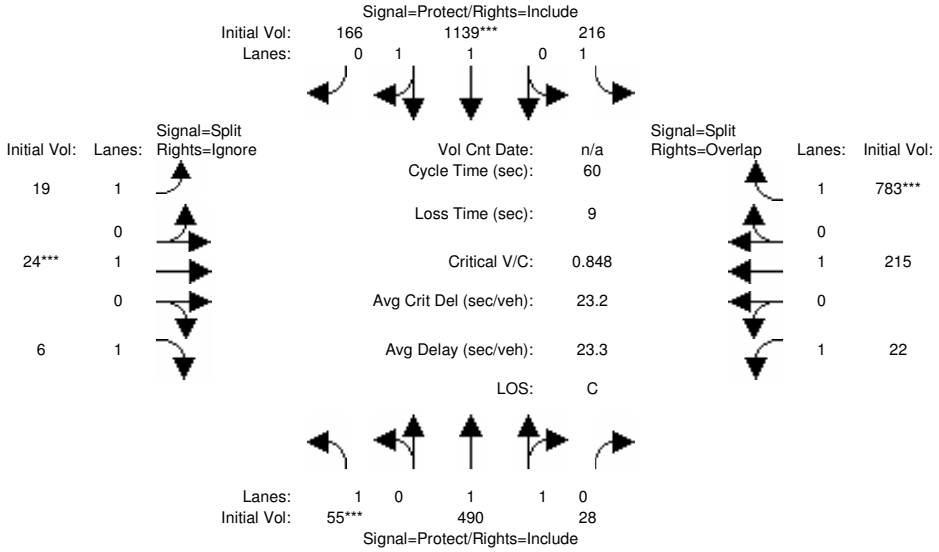
Street Name:	Barber Ln						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1 0 0 1 0			0 0 0 1 0			1 0 1 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	307	24	8	0	69	103	39	45	550	1	8	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:	307	24	8	0	69	103	39	45	550	1	8	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:	307	24	8	0	69	103	39	45	550	1	8	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:	307	24	8	0	69	103	39	45	550	1	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	24	8	0	69	103	39	45	550	1	8	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	24	8	0	69	103	39	45	550	1	8	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.92
Lanes:	1.00	0.75	0.25	0.00	0.40	0.60	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	1350	450	0	722	1078	1750	1900	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.02	0.02	0.00	0.10	0.10	0.02	0.02	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green Time:	20.1	20.1	20.1	0.0	10.9	10.9	7.0	10.0	30.1	7.0	10.0	0.0
Volume/Cap:	0.52	0.05	0.05	0.00	0.52	0.52	0.19	0.14	0.63	0.00	0.01	0.00
Delay/Veh:	17.0	13.6	13.6	0.0	23.7	23.7	24.4	21.5	12.3	23.4	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	13.6	13.6	0.0	23.7	23.7	24.4	21.5	12.3	23.4	20.9	0.0
LOS by Move:	B	B	B	A	C	C	C	C+	B	C	C+	A
HCM2kAvgQ:	6	0	0	0	4	4	1	1	9	0	0	0

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

Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #9: McCarthy Blvd. & Alder Dr.



Street Name:	McCarthy Blvd.						Alder Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	439	28	216	1106	0	0	0	0	22	0	714
Growth Adj:	1.00	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	439	28	216	1106	0	0	0	0	22	0	714
Added Vol:	55	51	0	0	33	166	19	24	6	0	215	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	490	28	216	1139	166	19	24	6	22	215	783
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	55	490	28	216	1139	166	19	24	0	22	215	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	490	28	216	1139	166	19	24	0	22	215	783
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	55	490	28	216	1139	166	19	24	0	22	215	783
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3500	200	1750	3229	471	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.12	0.35	0.35	0.01	0.01	0.00	0.01	0.11	0.45
Crit Moves:	****				****			****				****
Green Time:	2.2	15.6	15.6	11.6	25.0	25.0	0.9	0.9	0.0	22.9	22.9	34.5
Volume/Cap:	0.85	0.54	0.54	0.64	0.85	0.85	0.73	0.85	0.00	0.03	0.30	0.78
Delay/Veh:	103.0	21.2	21.2	31.3	21.8	21.8	130.8	155	0.0	11.7	14.0	15.7
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:	103.0	21.2	21.2	31.3	21.8	21.8	130.8	155	0.0	11.7	14.0	15.7
LOS by Move:	F	C+	C+	C	C+	C+	F	F	A	B+	B	B
HCM2kAvgQ:	3	5	5	5	14	14	2	2	0	0	3	12

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

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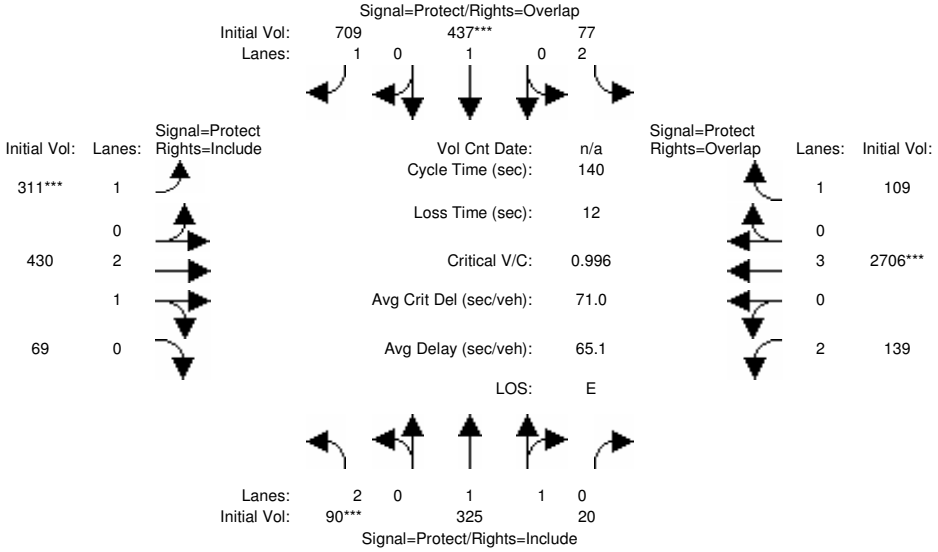
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	90	252	20	77	413	694	278	423	69	139	2684	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	252	20	77	413	694	278	423	69	139	2684	109
Added Vol:	0	73	0	0	24	15	33	7	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	325	20	77	437	709	311	430	69	139	2706	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	325	20	77	437	709	311	430	69	139	2706	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	325	20	77	437	709	311	430	69	139	2706	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	325	20	77	437	709	311	430	69	139	2706	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.88	0.12	2.00	1.00	1.00	1.00	2.57	0.43	2.00	3.00	1.00
Final Sat.:	3150	3485	214	3150	1900	1750	1750	4825	774	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.23	0.41	0.18	0.09	0.09	0.04	0.47	0.06
Crit Moves:	****				****		****				****	
Green Time:	7.0	25.1	25.1	13.5	31.5	55.9	24.4	57.3	57.3	32.2	65.1	78.5
Volume/Cap:	0.57	0.52	0.52	0.25	1.02	1.01	1.02	0.22	0.22	0.19	1.02	0.11
Delay/Veh:	79.2	54.9	54.9	60.6	103	79.8	114.9	27.0	27.0	44.0	60.5	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:	79.2	54.9	54.9	60.6	103	79.8	114.9	27.0	27.0	44.0	60.5	14.6
LOS by Move:	E-	D-	D-	E	F	E-	F	C	C	D	E	B
HCM2kAvgQ:	2	7	7	2	25	40	19	5	5	3	45	2

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

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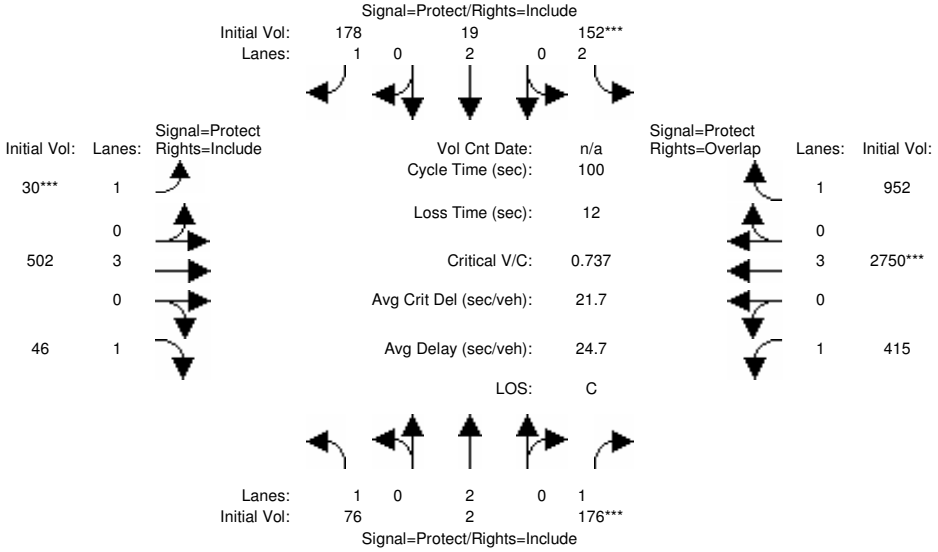
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #11: Tasman Dr. & Alder Dr.



Street Name:	Alder Dr.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	54	2	34	128	19	178	30	502	39	353	2750	668
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	2	34	128	19	178	30	502	39	353	2750	668
Added Vol:	22	0	142	24	0	0	0	0	7	62	0	284
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2	176	152	19	178	30	502	46	415	2750	952
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	2	176	152	19	178	30	502	46	415	2750	952
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2	176	152	19	178	30	502	46	415	2750	952
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	2	176	152	19	178	30	502	46	415	2750	952
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.05	0.01	0.10	0.02	0.09	0.03	0.24	0.48	0.54
Crit Moves:			****	****			****				****	
Green Time:	8.1	12.8	12.8	7.0	11.7	11.7	7.0	20.2	20.2	48.0	61.2	68.2
Volume/Cap:	0.54	0.00	0.79	0.69	0.04	0.87	0.24	0.44	0.13	0.49	0.79	0.80
Delay/Veh:	58.2	38.1	66.2	61.7	39.4	79.5	48.7	36.1	33.4	19.8	16.4	16.6
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:	58.2	38.1	66.2	61.7	39.4	79.5	48.7	36.1	33.4	19.8	16.4	16.6
LOS by Move:	E+	D+	E	E	D	E-	D	D+	C-	B-	B	B
HCM2kAvgQ:	3	0	7	3	0	6	1	5	1	9	21	22

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

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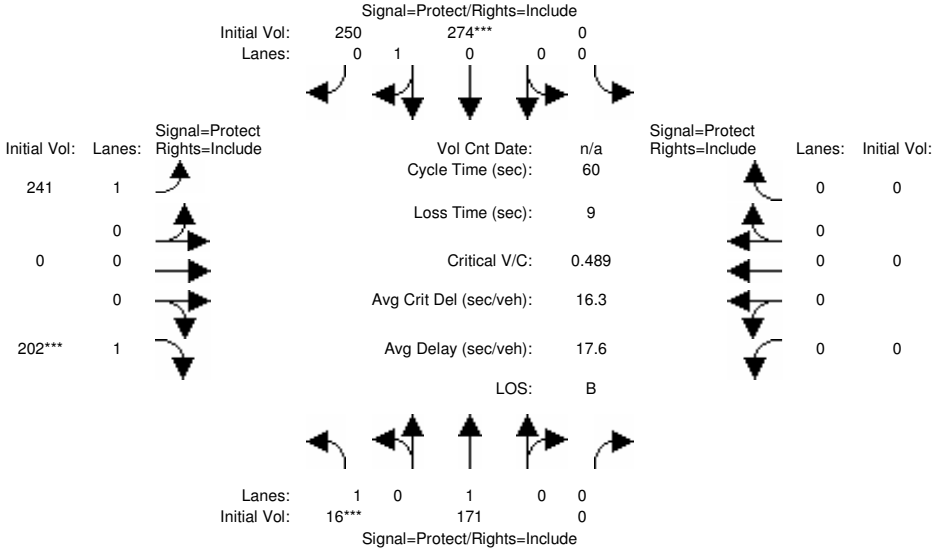
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #12: Barber Ln / Alder Dr



Street Name:	Barber Ln						Alder Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	7	0	10	0	0	0
Volume Module:												
Base Vol:	16	108	0	0	123	86	172	0	202	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:	16	108	0	0	123	86	172	0	202	0	0	0
Added Vol:	0	63	0	0	151	164	69	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	171	0	0	274	250	241	0	202	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:	16	171	0	0	274	250	241	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	171	0	0	274	250	241	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	171	0	0	274	250	241	0	202	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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.52	0.48	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	941	859	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.00	0.29	0.29	0.14	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	38.5	0.0	0.0	31.5	31.5	12.5	0.0	12.5	0.0	0.0	0.0
Volume/Cap:	0.08	0.14	0.00	0.00	0.55	0.55	0.66	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	24.4	4.5	0.0	0.0	11.9	11.9	30.9	0.0	27.2	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:	24.4	4.5	0.0	0.0	11.9	11.9	30.9	0.0	27.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B+	B+	C	A	C	A	A	A
HCM2kAvgQ:	0	1	0	0	7	7	5	0	4	0	0	0

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

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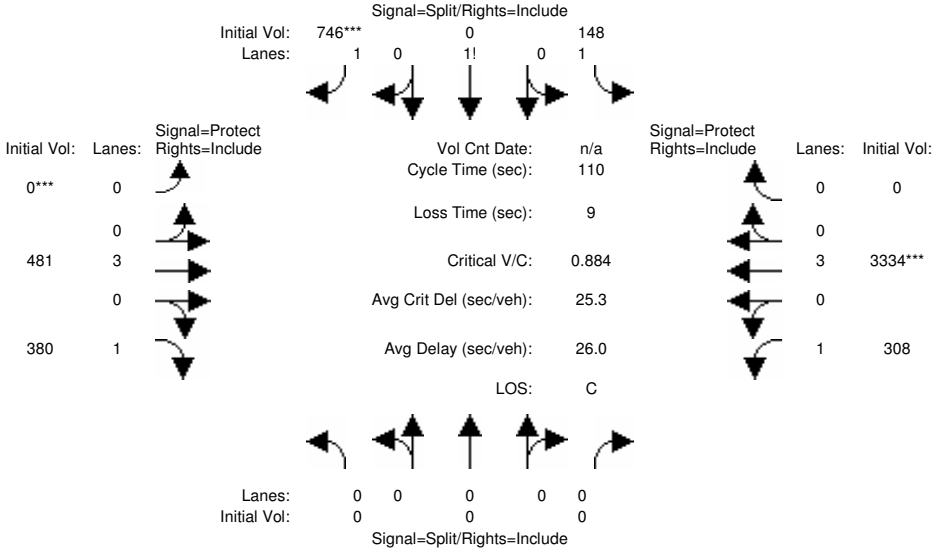
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #13: Tasman Dr. & I-880 SB Ramps

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Street Name:          I-880 SB Ramps                      Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10    0    10     7   10     0     7   10     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   148    0   660     0  408   287   308 3074     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   148    0   660     0  408   287   308 3074     0
Added Vol:      0    0     0     0    0    86     0   73    93     0  260     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   148    0   746     0  481   380   308 3334     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   148    0   746     0  481   380   308 3334     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   148    0   746     0  481   380   308 3334     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   148    0   746     0  481   380   308 3334     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  1.17 0.00  1.83  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0  2047    0  3295     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.00  0.23  0.00 0.08  0.22  0.18 0.58  0.00
Crit Moves:                                ****  ****                    ****
Green Time:   0.0  0.0   0.0  28.2  0.0  28.2   0.0 40.2  40.2  32.6 72.8   0.0
Volume/Cap:  0.00 0.00  0.00  0.28 0.00  0.88  0.00 0.23  0.59  0.59 0.88  0.00
Delay/Veh:    0.0  0.0   0.0  33.0  0.0  50.5   0.0 24.4  32.3  38.0 18.5   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  33.0  0.0  50.5   0.0 24.4  32.3  38.0 18.5   0.0
LOS by Move:    A    A     A    C-    A     D     A    C    C-    D+   B-     A
HCM2kAvgQ:      0    0     0     4    0    17     0    4    12     9   29     0
Note: Queue reported is the number of cars per lane.
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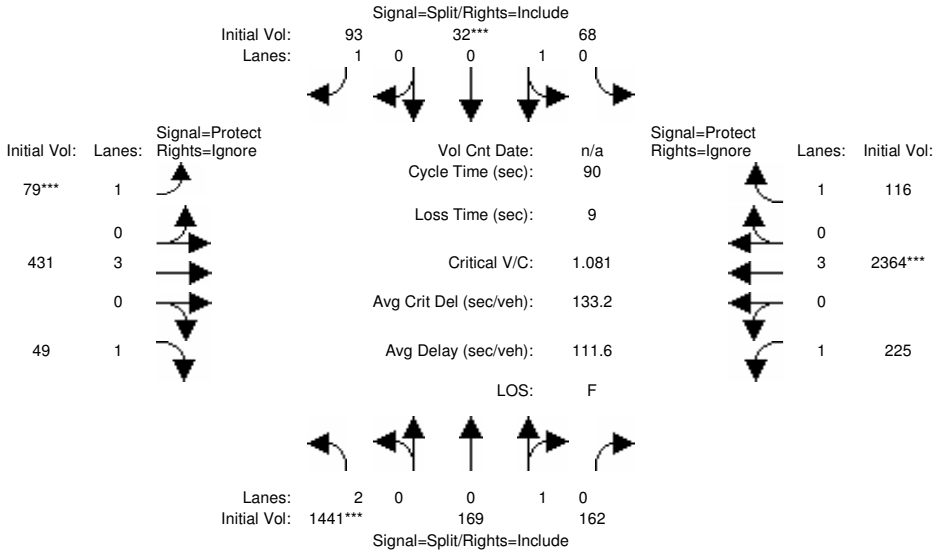
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						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:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	1326	169	162	68	32	93	79	383	24	225	2218	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1326	169	162	68	32	93	79	383	24	225	2218	116
Added Vol:	115	0	0	0	0	0	0	48	25	0	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1441	169	162	68	32	93	79	431	49	225	2364	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1441	169	162	68	32	93	79	431	0	225	2364	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1441	169	162	68	32	93	79	431	0	225	2364	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1441	169	162	68	32	93	79	431	0	225	2364	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.51	0.49	0.68	0.32	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	919	881	1224	576	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.18	0.18	0.06	0.06	0.05	0.05	0.08	0.00	0.13	0.41	0.00
Crit Moves:	****				****		****				****	
Green Time:	33.6	33.6	33.6	10.0	10.0	10.0	7.0	17.4	0.0	20.1	30.4	0.0
Volume/Cap:	1.23	0.49	0.49	0.50	0.50	0.48	0.58	0.39	0.00	0.58	1.23	0.00
Delay/Veh:	137.9	24.3	24.3	46.3	46.3	45.8	56.9	32.8	0.0	37.2	137	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:	137.9	24.3	24.3	46.3	46.3	45.8	56.9	32.8	0.0	37.2	137	0.0
LOS by Move:	F	C	C	D	D	D	E+	C-	A	D+	F	A
HCM2kAvgQ:	46	8	8	3	3	3	2	3	0	6	39	0

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

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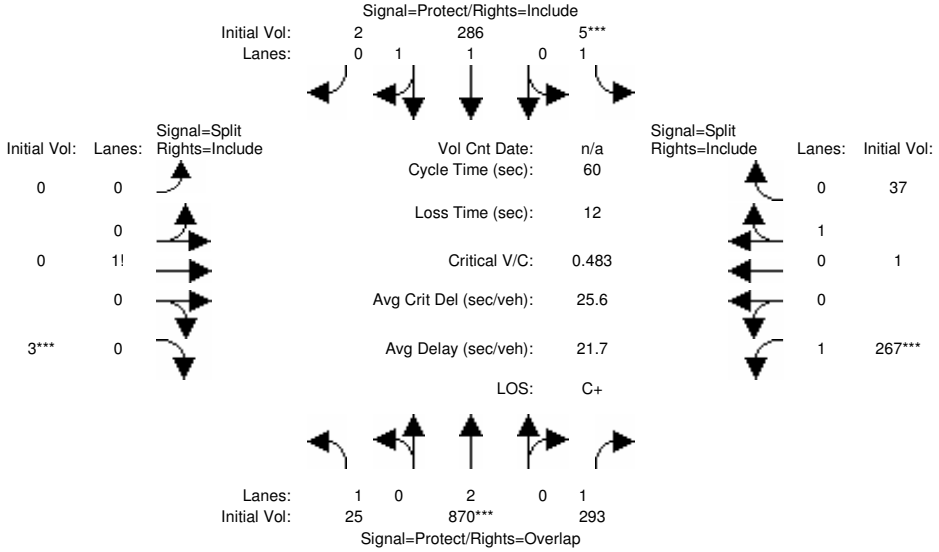
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #15: McCarthy Blvd / Barber Ln



Street Name:	McCarthy Blvd						Barber Ln.					
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:	25	797	230	5	262	2	0	0	3	116	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	797	230	5	262	2	0	0	3	116	1	37
Added Vol:	0	73	63	0	24	0	0	0	0	151	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	870	293	5	286	2	0	0	3	267	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	870	293	5	286	2	0	0	3	267	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	870	293	5	286	2	0	0	3	267	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	870	293	5	286	2	0	0	3	267	1	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1750	3800	1750	1750	3674	26	0	0	1750	1750	47	1753
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.17	0.00	0.08	0.08	0.00	0.00	0.00	0.15	0.02	0.02
Crit Moves:		****		****					****	****		
Green Time:	10.5	18.6	31.0	7.0	15.1	15.1	0.0	0.0	10.0	12.4	12.4	12.4
Volume/Cap:	0.08	0.74	0.32	0.02	0.31	0.31	0.00	0.00	0.01	0.74	0.10	0.10
Delay/Veh:	21.2	22.7	9.4	23.7	19.1	19.1	0.0	0.0	20.9	35.0	19.8	19.8
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:	21.2	22.7	9.4	23.7	19.1	19.1	0.0	0.0	20.9	35.0	19.8	19.8
LOS by Move:	C+	C+	A	C	B-	B-	A	A	C+	C-	B-	B-
HCM2kAvgQ:	0	7	3	0	2	2	0	0	0	6	1	1

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

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Milpitas Near-Term Cumulative Analysis
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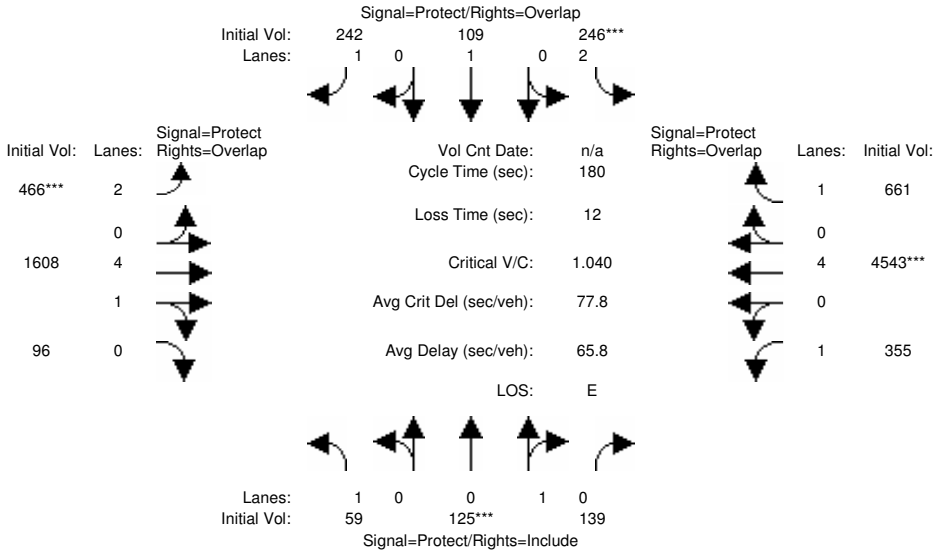
Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



Street Name:	McCarthy Blvd.						Montague Expy.					
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:	59	116	139	183	96	143	394	1608	96	355	4543	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	116	139	183	96	143	394	1608	96	355	4543	605
Added Vol:	0	9	0	63	13	99	72	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	125	139	246	109	242	466	1608	96	355	4543	661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	125	139	246	109	242	466	1608	96	355	4543	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	125	139	246	109	242	466	1608	96	355	4543	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	125	139	246	109	242	466	1608	96	355	4543	661
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.47	0.53	2.00	1.00	1.00	2.00	4.71	0.29	1.00	4.00	1.00
Final Sat.:	1750	852	948	3150	1900	1750	3150	8869	530	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.08	0.06	0.14	0.15	0.18	0.18	0.20	0.60	0.38
Crit Moves:		****		****			****				****	
Green Time:	15.7	25.4	25.4	13.5	23.2	48.8	25.6	60.9	76.6	68.2	103	117.0
Volume/Cap:	0.39	1.04	1.04	1.04	0.45	0.51	1.04	0.54	0.43	0.54	1.04	0.58
Delay/Veh:	84.2	153	153.0	157.0	80.9	70.2	130.4	48.3	36.3	44.4	63.7	18.5
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:	84.2	153	153.0	157.0	80.9	70.2	130.4	48.3	36.3	44.4	63.7	18.5
LOS by Move:	F	F	F	F	F	E	F	D	D+	D	E	B-
HCM2kAvgQ:	4	21	21	10	6	13	19	16	15	16	71	21

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

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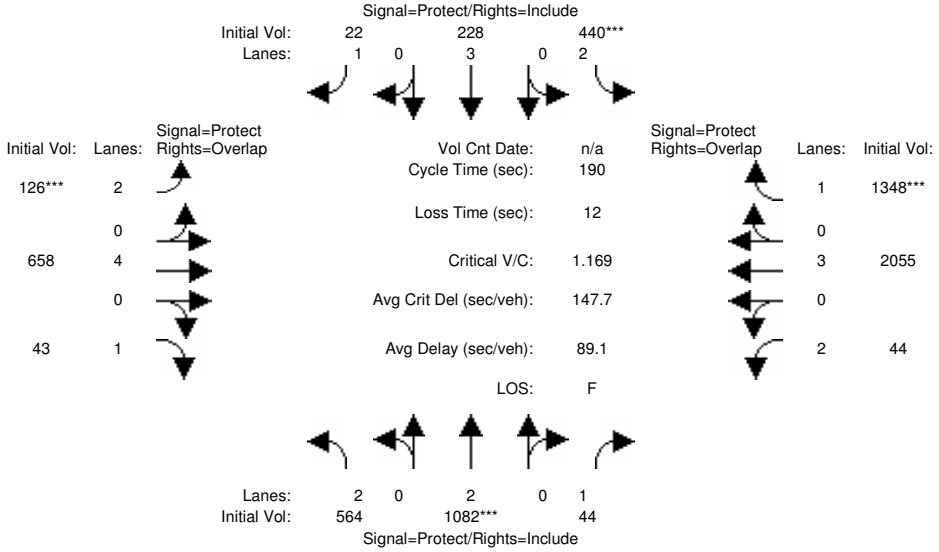
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



Street Name:	Great Mall Pkwy./Capitol Ave.						Montague Expy.					
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	95	10	7	95	10
Volume Module:												
Base Vol:	537	1001	44	428	200	22	126	635	20	44	2041	1309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	1001	44	428	200	22	126	635	20	44	2041	1309
Added Vol:	27	81	0	12	28	0	0	23	23	0	14	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	1082	44	440	228	22	126	658	43	44	2055	1348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	1082	44	440	228	22	126	658	43	44	1870	1348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1082	44	440	228	22	126	658	43	44	1870	1348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	1082	44	440	228	22	126	658	43	44	1870	1348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.03	0.14	0.04	0.01	0.04	0.09	0.02	0.01	0.33	0.77
Crit Moves:		****		****			****					****
Green Time:	53.2	46.2	46.2	22.6	15.6	15.6	7.0	102	154.9	7.5	102	124.8
Volume/Cap:	0.64	1.17	0.10	1.17	0.49	0.15	1.09	0.16	0.03	0.35	0.61	1.17
Delay/Veh:	61.6	161	56.0	185.9	84.1	81.5	199.9	22.5	3.3	90.6	30.5	119.6
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:	61.6	161	56.0	185.9	84.1	81.5	199.9	22.5	3.3	90.6	30.5	119.6
LOS by Move:	E	F	E+	F	F	F	F	C+	A	F	C	F
HCM2kAvgQ:	17	41	2	21	4	1	6	5	1	1	24	111

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

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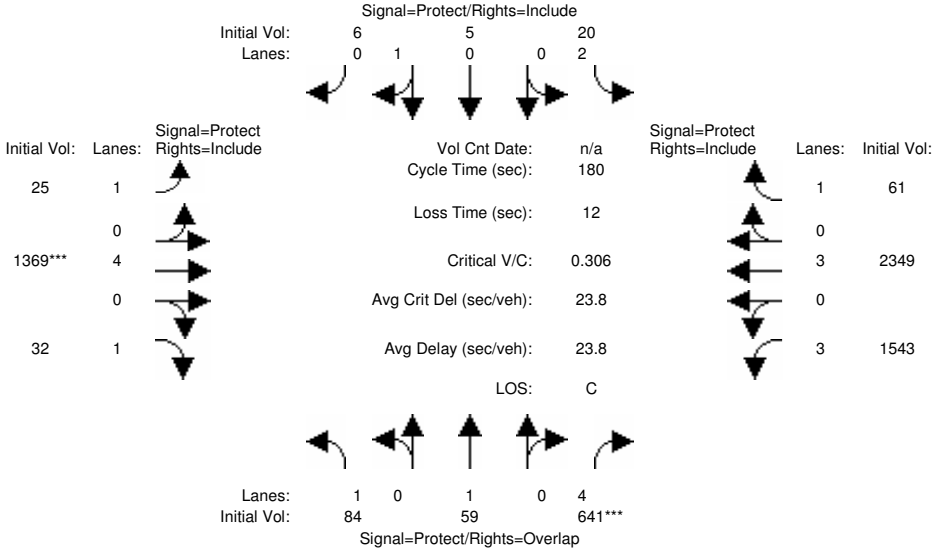
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #18: Trimble / Montague Expy [CMP]



Street Name:	Trimble						Montague Expy					
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:	84	59	621	20	5	6	25	1317	32	1516	2277	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	59	621	20	5	6	25	1317	32	1516	2277	61
Added Vol:	0	0	20	0	0	0	0	52	0	27	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	59	641	20	5	6	25	1369	32	1543	2349	61
User Adj:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	641	0	0	0	0	1369	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	641	0	0	0	0	1369	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	641	0	0	0	0	1369	0	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	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	4.00	2.00	1.00	0.00	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	6068	3150	1900	0	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	0.0	52.4	0.0	0.0	0.0	0.0	123	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	50.7	0.0	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	50.7	0.0	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
LOS by Move:	A	A	D	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	0	0	8	0	0	0	0	7	0	0	0	0

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

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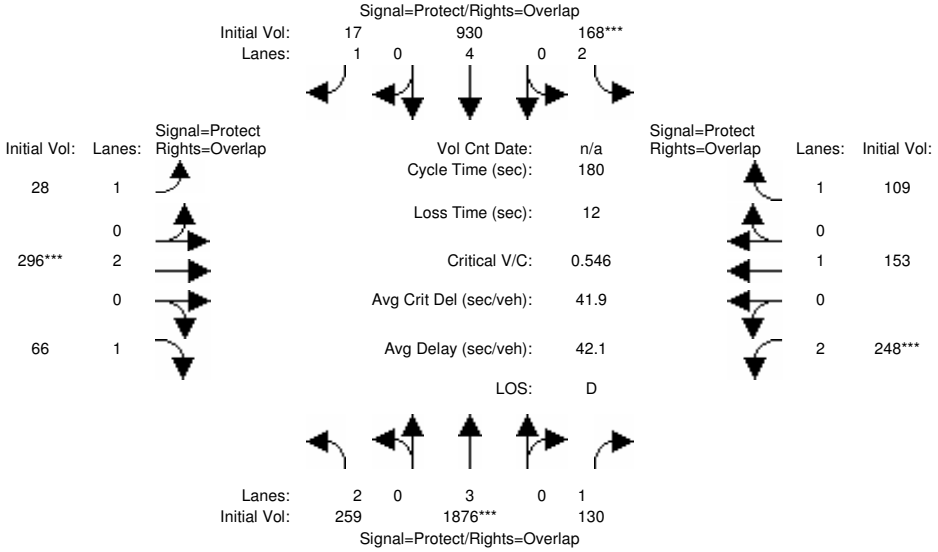
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #19: Montague Expy / River Oaks



Street Name:	Montague Expy						River Oaks - E Pulmeria					
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:	258	1809	126	168	885	17	28	296	66	241	153	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1809	126	168	885	17	28	296	66	241	153	109
Added Vol:	1	67	4	0	45	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1876	130	168	930	17	28	296	66	248	153	109
User Adj:	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1707	130	168	930	17	28	296	66	248	153	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1707	130	168	930	17	28	296	66	248	153	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	1707	130	168	930	17	28	296	66	248	153	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.07	0.05	0.12	0.01	0.02	0.08	0.04	0.08	0.08	0.06
Crit Moves:		****		****				****		****		
Green Time:	46.8	98.8	124.7	17.6	69.6	86.4	16.8	25.7	72.4	26.0	34.8	52.4
Volume/Cap:	0.32	0.55	0.11	0.55	0.32	0.02	0.17	0.55	0.09	0.55	0.42	0.21
Delay/Veh:	54.7	26.9	9.3	84.2	38.9	24.6	77.4	75.6	33.7	76.2	67.1	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	26.9	9.3	84.2	38.9	24.6	77.4	75.6	33.7	76.2	67.1	49.2
LOS by Move:	D-	C	A	F	D+	C	E-	E-	C-	E-	E	D
HCM2kAvgQ:	7	21	3	5	9	1	2	8	2	8	7	5

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

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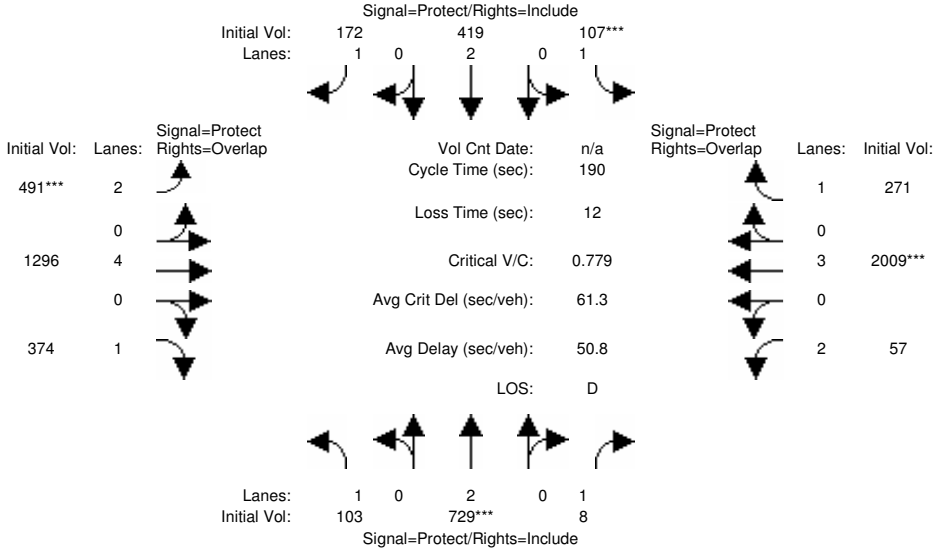
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



Street Name:	Zanker Rd						Montague Expy					
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:	103	729	5	103	419	171	491	1258	374	48	1953	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	729	5	103	419	171	491	1258	374	48	1953	269
Added Vol:	0	0	3	4	0	1	0	38	0	9	56	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	729	8	107	419	172	491	1296	374	57	2009	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	729	8	107	419	172	491	1296	374	57	1828	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	729	8	107	419	172	491	1296	374	57	1828	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	729	8	107	419	172	491	1296	374	57	1828	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.06	0.11	0.10	0.16	0.17	0.21	0.02	0.32	0.15
Crit Moves:		****		****			****				****	
Green Time:	21.5	46.8	46.8	14.9	40.2	40.2	38.0	95.6	117.1	20.7	78.3	93.2
Volume/Cap:	0.52	0.78	0.02	0.78	0.52	0.46	0.78	0.34	0.35	0.17	0.78	0.32
Delay/Veh:	81.9	71.0	54.2	110.1	66.9	66.4	78.2	28.3	18.0	77.1	50.1	29.4
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:	81.9	71.0	54.2	110.1	66.9	66.4	78.2	28.3	18.0	77.1	50.1	29.4
LOS by Move:	F	E	D-	F	E	E	E-	C	B	E-	D	C
HCM2kAvgQ:	7	21	0	8	11	9	16	11	11	2	31	10

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

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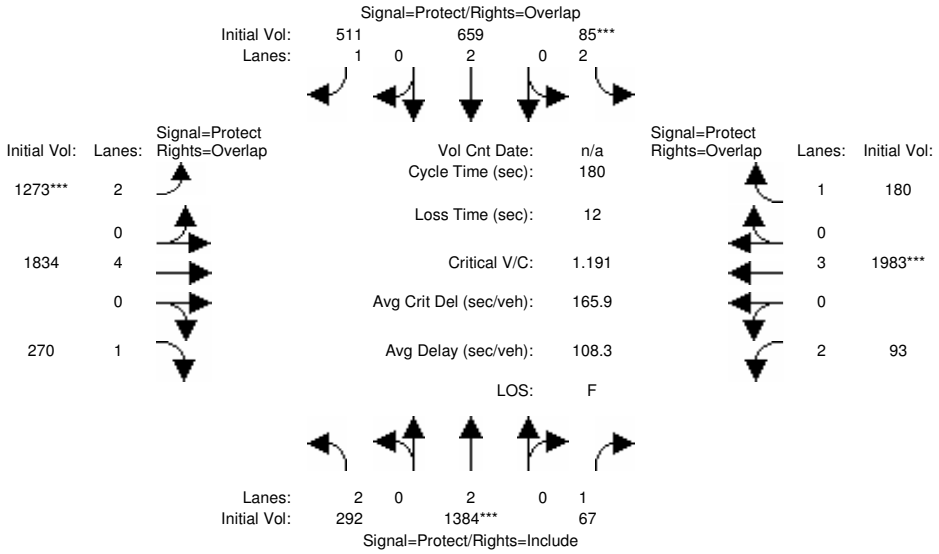
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #21: N 1st St / Montague Expy [CMP]



Street Name:	N 1st St						Montague Expy					
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:	292	1384	65	81	659	510	1273	1801	270	86	1936	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1384	65	81	659	510	1273	1801	270	86	1936	177
Added Vol:	0	0	2	4	0	1	0	33	0	7	47	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1384	67	85	659	511	1273	1834	270	93	1983	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	1384	67	85	659	511	1273	1834	270	93	1805	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1384	67	85	659	511	1273	1834	270	93	1805	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	1384	67	85	659	511	1273	1834	270	93	1805	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.04	0.03	0.17	0.29	0.40	0.24	0.15	0.03	0.32	0.10
Crit Moves:		****		****			****				****	
Green Time:	21.3	54.0	54.0	7.0	39.8	99.8	60.0	92.1	113.4	14.8	47.0	54.0
Volume/Cap:	0.78	1.21	0.13	0.69	0.78	0.53	1.21	0.47	0.24	0.36	1.21	0.34
Delay/Veh:	87.6	167	45.9	101.3	71.0	25.8	164.8	28.4	14.7	78.9	169	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	167	45.9	101.3	71.0	25.8	164.8	28.4	14.7	78.9	169	49.6
LOS by Move:	F	F	D	F	E	C	F	C	B	E-	F	D
HCM2kAvgQ:	11	54	3	4	18	19	58	15	7	3	45	8

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

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Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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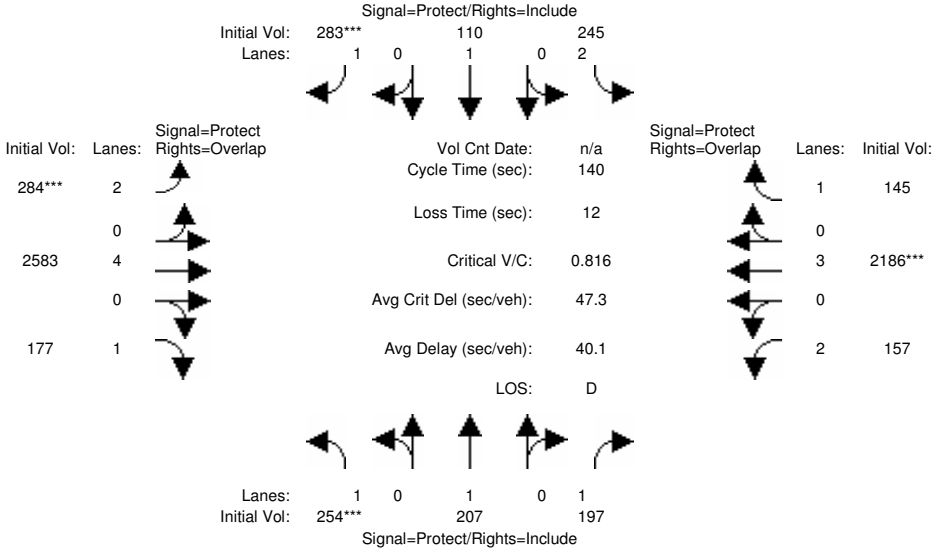
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #22: Montague Expy / De la Cruz [CMP]



Street Name:	De la Cruz						Montague Expy					
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:	254	207	193	241	110	283	284	2558	177	154	2145	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	207	193	241	110	283	284	2558	177	154	2145	141
Added Vol:	0	0	4	4	0	0	0	25	0	3	41	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	207	197	245	110	283	284	2583	177	157	2186	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	207	197	245	110	283	284	2583	177	157	1989	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	207	197	245	110	283	284	2583	177	157	1989	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	207	197	245	110	283	284	2583	177	157	1989	145
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	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.11	0.08	0.06	0.16	0.09	0.34	0.10	0.05	0.35	0.08
Crit Moves:	****					****	****				****	
Green Time:	24.9	31.1	31.1	21.5	27.7	27.7	15.5	65.7	90.6	9.7	59.9	81.4
Volume/Cap:	0.82	0.49	0.51	0.51	0.29	0.82	0.82	0.72	0.16	0.72	0.82	0.14
Delay/Veh:	70.6	48.4	48.8	55.2	48.2	67.6	74.7	30.6	9.8	75.1	37.5	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.6	48.4	48.8	55.2	48.2	67.6	74.7	30.6	9.8	75.1	37.5	13.4
LOS by Move:	E	D	D	E+	D	E	E	C	A	E-	D+	B
HCM2kAvgQ:	13	8	8	6	4	15	9	23	3	4	23	3

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

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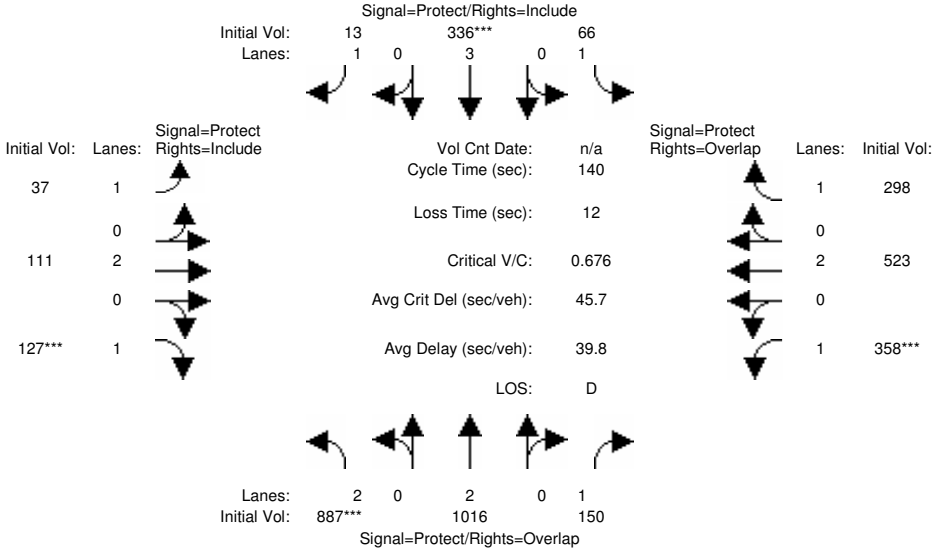
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #23: Capitol/Cropley



Street Name:	Capitol						Cropley					
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:	886	941	150	61	290	13	37	93	121	358	517	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	886	941	150	61	290	13	37	93	121	358	517	265
Added Vol:	1	75	0	5	46	0	0	18	6	0	6	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	887	1016	150	66	336	13	37	111	127	358	523	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	887	1016	150	66	336	13	37	111	127	358	523	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	887	1016	150	66	336	13	37	111	127	358	523	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	887	1016	150	66	336	13	37	111	127	358	523	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.27	0.09	0.04	0.06	0.01	0.02	0.03	0.07	0.20	0.14	0.17
Crit Moves:	****				****				****	****		
Green Time:	58.4	59.5	101.8	11.1	12.2	12.2	15.3	15.0	15.0	42.4	42.1	53.2
Volume/Cap:	0.68	0.63	0.12	0.47	0.68	0.09	0.19	0.27	0.68	0.68	0.46	0.45
Delay/Veh:	34.6	32.4	5.7	64.2	65.7	59.0	57.2	57.8	69.5	46.2	40.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	32.4	5.7	64.2	65.7	59.0	57.2	57.8	69.5	46.2	40.0	32.9
LOS by Move:	C-	C-	A	E	E	E+	E+	E+	E	D	D	C-
HCM2kAvgQ:	19	17	2	3	5	1	2	2	7	15	9	10

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

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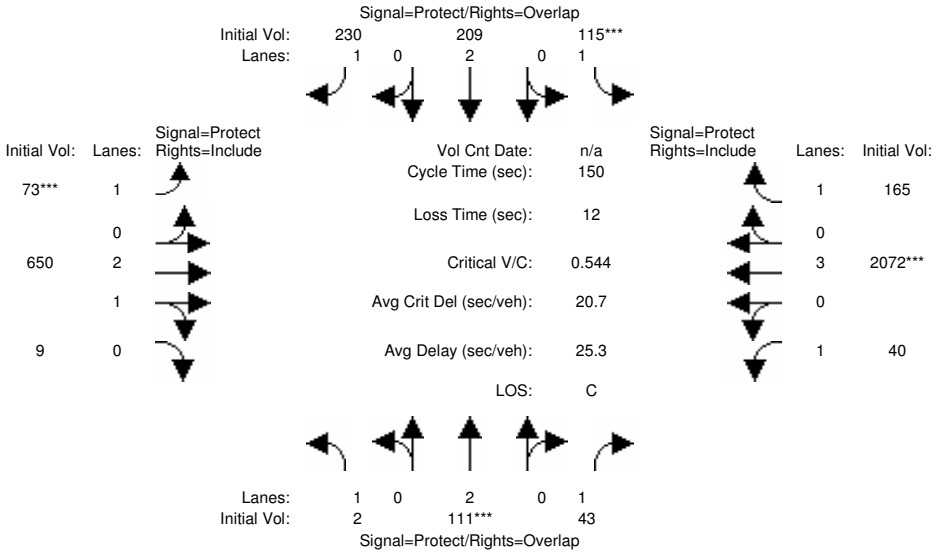
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #24: Great Mall Pkwy. & Main St.



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:	2	111	43	115	209	230	73	609	9	40	1940	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	111	43	115	209	230	73	609	9	40	1940	165
Added Vol:	0	0	0	0	0	0	0	41	0	0	132	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	111	43	115	209	230	73	650	9	40	2072	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	111	43	115	209	230	73	650	9	40	2072	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	111	43	115	209	230	73	650	9	40	2072	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	111	43	115	209	230	73	650	9	40	2072	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5523	76	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.02	0.07	0.06	0.13	0.04	0.12	0.12	0.02	0.36	0.09
Crit Moves:		****		****			****				****	
Green Time:	9.5	10.0	41.3	17.9	18.3	29.7	11.3	78.9	78.9	31.3	98.8	98.8
Volume/Cap:	0.02	0.44	0.09	0.55	0.45	0.66	0.55	0.22	0.22	0.11	0.55	0.14
Delay/Veh:	65.9	68.5	40.5	65.5	61.9	60.4	71.8	19.2	19.2	48.2	13.9	9.7
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:	65.9	68.5	40.5	65.5	61.9	60.4	71.8	19.2	19.2	48.2	13.9	9.7
LOS by Move:	E	E	D	E	E	E	E	B-	B-	D	B	A
HCM2kAvgQ:	0	3	2	6	5	11	4	5	5	2	17	3

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

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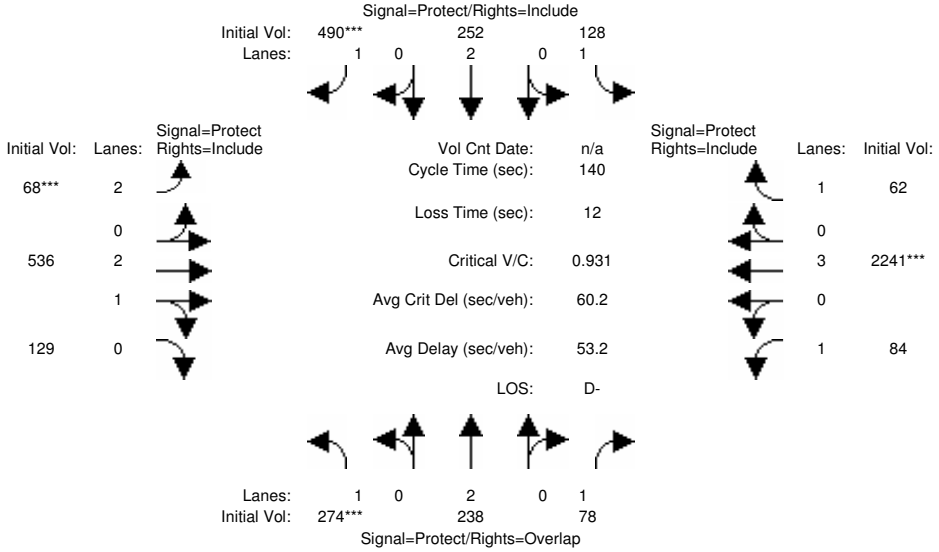
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #25: Great Mall Pkwy. & Abel St.



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:	257	237	78	128	244	487	61	495	129	84	2115	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	237	78	128	244	487	61	495	129	84	2115	56
Added Vol:	17	1	0	0	8	3	7	41	0	0	126	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	238	78	128	252	490	68	536	129	84	2241	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	238	78	128	252	490	68	536	129	84	2241	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	238	78	128	252	490	68	536	129	84	2241	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	238	78	128	252	490	68	536	129	84	2241	62
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	4512	1086	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.04	0.07	0.07	0.28	0.02	0.12	0.12	0.05	0.39	0.04
Crit Moves:	****					****	****				****	
Green Time:	22.8	31.5	50.5	32.2	40.8	40.8	7.0	45.3	45.3	19.1	57.3	57.3
Volume/Cap:	0.96	0.28	0.12	0.32	0.23	0.96	0.43	0.37	0.37	0.35	0.96	0.09
Delay/Veh:	100.4	45.1	30.0	45.2	37.7	78.6	66.5	36.5	36.5	55.8	51.0	25.4
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:	100.4	45.1	30.0	45.2	37.7	78.6	66.5	36.5	36.5	55.8	51.0	25.4
LOS by Move:	F	D	C	D	D+	E-	E	D+	D+	E+	D-	C
HCM2kAvgQ:	17	4	2	5	4	27	2	7	7	3	34	2

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

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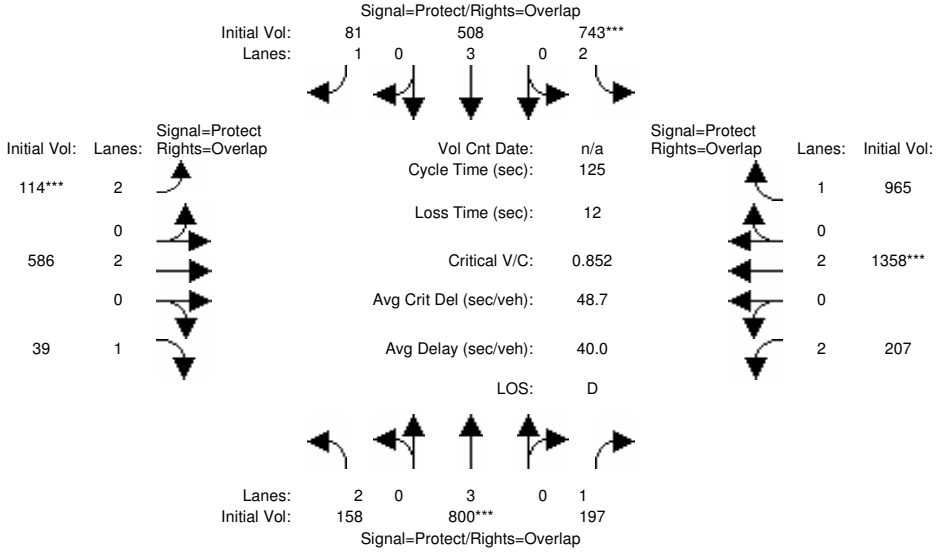
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #26: Zanker Rd / Tasman Dr



Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	158	800	193	743	508	81	114	550	39	202	1326	965
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	800	193	743	508	81	114	550	39	202	1326	965
Added Vol:	0	0	4	0	0	0	0	36	0	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	800	197	743	508	81	114	586	39	207	1358	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	800	197	743	508	81	114	586	39	207	1358	965
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	800	197	743	508	81	114	586	39	207	1358	965
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	800	197	743	508	81	114	586	39	207	1358	965
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.11	0.24	0.09	0.05	0.04	0.15	0.02	0.07	0.36	0.55
Crit Moves:		****		****			****				****	
Green Time:	21.0	20.3	37.8	34.1	33.4	40.4	7.0	41.1	62.1	17.5	51.6	85.7
Volume/Cap:	0.30	0.87	0.37	0.87	0.33	0.14	0.65	0.47	0.04	0.47	0.87	0.80
Delay/Veh:	45.9	59.6	34.7	52.4	37.0	30.1	65.8	33.6	16.2	50.2	38.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	59.6	34.7	52.4	37.0	30.1	65.8	33.6	16.2	50.2	38.8	17.8
LOS by Move:	D	E+	C-	D-	D+	C	E	C-	B	D	D+	B
HCM2kAvgQ:	3	13	6	19	5	2	3	8	1	4	22	26

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

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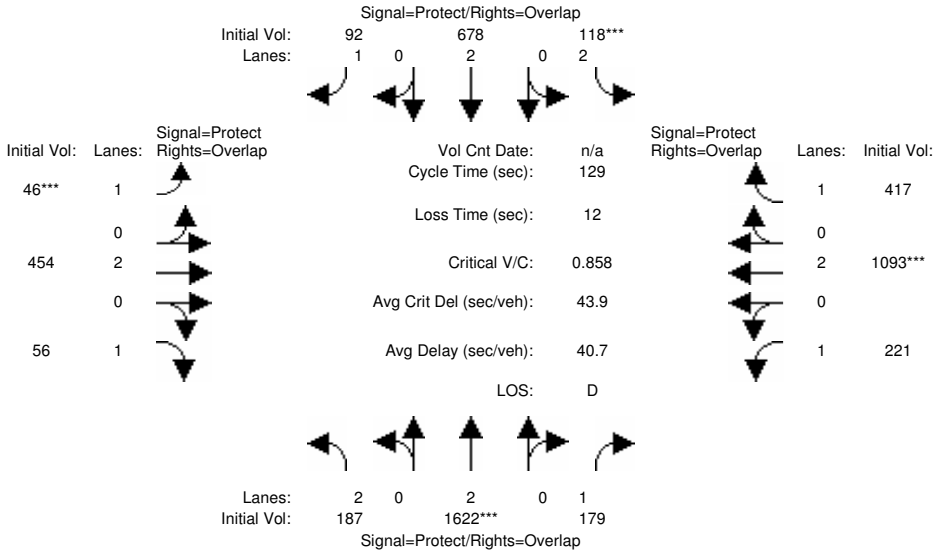
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #27: N. 1st St / Tasman Dr



Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	187	1622	174	110	678	92	46	431	56	216	1073	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	1622	174	110	678	92	46	431	56	216	1073	410
Added Vol:	0	0	5	8	0	0	0	23	0	5	20	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	1622	179	118	678	92	46	454	56	221	1093	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1622	179	118	678	92	46	454	56	221	1093	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1622	179	118	678	92	46	454	56	221	1093	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1622	179	118	678	92	46	454	56	221	1093	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.10	0.04	0.18	0.05	0.03	0.12	0.03	0.13	0.29	0.24
Crit Moves:		****		****			****				****	
Green Time:	17.1	61.5	86.4	7.0	51.4	58.4	7.0	23.6	40.7	24.9	41.5	48.5
Volume/Cap:	0.45	0.89	0.15	0.69	0.45	0.12	0.48	0.65	0.10	0.65	0.89	0.63
Delay/Veh:	52.4	37.0	7.9	71.3	28.6	20.4	63.1	51.2	31.3	52.6	50.5	35.0
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:	52.4	37.0	7.9	71.3	28.6	20.4	63.1	51.2	31.3	52.6	50.5	35.0
LOS by Move:	D-	D+	A	E	C	C+	E	D-	C	D-	D	D+
HCM2kAvgQ:	5	32	3	4	10	2	3	9	2	8	20	14

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

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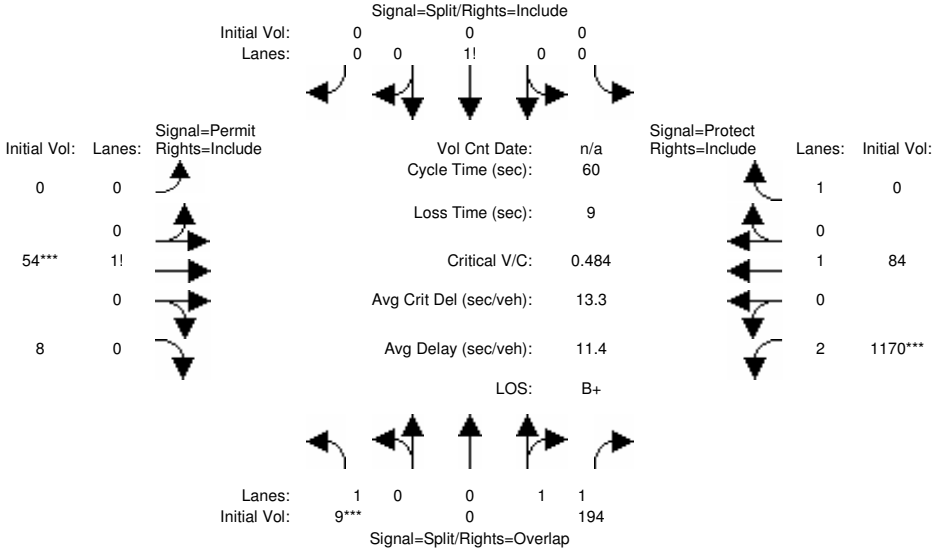
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.



Street Name:	McCarthy Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Volume Module:												
Base Vol:	9	0	172	0	0	0	0	54	8	990	84	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:	9	0	172	0	0	0	0	54	8	990	84	0
Added Vol:	0	0	22	0	0	0	0	0	0	180	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	194	0	0	0	0	54	8	1170	84	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:	9	0	194	0	0	0	0	54	8	1170	84	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	194	0	0	0	0	54	8	1170	84	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	194	0	0	0	0	54	8	1170	84	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.87	0.13	2.00	1.00	1.00
Final Sat.:	1750	0	3600	0	1750	0	0	1568	232	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.03	0.03	0.37	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	31.0	41.0	0.0
Volume/Cap:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.21	0.21	0.72	0.06	0.00
Delay/Veh:	21.0	0.0	3.2	0.0	0.0	0.0	0.0	21.9	21.9	12.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	0.0	3.2	0.0	0.0	0.0	0.0	21.9	21.9	12.7	3.2	0.0
LOS by Move:	C+	A	A	A	A	A	A	C+	C+	B	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	1	1	10	1	0

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

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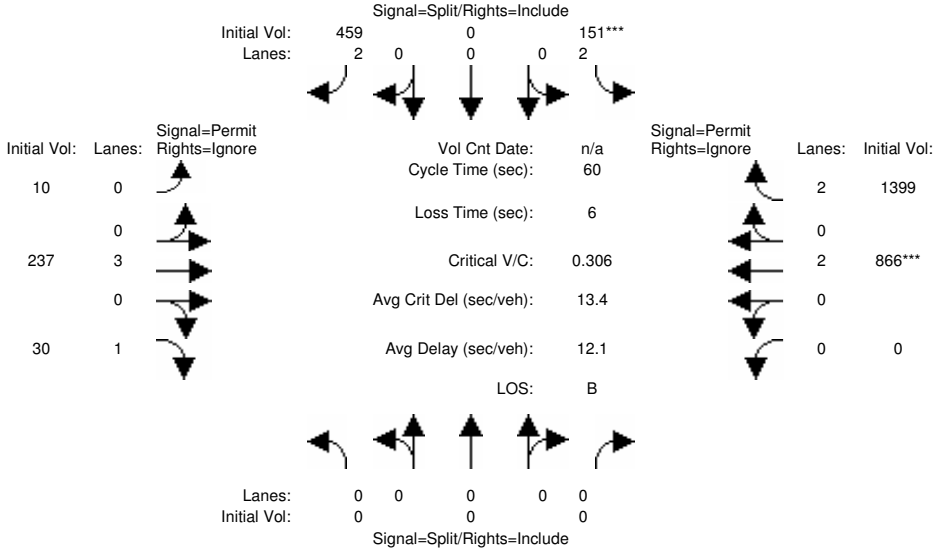
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps



Street Name:	I-880 SB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module:												
Base Vol:	0	0	0	151	0	350	10	215	30	0	795	1399
Growth Adj:	1.00	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	151	0	350	10	215	30	0	795	1399
Added Vol:	0	0	0	0	0	109	0	22	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	459	10	237	30	0	866	1399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	151	0	459	10	237	0	0	866	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	459	10	237	0	0	866	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	151	0	459	10	237	0	0	866	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.95	0.98	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.13	2.87	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	227	5373	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.15	0.04	0.04	0.00	0.00	0.23	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	28.5	0.0	28.5	25.5	25.5	0.0	0.0	25.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.31	0.10	0.10	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	8.8	0.0	10.2	10.5	10.5	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.8	0.0	10.2	10.5	10.5	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	A	A	B+	B+	B+	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	3	1	1	0	0	6	0

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

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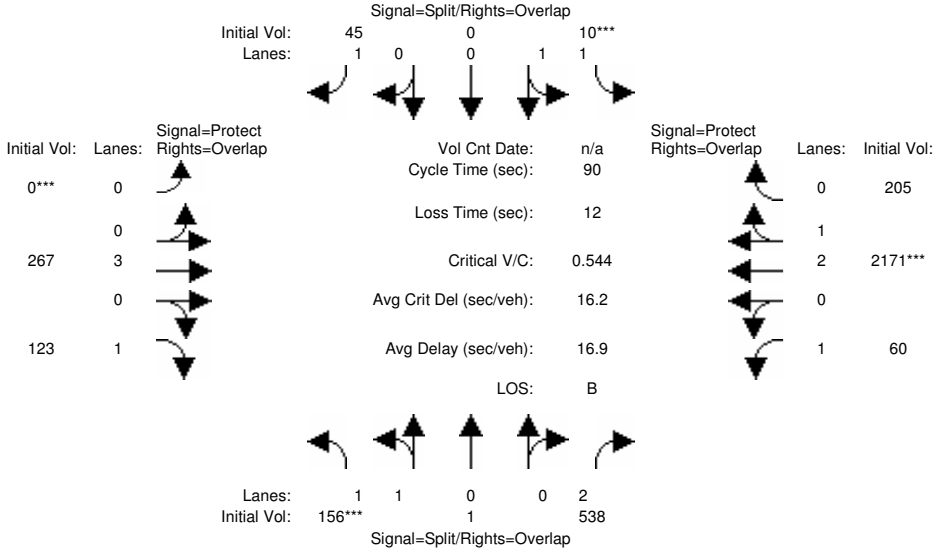
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module:												
Base Vol:	156	1	538	10	0	45	0	245	123	60	2100	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1	538	10	0	45	0	245	123	60	2100	205
Added Vol:	0	0	0	0	0	0	0	22	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1	538	10	0	45	0	267	123	60	2171	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1	538	10	0	45	0	267	123	60	2171	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1	538	10	0	45	0	267	123	60	2171	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1	538	10	0	45	0	267	123	60	2171	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.83	0.93	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.99	0.01	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3527	23	3150	3550	0	1750	0	5700	1750	1750	5116	483
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.03	0.00	0.05	0.07	0.03	0.42	0.42
Crit Moves:	****			****			****				****	
Green Time:	15.4	15.4	37.1	10.0	0.0	10.0	0.0	30.9	46.3	21.7	52.6	62.6
Volume/Cap:	0.26	0.26	0.41	0.03	0.00	0.23	0.00	0.14	0.14	0.14	0.73	0.61
Delay/Veh:	33.4	33.4	19.8	35.8	0.0	39.3	0.0	20.5	11.7	27.6	14.9	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	19.8	35.8	0.0	39.3	0.0	20.5	11.7	27.6	14.9	8.0
LOS by Move:	C-	C-	B-	D+	A	D	A	C+	B+	C	B	A
HCM2kAvgQ:	2	2	6	0	0	1	0	2	2	1	18	13

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

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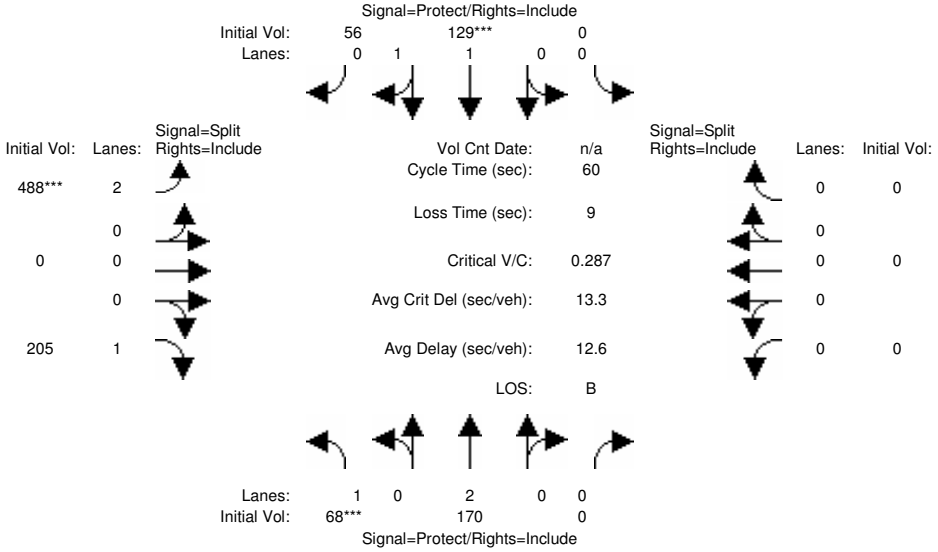
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #104: California Circle & I-880 NB Ramps



Street Name:	California Circle						I-880 NB Ramps					
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	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	68	170	0	0	129	56	488	0	205	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:	68	170	0	0	129	56	488	0	205	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:	68	170	0	0	129	56	488	0	205	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:	68	170	0	0	129	56	488	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	170	0	0	129	56	488	0	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	170	0	0	129	56	488	0	205	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	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.38	0.62	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2579	1120	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.00	0.05	0.05	0.15	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.1	18.6	0.0	0.0	10.5	10.5	32.4	0.0	32.4	0.0	0.0	0.0
Volume/Cap:	0.29	0.14	0.00	0.00	0.29	0.29	0.29	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	26.4	15.2	0.0	0.0	22.6	22.6	7.9	0.0	7.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	15.2	0.0	0.0	22.6	22.6	7.9	0.0	7.7	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	2	1	0	0	2	2	3	0	2	0	0	0

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

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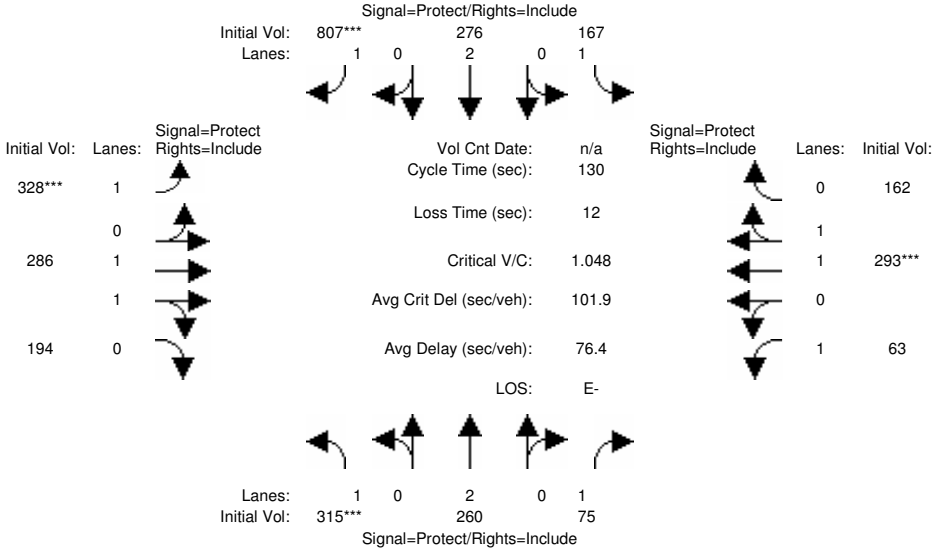
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	315	243	75	167	266	736	306	286	194	63	293	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	243	75	167	266	736	306	286	194	63	293	162
Added Vol:	0	17	0	0	10	71	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	260	75	167	276	807	328	286	194	63	293	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	260	75	167	276	807	328	286	194	63	293	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	260	75	167	276	807	328	286	194	63	293	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	260	75	167	276	807	328	286	194	63	293	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.27	0.73
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2203	1495	1750	2382	1317
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.04	0.10	0.07	0.46	0.19	0.13	0.13	0.04	0.12	0.12
Crit Moves:	****					****	****				****	
Green Time:	22.3	35.5	35.5	44.0	57.2	57.2	23.2	27.2	27.2	11.3	15.3	15.3
Volume/Cap:	1.05	0.25	0.16	0.28	0.17	1.05	1.05	0.62	0.62	0.41	1.05	1.05
Delay/Veh:	119.0	37.5	36.6	32.6	22.2	82.2	117.5	50.4	50.4	64.4	114	113.8
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:	119.0	37.5	36.6	32.6	22.2	82.2	117.5	50.4	50.4	64.4	114	113.8
LOS by Move:	F	D+	D+	C-	C+	F	F	D	D	E	F	F
HCM2kAvgQ:	19	4	2	5	3	46	20	9	9	3	15	15

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

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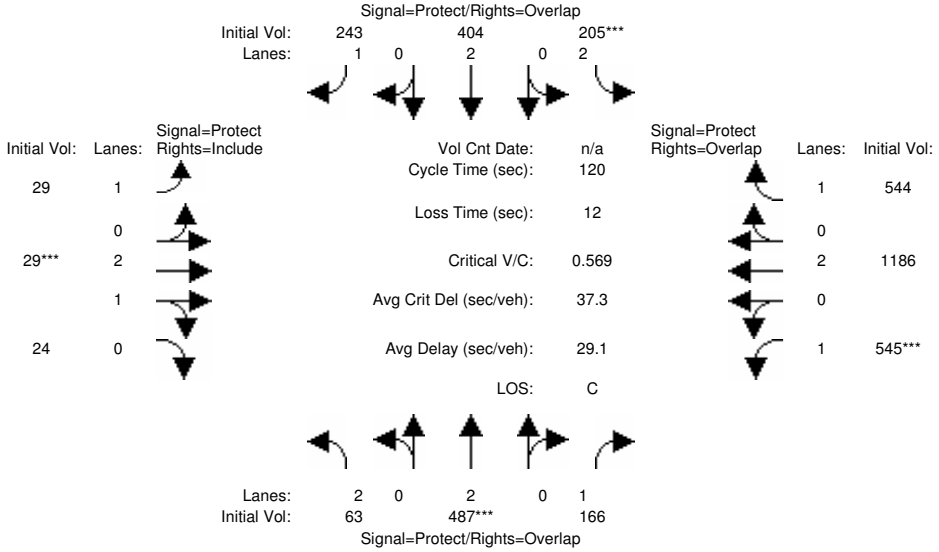
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.



Street Name:	Warm Springs Blvd.						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	63	448	166	205	371	243	29	29	24	497	1186	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	448	166	205	371	243	29	29	24	497	1186	544
Added Vol:	0	39	0	0	33	0	0	0	0	48	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	487	166	205	404	243	29	29	24	545	1186	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	487	166	205	404	243	29	29	24	545	1186	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	487	166	205	404	243	29	29	24	545	1186	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	487	166	205	404	243	29	29	24	545	1186	544
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.09	0.07	0.11	0.14	0.02	0.01	0.01	0.31	0.31	0.31
Crit Moves:		****		****				****		****		
Green Time:	12.1	24.9	85.4	12.6	25.4	36.5	11.1	10.0	10.0	60.5	59.4	72.0
Volume/Cap:	0.20	0.62	0.13	0.62	0.50	0.46	0.18	0.09	0.16	0.62	0.63	0.52
Delay/Veh:	49.8	44.7	5.6	54.9	42.2	34.4	50.8	50.9	51.4	22.8	23.0	14.4
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:	49.8	44.7	5.6	54.9	42.2	34.4	50.8	50.9	51.4	22.8	23.0	14.4
LOS by Move:	D	D	A	D-	D	C-	D	D	D-	C+	C+	B
HCM2kAvgQ:	1	8	2	5	7	8	1	1	1	16	16	12

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

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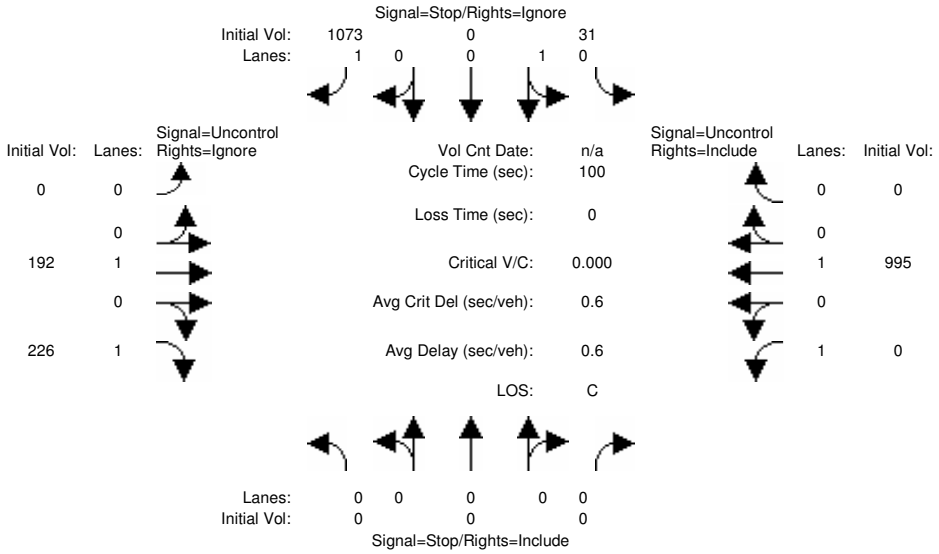
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps




```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    31    0  1025     0  192   226     0  995     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    31    0  1025     0  192   226     0  995     0
Added Vol:      0    0     0     0    0    48     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    31    0  1073     0  192   226     0  995     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    31    0     0     0    0     0     0  995     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    31    0     0     0    0     0     0  995     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   995  995   995  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   274  247   300  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   274  247   300  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   274 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  19.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     C    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             19.8           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```

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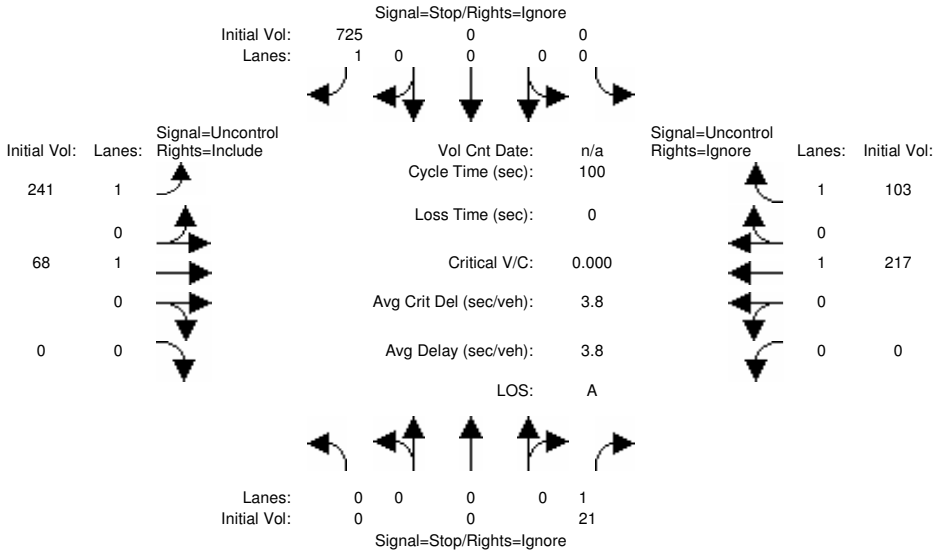
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps




```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    21     0    0   725   241   68     0     0  217   103
Growth Adj:  1.00 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    21     0    0   725   241   68     0     0  217   103
Added Vol:      0    0     0     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    21     0    0   725   241   68     0     0  217   103
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0     0    0     0   241   68     0     0  217     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   241   68     0     0  217     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx    68  xxxx xxxx   217   217 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx  1001  xxxx xxxx   828  1365 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx  1001  xxxx xxxx   828  1365 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.18 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```

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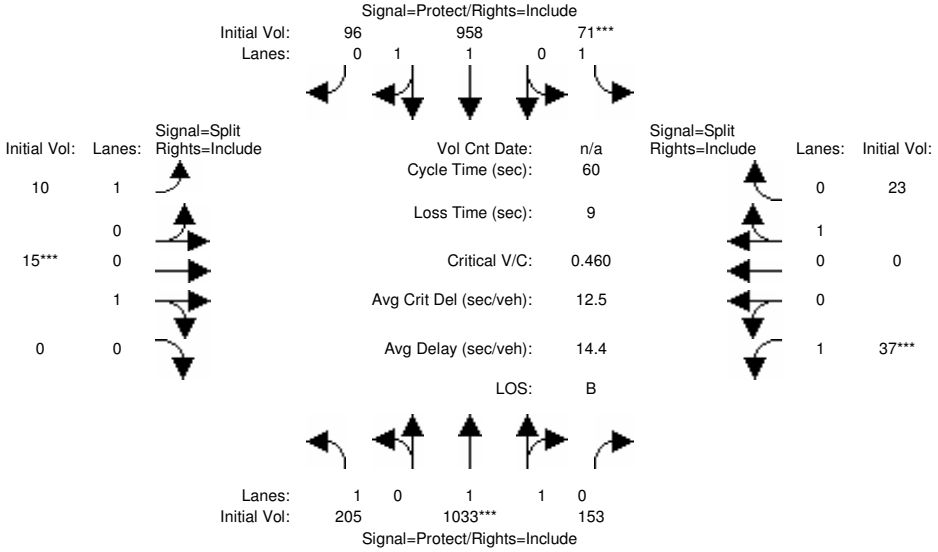
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	76	998	149	71	826	45	10	15	0	36	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	998	149	71	826	45	10	15	0	36	0	23
Added Vol:	129	35	4	0	132	51	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1033	153	71	958	96	10	15	0	37	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1033	153	71	958	96	10	15	0	37	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1033	153	71	958	96	10	15	0	37	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1033	153	71	958	96	10	15	0	37	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.73	0.27	1.00	1.81	0.19	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3222	477	1750	3363	337	1750	1800	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.04	0.28	0.28	0.01	0.01	0.00	0.02	0.00	0.01
Crit Moves:		****		****				****		****		
Green Time:	11.7	33.1	33.1	7.0	28.4	28.4	0.9	0.9	0.0	10.0	0.0	10.0
Volume/Cap:	0.60	0.58	0.58	0.35	0.60	0.60	0.40	0.58	0.00	0.13	0.00	0.08
Delay/Veh:	29.6	10.1	10.1	29.0	13.1	13.1	70.4	99.6	0.0	22.2	0.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	10.1	10.1	29.0	13.1	13.1	70.4	99.6	0.0	22.2	0.0	21.6
LOS by Move:	C	B+	B+	C	B	B	E	F	A	C+	A	C+
HCM2kAvgQ:	5	8	8	2	8	8	1	1	0	1	0	0

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

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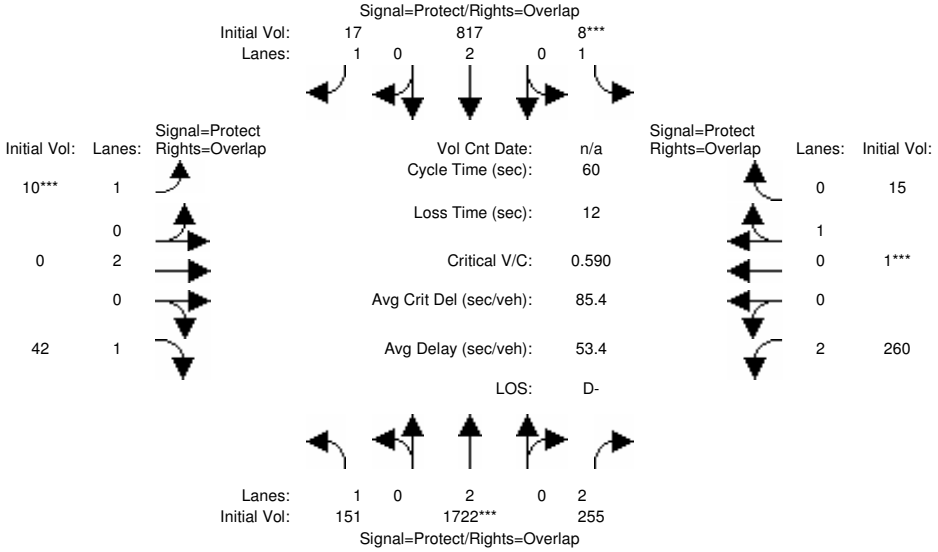
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)



Street Name:	McCarthy Blvd.						Ranch Dr. (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	45	1325	246	8	803	0	10	0	42	258	1	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:	45	1325	246	8	803	0	10	0	42	258	1	15
Added Vol:	106	397	9	0	14	17	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1722	255	8	817	17	10	0	42	260	1	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:	151	1722	255	8	817	17	10	0	42	260	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1722	255	8	817	17	10	0	42	260	1	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
FinalVolume:	151	1722	255	8	817	17	10	0	42	260	1	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.06	0.94
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	112	1687
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.08	0.00	0.22	0.01	0.01	0.00	0.02	0.08	0.01	0.01
Crit Moves:		****		****			****				****	
Green Time:	10.9	24.0	41.0	7.0	20.1	27.1	7.0	0.0	17.9	17.0	10.0	17.0
Volume/Cap:	0.47	1.13	0.12	0.04	0.64	0.02	0.05	0.00	0.08	0.29	0.05	0.03
Delay/Veh:	27.0	86.6	3.4	23.9	19.4	9.2	24.0	0.0	15.4	17.6	21.4	15.7
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:	27.0	86.6	3.4	23.9	19.4	9.2	24.0	0.0	15.4	17.6	21.4	15.7
LOS by Move:	C	F	A	C	B-	A	C	A	B	B	C+	B
HCM2kAvgQ:	3	31	1	0	7	0	0	0	1	2	0	0

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

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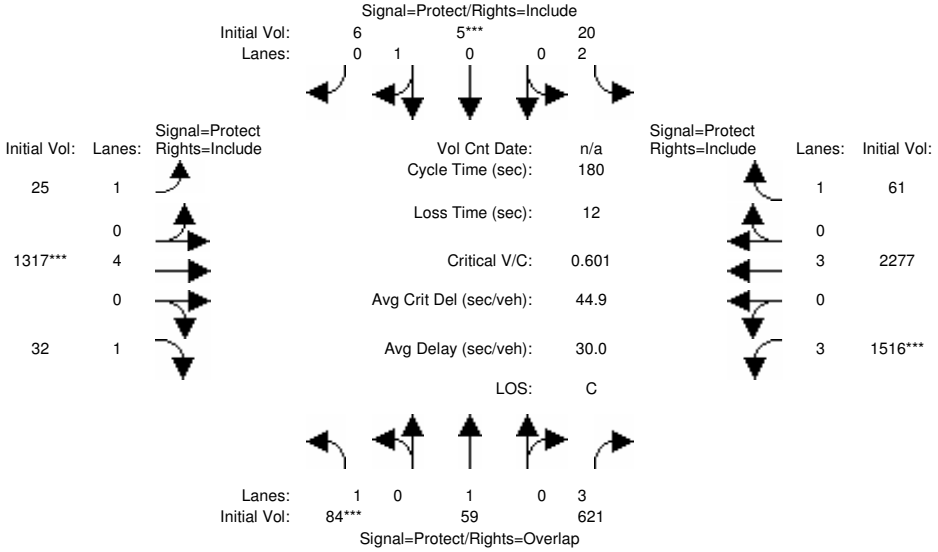
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #1801: Trimble / Montague Expy [CMP]



Street Name:	Trimble						Montague Expy					
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:	84	59	621	20	5	6	25	1317	32	1516	2277	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	59	621	20	5	6	25	1317	32	1516	2277	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	59	621	20	5	6	25	1317	32	1516	2277	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	59	621	20	5	6	25	1317	32	1516	2072	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	59	621	20	5	6	25	1317	32	1516	2072	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	59	621	20	5	6	25	1317	32	1516	2072	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.45	0.55	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	818	982	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.14	0.01	0.01	0.01	0.01	0.17	0.02	0.33	0.36	0.03
Crit Moves:	****				****			****		****		
Green Time:	13.7	13.9	108.9	9.8	10.0	10.0	13.9	49.4	49.4	94.9	130	130.4
Volume/Cap:	0.63	0.40	0.23	0.12	0.11	0.11	0.18	0.63	0.07	0.63	0.50	0.05
Delay/Veh:	90.2	80.9	16.3	81.3	81.3	81.3	78.4	58.0	48.3	30.7	10.8	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	80.9	16.3	81.3	81.3	81.3	78.4	58.0	48.3	30.7	10.8	7.1
LOS by Move:	F	F	B	F	F	F	E-	E+	D	C	B+	A
HCM2kAvgQ:	6	3	6	1	1	1	1	16	1	24	16	1

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

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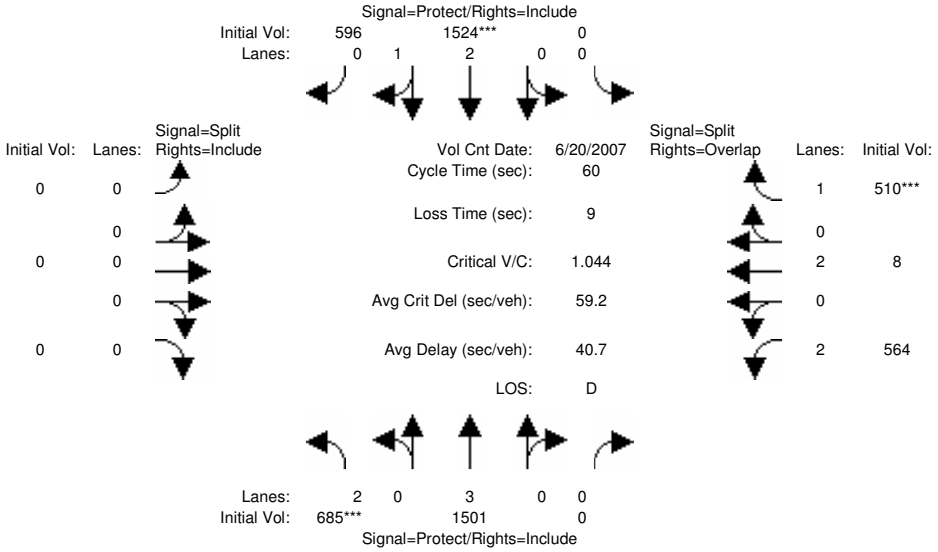
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #1: McCarthy Blvd. & SR 237 WB Ramps

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Street Name:          McCarthy Blvd.                    SR 237 WB Ramps
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     0     0   10    10     0    0     0    10   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 <<
Base Vol:     670 1467     0     0 1178   431     0    0     0   277    8   504
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  670 1467     0     0 1178   431     0    0     0   277    8   504
Added Vol:     15   34     0     0  346   165     0    0     0   287    0     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  685 1501     0     0 1524   596     0    0     0   564    8   510
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   685 1501     0     0 1524   596     0    0     0   564    8   510
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  685 1501     0     0 1524   596     0    0     0   564    8   510
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  685 1501     0     0 1524   596     0    0     0   564    8   510
------------|---------------||---------------||---------------||---------------|
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  0.95  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.13  0.87  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 4024  1574     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.26  0.00  0.00 0.38  0.38  0.00 0.00  0.00  0.18 0.00  0.29
Crit Moves:  ****                 ****                                     ****
Green Time:  12.5 34.3   0.0   0.0 21.8  21.8   0.0  0.0   0.0  16.7 16.7  16.7
Volume/Cap:  1.04 0.46  0.00  0.00 1.04  1.04  0.00 0.00  0.00  0.64 0.01  1.04
Delay/Veh:   71.0  7.6   0.0   0.0 51.8  51.8   0.0  0.0   0.0  20.6 15.6  74.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  71.0  7.6   0.0   0.0 51.8  51.8   0.0  0.0   0.0  20.6 15.6  74.4
LOS by Move:    E    A     A     A   D-    D-     A    A     A    C+    B     E
HCM2kAvgQ:     10    5     0     0   17    17     0    0     0     7    0    19
Note: Queue reported is the number of cars per lane.
```

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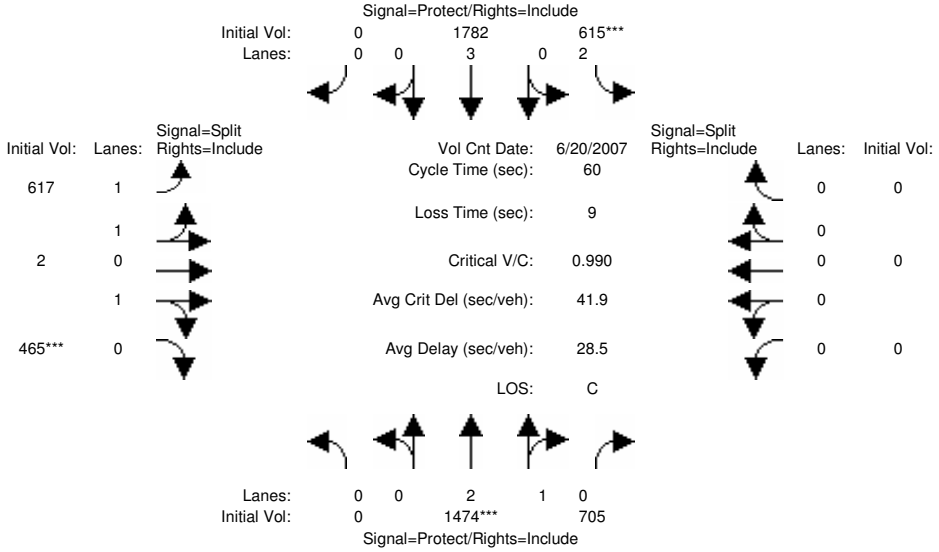
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #2: McCarthy Blvd. & SR 237 EB Ramps



Street Name:	McCarthy Blvd.						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 20 Jun 2007 << 6-9p												
Base Vol:	0	1430	302	541	1224	0	612	2	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1430	302	541	1224	0	612	2	274	0	0	0
Added Vol:	0	44	403	74	558	0	5	0	191	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1474	705	615	1782	0	617	2	465	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1474	705	615	1782	0	617	2	465	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1474	705	615	1782	0	617	2	465	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1474	705	615	1782	0	617	2	465	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	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3797	1800	3150	5700	0	3530	11	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.20	0.31	0.00	0.17	0.17	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	23.5	23.5	11.8	35.3	0.0	15.7	15.7	15.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.99	1.00	0.99	0.53	0.00	0.67	0.67	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	35.0	37.3	57.6	7.5	0.0	21.0	21.0	46.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	37.3	57.6	7.5	0.0	21.0	21.0	46.9	0.0	0.0	0.0
LOS by Move:	A	D+	D+	E+	A	A	C+	C+	D	A	A	A
HCM2kAvgQ:	0	14	14	7	6	0	7	7	16	0	0	0

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

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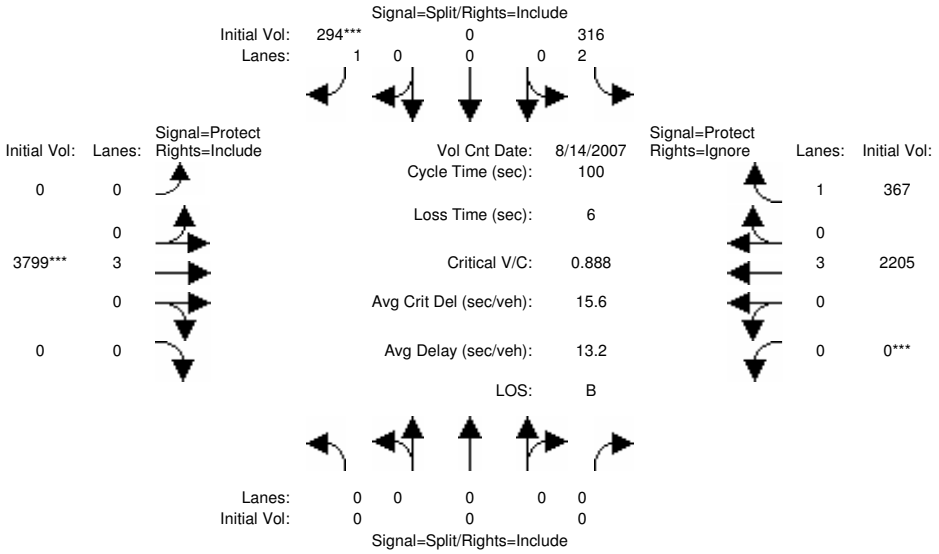
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #3: SR 237 & I-880 SB Ramps




```
Street Name:          I-880 SB Ramps                        SR 237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10    0    10     0   10     0     0   10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 5:00-6:00PM
Base Vol:       0    0     0  316    0   216     0 3510     0     0 1990   367
Growth Adj:  1.00 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  316    0   216     0 3510     0     0 1990   367
Added Vol:      0    0     0    0    0    78     0  289     0     0  215     0
PasserByVol:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  316    0   294     0 3799     0     0 2205   367
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0  316    0   294     0 3799     0     0 2205     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  316    0   294     0 3799     0     0 2205     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  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0  316    0   294     0 3799     0     0 2205     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.10 0.00  0.17  0.00 0.67  0.00  0.00 0.39  0.00
Crit Moves:                              ****        ****        ****
Green Time:   0.0  0.0   0.0 18.9  0.0  18.9   0.0 75.1   0.0   0.0 75.1   0.0
Volume/Cap:  0.00 0.00  0.00 0.53 0.00  0.89  0.00 0.89  0.00  0.00 0.52  0.00
Delay/Veh:    0.0  0.0   0.0 37.4  0.0  63.4   0.0 11.9   0.0   0.0  5.2   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 37.4  0.0  63.4   0.0 11.9   0.0   0.0  5.2   0.0
LOS by Move:    A    A     A   D+    A     E     A   B+     A     A    A     A
HCM2kAvgQ:      0    0     0    6    0    13     0   32     0     0    9     0
Note: Queue reported is the number of cars per lane.
```

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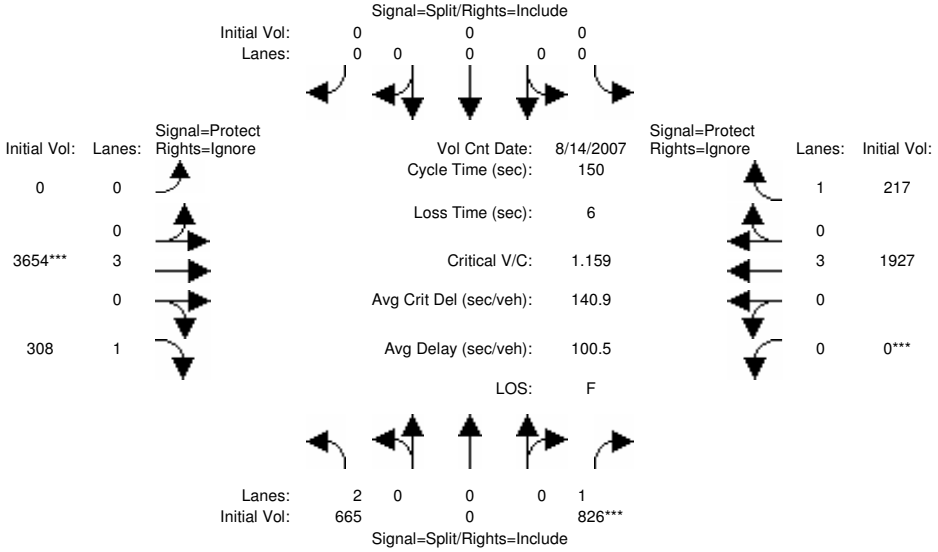
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps




```
Street Name:          I-880 NB Ramps                    Calaveras 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:     7   10    10     7   10    10     7   10    10     7   10    10
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Aug 2007 << 4:30-5:30PM
Base Vol:     623    0   826     0    0     0     0 3418   254     0 1755   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  623    0   826     0    0     0     0 3418   254     0 1755   217
Added Vol:     42    0     0     0    0     0     0  236    54     0  172     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  665    0   826     0    0     0     0 3654   308     0 1927   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   665    0   826     0    0     0     0 3654     0     0 1927     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  665    0   826     0    0     0     0 3654     0     0 1927     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  665    0   826     0    0     0     0 3654     0     0 1927     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  1750     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.00  0.47  0.00 0.00  0.00  0.00 0.64  0.00  0.00 0.34  0.00
Crit Moves:              ****                        ****        ****
Green Time:  58.1  0.0  58.1   0.0  0.0   0.0   0.0 78.9   0.0   0.0 75.5   0.0
Volume/Cap:  0.55 0.00  1.22  0.00 0.00  0.00  0.00 1.22  0.00  0.00 0.67  0.00
Delay/Veh:   36.2  0.0 157.4   0.0  0.0   0.0   0.0  137   0.0   0.0 28.6   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  36.2  0.0 157.4   0.0  0.0   0.0   0.0  137   0.0   0.0 28.6   0.0
LOS by Move:   D+    A     F     A    A     A     A    F     A     A    C     A
HCM2kAvgQ:     14    0    62     0    0     0     0   80     0     0   22     0
Note: Queue reported is the number of cars per lane.
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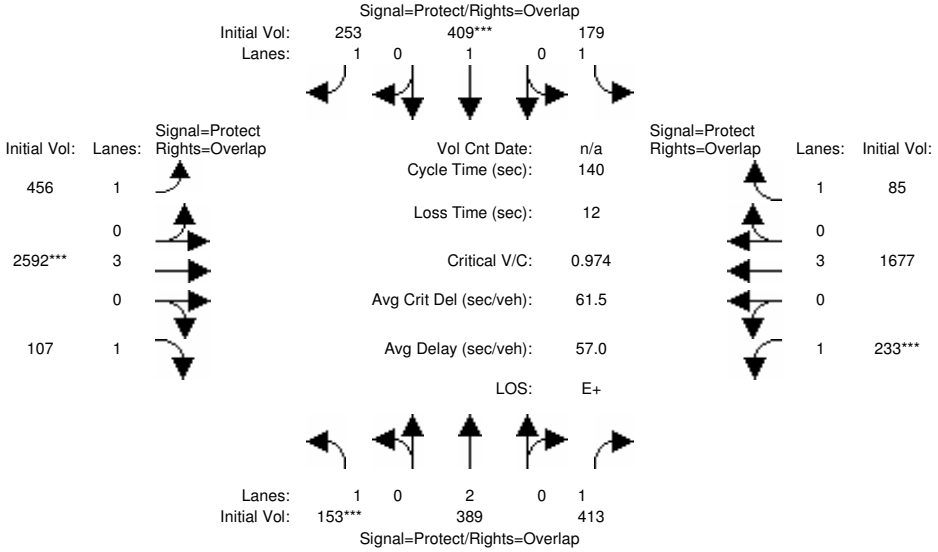
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #5: Calaveras Blvd. / Abel St. [CMP]



Street Name:	Abel St.						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	153	389	413	179	409	244	438	2393	107	233	1541	85
Growth Adj:	1.00	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	389	413	179	409	244	438	2393	107	233	1541	85
Added Vol:	0	0	0	0	0	9	18	199	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	389	413	179	409	253	456	2592	107	233	1677	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	389	413	179	409	253	456	2592	107	233	1677	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	389	413	179	409	253	456	2592	107	233	1677	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	389	413	179	409	253	456	2592	107	233	1677	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.24	0.10	0.22	0.14	0.26	0.45	0.06	0.13	0.29	0.05
Crit Moves:	****				****			****		****		
Green Time:	12.6	21.8	40.9	21.7	30.9	70.6	39.7	65.4	77.9	19.1	44.8	66.5
Volume/Cap:	0.97	0.66	0.81	0.66	0.97	0.29	0.92	0.97	0.11	0.97	0.92	0.10
Delay/Veh:	127.4	58.3	55.0	61.6	91.1	20.3	70.9	48.5	14.7	110.9	53.9	20.3
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:	127.4	58.3	55.0	61.6	91.1	20.3	70.9	48.5	14.7	110.9	53.9	20.3
LOS by Move:	F	E+	E+	E	F	C+	E	D	B	F	D-	C+
HCM2kAvgQ:	11	9	19	9	22	7	23	41	2	11	23	2

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

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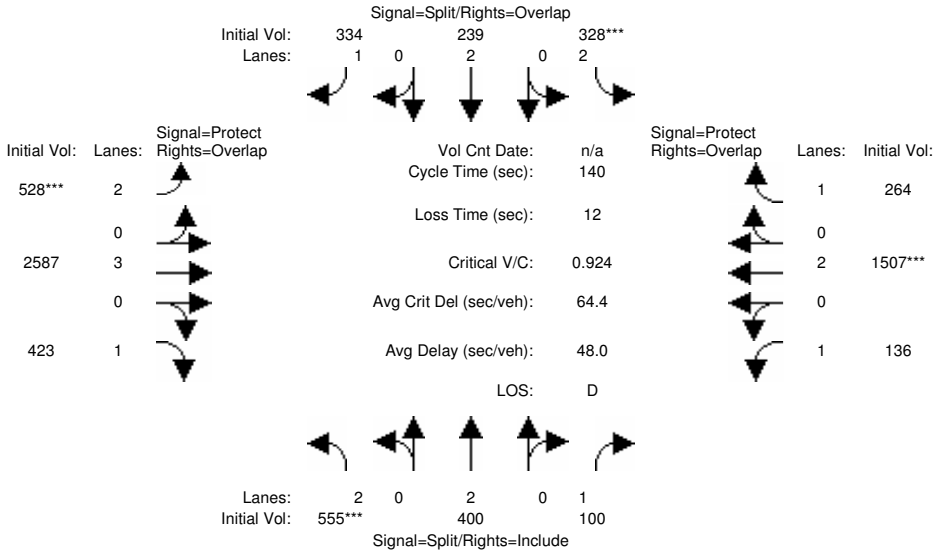
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	535	400	100	328	239	306	507	2420	412	136	1418	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	400	100	328	239	306	507	2420	412	136	1418	264
Added Vol:	20	0	0	0	0	28	21	167	11	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	400	100	328	239	334	528	2587	423	136	1507	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	555	400	100	328	239	334	528	2587	423	136	1507	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	400	100	328	239	334	528	2587	423	136	1507	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	555	400	100	328	239	334	528	2587	423	136	1507	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.06	0.10	0.06	0.19	0.17	0.45	0.24	0.08	0.40	0.15
Crit Moves:	****			****			****				****	
Green Time:	26.7	26.7	26.7	15.8	15.8	41.2	25.4	73.0	99.7	12.5	60.1	75.9
Volume/Cap:	0.92	0.55	0.30	0.92	0.56	0.65	0.92	0.87	0.34	0.87	0.92	0.28
Delay/Veh:	77.7	54.2	50.9	93.4	64.0	49.3	79.2	33.2	8.4	107.0	48.1	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.7	54.2	50.9	93.4	64.0	49.3	79.2	33.2	8.4	107.0	48.1	18.0
LOS by Move:	E-	D-	D	F	E	D	E-	C-	A	F	D	B-
HCM2kAvgQ:	18	8	4	10	5	14	13	31	7	7	36	7

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

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Milpitas Near-Term Cumulative Analysis

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

Intersection #9074 McCarthy Blvd. & Bellew Dr. (interim)

Cycle (sec):	60	Critical Vol./Cap.(X):	1.110
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	126.7
Optimal Cycle:	204	Level Of Service:	F

Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2 0 1			2 0 2 0 1			1 0 1 0 1			1 0 1 0 1		
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	16	1409	254	988	1197	164	347	29	77	187	10	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1409	254	988	1197	164	347	29	77	187	10	748
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1409	254	988	1197	164	347	29	77	187	10	748
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1409	254	988	1197	164	347	29	77	187	10	748
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1409	254	988	1197	164	347	29	77	187	10	748
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1409	254	988	1197	164	347	29	77	187	10	748
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.15	0.31	0.32	0.09	0.20	0.02	0.04	0.11	0.01	0.43
Crit Moves:		****		****			****				****	
Green Time:	8.0	16.0	16.0	13.5	21.5	21.5	8.5	10.9	10.9	7.6	10.0	23.5
Volume/Cap:	0.07	1.39	0.55	1.39	0.88	0.26	1.39	0.08	0.24	0.84	0.03	1.09
Delay/Veh:	23.3	205	23.4	209.0	26.4	14.6	225.6	20.9	22.8	55.6	21.1	80.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	205	23.4	209.0	26.4	14.6	225.6	20.9	22.8	55.6	21.1	80.1
LOS by Move:	C	F	C	F	C	B	F	C+	C+	E+	C+	F
HCM2kAvgQ:	0	40	5	34	14	2	22	0	2	6	0	29

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

Milpitas Near-Term Cumulative Analysis

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

Intersection #8034 Barber Ln & Bellew Dr (interim)

Cycle (sec):	65	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12 (Y+R=0.0 sec)	Average Delay (sec/veh):	49.6
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Barber Ln						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1 0 0 1 0			0 0 1! 0 0			1 0 1 0 1			1 0 1 1 0		
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	799	84	34	1	57	87	160	192	731	39	140	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:	799	84	34	1	57	87	160	192	731	39	140	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:	799	84	34	1	57	87	160	192	731	39	140	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:	799	84	34	1	57	87	160	192	731	39	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	799	84	34	1	57	87	160	192	731	39	140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	799	84	34	1	57	87	160	192	731	39	140	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.92
Lanes:	1.00	0.71	0.29	0.01	0.39	0.60	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	1281	519	12	688	1050	1750	1900	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.07	0.07	0.08	0.08	0.08	0.09	0.10	0.42	0.02	0.04	0.00
Crit Moves:	****			****			****				****	
Green Time:	26.0	26.0	26.0	10.0	10.0	10.0	7.0	10.0	36.0	7.0	10.0	0.0
Volume/Cap:	1.14	0.16	0.16	0.54	0.54	0.54	0.85	0.66	0.75	0.21	0.25	0.00
Delay/Veh:	99.6	12.6	12.6	27.5	27.5	27.5	57.1	31.2	14.5	27.0	24.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.6	12.6	12.6	27.5	27.5	27.5	57.1	31.2	14.5	27.0	24.4	0.0
LOS by Move:	F	B	B	C	C	C	E+	C	B	C	C	A
HCM2kAvgQ:	35	2	2	4	4	4	6	5	14	1	1	0

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

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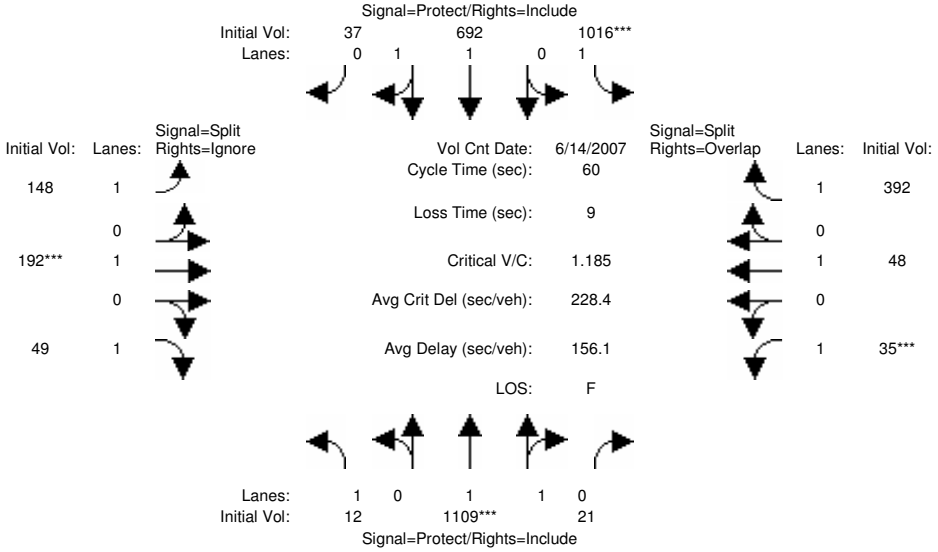
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #9: McCarthy Blvd. & Alder Dr.



Street Name:	McCarthy Blvd.						Alder Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	0	1065	21	834	631	0	0	0	0	35	0	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:	0	1065	21	834	631	0	0	0	0	35	0	390
Added Vol:	12	44	0	182	61	37	148	192	49	0	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1109	21	1016	692	37	148	192	49	35	48	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	12	1109	21	1016	692	37	148	192	0	35	48	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1109	21	1016	692	37	148	192	0	35	48	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	12	1109	21	1016	692	37	148	192	0	35	48	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3631	69	1750	3512	188	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.58	0.20	0.20	0.08	0.10	0.00	0.02	0.03	0.22
Crit Moves:		****		****				****		****		
Green Time:	1.2	12.7	12.7	24.1	35.6	35.6	4.2	4.2	0.0	10.0	10.0	34.1
Volume/Cap:	0.33	1.44	1.44	1.44	0.33	0.33	1.21	1.44	0.00	0.12	0.15	0.39
Delay/Veh:	52.0	231	230.9	225.9	6.6	6.6	175.9	265	0.0	22.1	22.4	8.4
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:	52.0	231	230.9	225.9	6.6	6.6	175.9	265	0.0	22.1	22.4	8.4
LOS by Move:	D-	F	F	F	A	A	F	F	A	C+	C+	A
HCM2kAvgQ:	1	35	35	64	4	4	9	13	0	1	1	4

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

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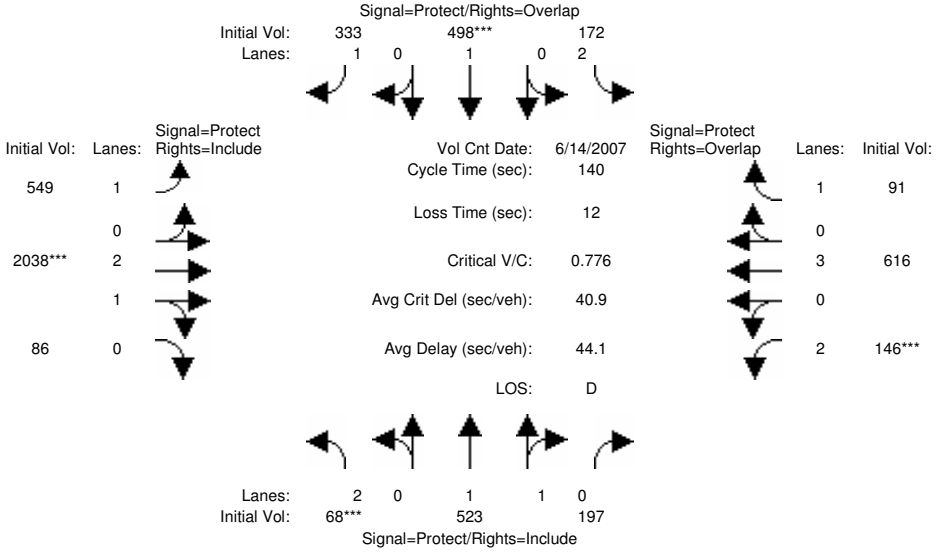
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	68	486	197	172	422	298	530	2013	86	146	603	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	486	197	172	422	298	530	2013	86	146	603	91
Added Vol:	0	37	0	0	76	35	19	25	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	523	197	172	498	333	549	2038	86	146	616	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	523	197	172	498	333	549	2038	86	146	616	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	523	197	172	498	333	549	2038	86	146	616	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	523	197	172	498	333	549	2038	86	146	616	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.44	0.56	2.00	1.00	1.00	1.00	2.87	0.13	2.00	3.00	1.00
Final Sat.:	3150	2687	1012	3150	1900	1750	1750	5373	227	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.26	0.19	0.31	0.38	0.38	0.05	0.11	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	41.5	41.5	11.6	46.1	101.8	55.7	66.7	66.7	8.2	19.2	30.8
Volume/Cap:	0.43	0.66	0.66	0.66	0.80	0.26	0.79	0.80	0.80	0.80	0.79	0.24
Delay/Veh:	73.0	46.1	46.1	74.5	52.8	6.9	45.8	33.4	33.4	94.1	66.4	46.3
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:	73.0	46.1	46.1	74.5	52.8	6.9	45.8	33.4	33.4	94.1	66.4	46.3
LOS by Move:	E	D	D	E	D-	A	D	C-	C-	F	E	D
HCM2kAvgQ:	2	14	14	5	21	5	23	26	26	4	9	3

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

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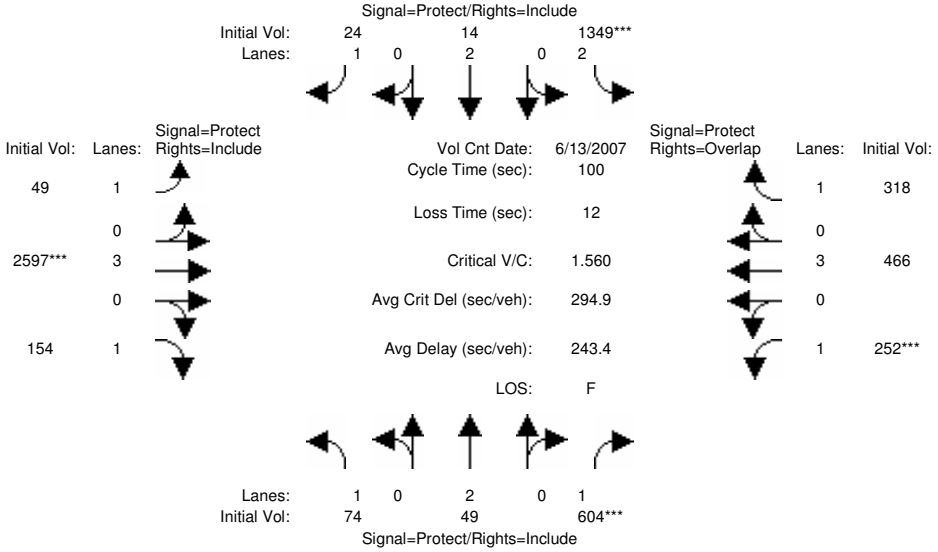
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #11: Tasman Dr. & Alder Dr.



Street Name:	Alder Dr.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 <<												
Base Vol:	61	49	474	975	14	24	49	2597	129	84	466	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	49	474	975	14	24	49	2597	129	84	466	268
Added Vol:	13	0	130	374	0	0	0	0	25	168	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	49	604	1349	14	24	49	2597	154	252	466	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	49	604	1349	14	24	49	2597	154	252	466	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	49	604	1349	14	24	49	2597	154	252	466	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	49	604	1349	14	24	49	2597	154	252	466	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.35	0.43	0.00	0.01	0.03	0.46	0.09	0.14	0.08	0.18
Crit Moves:			****	****				****		****		
Green Time:	20.4	22.1	22.1	27.4	29.2	29.2	15.8	29.2	29.2	9.2	22.6	50.1
Volume/Cap:	0.21	0.06	1.56	1.56	0.01	0.05	0.18	1.56	0.30	1.56	0.36	0.36
Delay/Veh:	34.4	30.9	303.4	294.1	25.2	25.6	37.8	290	29.0	325.4	33.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	30.9	303.4	294.1	25.2	25.6	37.8	290	29.0	325.4	33.4	16.4
LOS by Move:	C-	C	F	F	C	C	D+	F	C	F	C-	B
HCM2kAvgQ:	2	1	49	61	0	1	1	64	4	21	4	7

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

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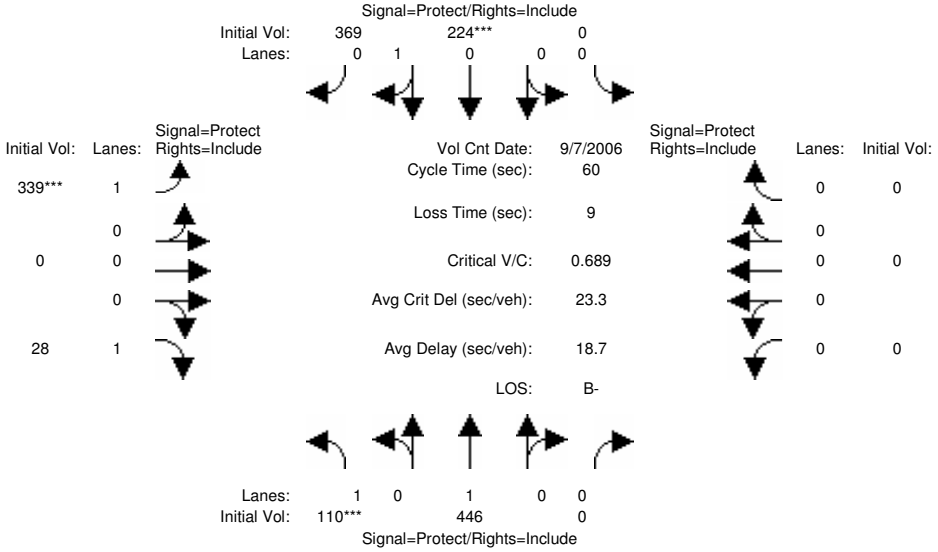
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #12: Barber Ln / Alder Dr



Street Name:	Barber Ln						Alder Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	7	0	10	0	0	0
Volume Module: >> Count Date: 7 Sep 2006 <<												
Base Vol:	110	242	0	0	105	226	145	0	28	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:	110	242	0	0	105	226	145	0	28	0	0	0
Added Vol:	0	204	0	0	119	143	194	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	446	0	0	224	369	339	0	28	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:	110	446	0	0	224	369	339	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	446	0	0	224	369	339	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	446	0	0	224	369	339	0	28	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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.38	0.62	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	680	1120	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.00	0.33	0.33	0.19	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	34.7	0.0	0.0	27.7	27.7	16.3	0.0	16.3	0.0	0.0	0.0
Volume/Cap:	0.54	0.41	0.00	0.00	0.71	0.71	0.71	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	34.8	8.1	0.0	0.0	18.1	18.1	28.6	0.0	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	8.1	0.0	0.0	18.1	18.1	28.6	0.0	16.4	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B-	B-	C	A	B	A	A	A
HCM2kAvgQ:	2	5	0	0	11	11	6	0	0	0	0	0

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

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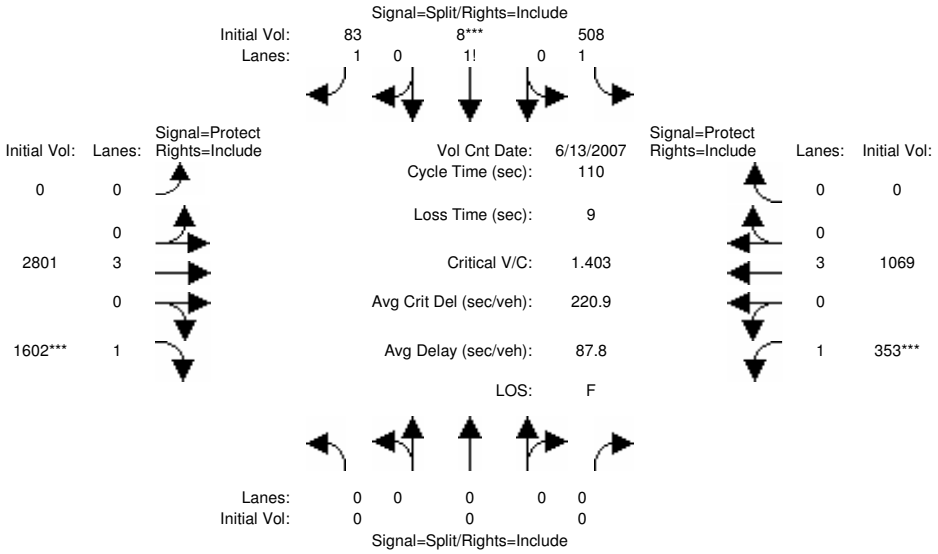
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #13: Tasman Dr. & I-880 SB Ramps




```
Street Name:          I-880 SB Ramps                      Tasman Dr.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10    0    10     7   10     0     7   10     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0    0     0  508    8    42     0 2564  1335   353  892     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  508    8    42     0 2564  1335   353  892     0
Added Vol:      0    0     0    0    0    41     0  237   267     0  177     0
PasserByVol:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  508    8    83     0 2801  1602   353 1069     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0  508    8    83     0 2801  1602   353 1069     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  508    8    83     0 2801  1602   353 1069     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0  508    8    83     0 2801  1602   353 1069     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.93 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 1.83 0.03  1.14  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0 3257   47  1992     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.16 0.17  0.04  0.00 0.49  0.92  0.20 0.19  0.00
Crit Moves:                       ****                    ****  ****
Green Time:   0.0  0.0   0.0 13.4 13.4  13.4   0.0 71.8  71.8  15.8 87.6   0.0
Volume/Cap:  0.00 0.00  0.00 1.28 1.40  0.34  0.00 0.75  1.40  1.40 0.24  0.00
Delay/Veh:    0.0  0.0   0.0 188.9  243  44.8   0.0 14.5 205.9 250.7  2.9   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 188.9  243  44.8   0.0 14.5 205.9 250.7  2.9   0.0
LOS by Move:    A    A     A     F    F     D     A    B     F     F    A     A
HCM2kAvgQ:      0    0     0    20   24     3     0   20   116    27    3     0
Note: Queue reported is the number of cars per lane.
```

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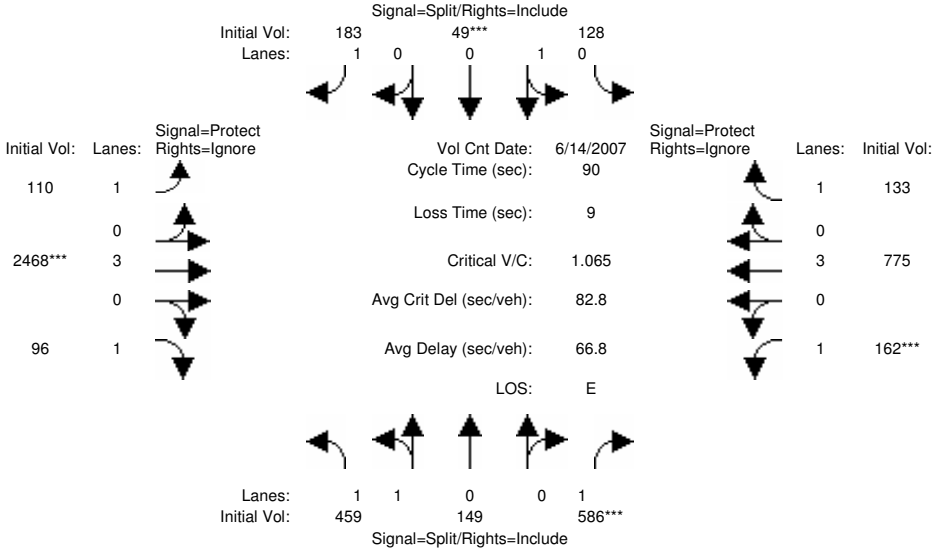
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #14: Great Mall Pkwy. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						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:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	351	149	586	128	49	183	110	2315	12	162	706	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	149	586	128	49	183	110	2315	12	162	706	133
Added Vol:	108	0	0	0	0	0	0	153	84	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	459	149	586	128	49	183	110	2468	96	162	775	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	459	149	586	128	49	183	110	2468	0	162	775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	149	586	128	49	183	110	2468	0	162	775	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	459	149	586	128	49	183	110	2468	0	162	775	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.52	0.48	1.00	0.72	0.28	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2680	870	1750	1302	498	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.33	0.10	0.10	0.10	0.06	0.43	0.00	0.09	0.14	0.00
Crit Moves:			****		****			****		****		
Green Time:	27.6	27.6	27.6	10.0	10.0	10.0	15.8	35.7	0.0	7.6	27.6	0.0
Volume/Cap:	0.56	0.56	1.09	0.89	0.89	0.94	0.36	1.09	0.00	1.09	0.44	0.00
Delay/Veh:	28.1	28.1	97.0	78.8	78.8	90.5	35.9	75.9	0.0	141.4	25.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	97.0	78.8	78.8	90.5	35.9	75.9	0.0	141.4	25.9	0.0
LOS by Move:	C	C	F	E-	E-	F	D+	E-	A	F	C	A
HCM2kAvgQ:	8	8	29	8	8	9	3	33	0	8	6	0

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

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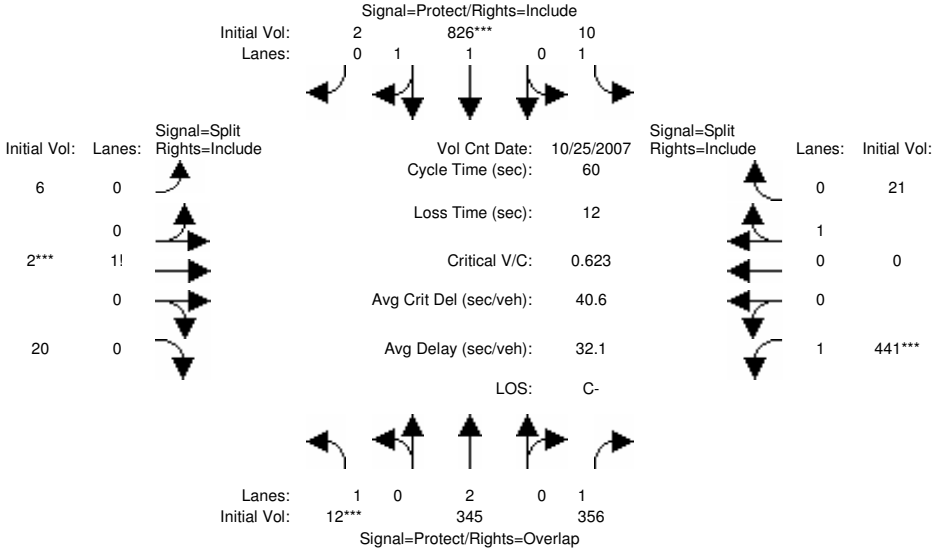
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #15: McCarthy Blvd / Barber Ln



Street Name:	McCarthy Blvd						Barber Ln.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 25 Oct 2007 <<												
Base Vol:	12	308	152	10	750	2	6	2	20	322	0	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:	12	308	152	10	750	2	6	2	20	322	0	21
Added Vol:	0	37	204	0	76	0	0	0	0	119	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	345	356	10	826	2	6	2	20	441	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	345	356	10	826	2	6	2	20	441	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	345	356	10	826	2	6	2	20	441	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	345	356	10	826	2	6	2	20	441	0	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.21	0.07	0.72	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3691	9	375	125	1250	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.20	0.01	0.22	0.22	0.02	0.02	0.02	0.25	0.00	0.01
Crit Moves:	****				****			****		****		
Green Time:	7.0	12.7	29.1	8.9	14.6	14.6	10.0	10.0	10.0	16.4	0.0	16.4
Volume/Cap:	0.06	0.43	0.42	0.04	0.92	0.92	0.10	0.10	0.10	0.92	0.00	0.04
Delay/Veh:	24.1	22.2	11.5	22.2	38.2	38.2	21.8	21.8	21.8	46.7	0.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	22.2	11.5	22.2	38.2	38.2	21.8	21.8	21.8	46.7	0.0	16.2
LOS by Move:	C	C+	B+	C+	D+	D+	C+	C+	C+	D	A	B
HCM2kAvgQ:	0	3	4	0	9	9	1	1	1	11	0	0

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

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Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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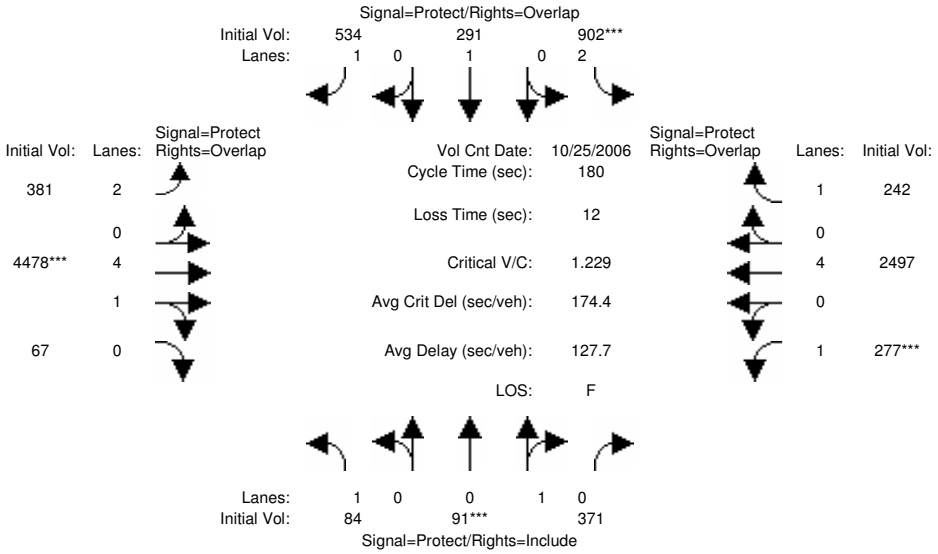
Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



Street Name:	McCarthy Blvd.						Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2006 <<												
Base Vol:	84	76	371	823	281	428	248	4478	67	277	2497	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	76	371	823	281	428	248	4478	67	277	2497	149
Added Vol:	0	15	0	79	10	106	133	0	0	0	0	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	91	371	902	291	534	381	4478	67	277	2497	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	91	371	902	291	534	381	4120	67	277	2497	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	91	371	902	291	534	381	4120	67	277	2497	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	91	371	902	291	534	381	4120	67	277	2497	242
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	4.92	0.08	1.00	4.00	1.00
Final Sat.:	1750	355	1445	3150	1900	1750	3150	9249	150	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.29	0.15	0.31	0.12	0.45	0.45	0.16	0.33	0.14
Crit Moves:		****		****				****		****		
Green Time:	16.4	37.6	37.6	42.0	63.1	86.9	23.8	65.3	81.7	23.2	64.6	106.6
Volume/Cap:	0.53	1.23	1.23	1.23	0.44	0.63	0.91	1.23	0.98	1.23	0.91	0.23
Delay/Veh:	86.5	208	207.9	197.7	61.4	57.8	101.6	163	58.3	213.9	60.4	17.5
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:	86.5	208	207.9	197.7	61.4	57.8	101.6	163	58.3	213.9	60.4	17.5
LOS by Move:	F	F	F	F	E	E+	F	F	E+	F	E	B
HCM2kAvgQ:	6	40	40	41	14	28	13	64	49	24	35	7

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

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Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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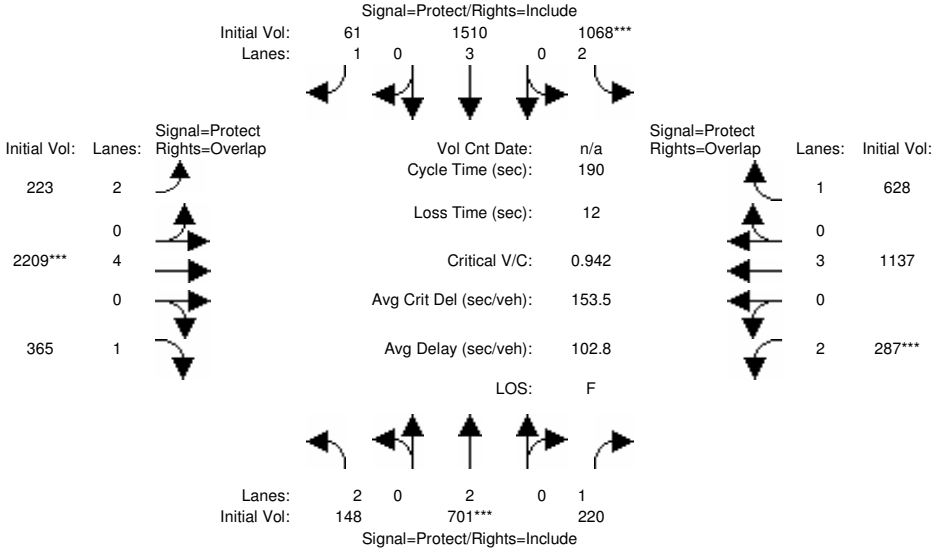
Intersection #17: Montague Expy. / Great Mall Pkwy./Capitol Ave. [CMP]



Street Name:	Great Mall Pkwy./Capitol Ave.						Montague Expy.					
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	95	10	7	95	10
Volume Module:												
Base Vol:	113	644	220	1029	1430	61	223	2187	330	287	1106	613
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	644	220	1029	1430	61	223	2187	330	287	1106	613
Added Vol:	35	57	0	39	80	0	0	22	35	0	31	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	701	220	1068	1510	61	223	2209	365	287	1137	628
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	701	220	1068	1510	61	223	2032	365	287	1137	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	701	220	1068	1510	61	223	2032	365	287	1137	628
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	701	220	1068	1510	61	223	2032	365	287	1137	628
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.13	0.34	0.26	0.03	0.07	0.27	0.21	0.09	0.20	0.36
Crit Moves:		****		****				****		****		
Green Time:	10.6	24.9	24.9	45.8	60.0	60.0	12.3	95.0	105.6	12.3	95.0	140.8
Volume/Cap:	0.84	1.41	0.96	1.41	0.84	0.11	1.09	0.53	0.38	1.41	0.40	0.48
Delay/Veh:	117.0	277	129.8	263.1	64.1	46.1	179.0	32.6	23.9	298.6	29.8	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:	117.0	277	129.8	263.1	64.1	46.1	179.0	32.6	23.9	298.6	29.8	10.2
LOS by Move:	F	F	F	F	E	D	F	C-	C	F	C	B+
HCM2kAvgQ:	5	31	14	59	28	3	9	18	12	16	13	16

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

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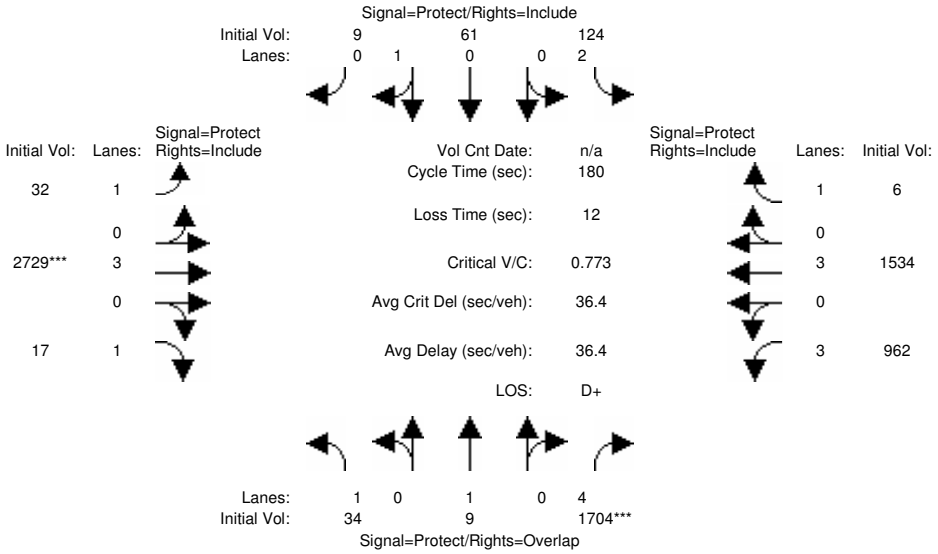
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #18: Trimble / Montague Expy [CMP]



Street Name:	Trimble						Montague Expy					
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:	34	9	1668	124	61	9	32	2632	17	933	1457	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	9	1668	124	61	9	32	2632	17	933	1457	6
Added Vol:	0	0	36	0	0	0	0	97	0	29	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	9	1704	124	61	9	32	2729	17	962	1534	6
User Adj:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1704	0	0	0	0	2511	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1704	0	0	0	0	2511	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1704	0	0	0	0	2511	0	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	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	4.00	2.00	1.00	0.00	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	6068	3150	1900	0	1750	5700	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	0.0	66.6	0.0	0.0	0.0	0.0	108	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	51.3	0.0	0.0	0.0	0.0	26.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	51.3	0.0	0.0	0.0	0.0	26.2	0.0	0.0	0.0	0.0
LOS by Move:	A	A	D-	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	0	0	26	0	0	0	0	33	0	0	0	0

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

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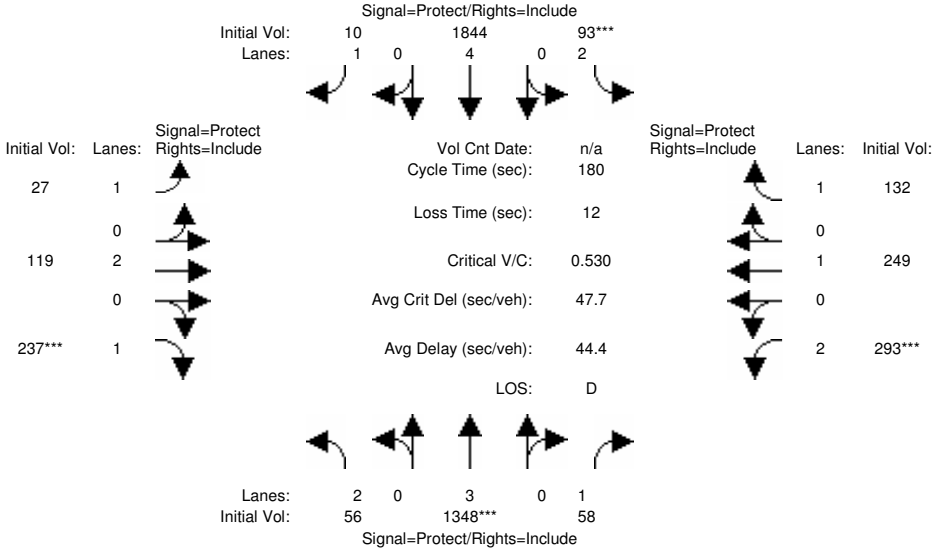
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #19: Montague Expy / River Oaks



Street Name:	Montague Expy						River Oaks - E Pulmeria					
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:	55	1280	50	93	1753	10	27	119	236	288	249	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1280	50	93	1753	10	27	119	236	288	249	132
Added Vol:	1	68	8	0	91	0	0	0	1	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1348	58	93	1844	10	27	119	237	293	249	132
User Adj:	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1348	58	93	1696	10	27	119	237	293	249	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1348	58	93	1696	10	27	119	237	293	249	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1348	58	93	1696	10	27	119	237	293	249	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.03	0.03	0.22	0.01	0.02	0.03	0.14	0.09	0.13	0.08
Crit Moves:		****		****					****	****		
Green Time:	13.4	80.4	80.4	10.0	77.0	77.0	17.8	46.0	46.0	31.6	59.9	59.9
Volume/Cap:	0.24	0.53	0.07	0.53	0.52	0.01	0.16	0.12	0.53	0.53	0.39	0.23
Delay/Veh:	80.9	36.9	28.7	93.7	38.6	29.7	76.2	51.7	62.1	71.0	48.0	44.3
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:	80.9	36.9	28.7	93.7	38.6	29.7	76.2	51.7	62.1	71.0	48.0	44.3
LOS by Move:	F	D+	C	F	D+	C	E-	D-	E	E	D	D
HCM2kAvgQ:	2	18	2	3	17	0	1	2	12	9	10	5

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

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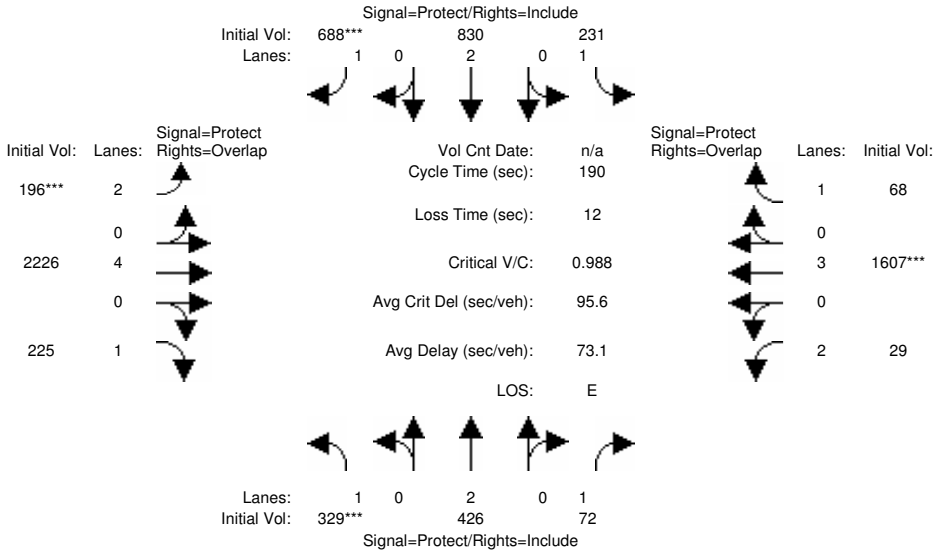
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #20: Zanker Rd / Montague Expy [CMP]



Street Name:	Zanker Rd						Montague Expy					
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:	329	426	61	228	830	687	195	2149	225	23	1549	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	426	61	228	830	687	195	2149	225	23	1549	64
Added Vol:	0	0	11	3	0	1	1	77	0	6	58	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	426	72	231	830	688	196	2226	225	29	1607	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	426	72	231	830	688	196	2048	225	29	1607	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	426	72	231	830	688	196	2048	225	29	1607	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	426	72	231	830	688	196	2048	225	29	1607	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.04	0.13	0.22	0.39	0.06	0.27	0.13	0.01	0.28	0.04
Crit Moves:	****					****	****				****	
Green Time:	36.2	51.3	51.3	60.5	75.6	75.6	12.0	58.2	94.4	8.0	54.2	114.7
Volume/Cap:	0.99	0.41	0.15	0.41	0.55	0.99	0.99	0.88	0.26	0.22	0.99	0.06
Delay/Veh:	122.5	57.3	52.9	51.4	44.5	87.6	149.1	66.7	27.8	88.9	86.9	15.6
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:	122.5	57.3	52.9	51.4	44.5	87.6	149.1	66.7	27.8	88.9	86.9	15.6
LOS by Move:	F	E+	D-	D-	D	F	F	E	C	F	F	B
HCM2kAvgQ:	25	10	3	11	18	48	7	26	7	1	35	2

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

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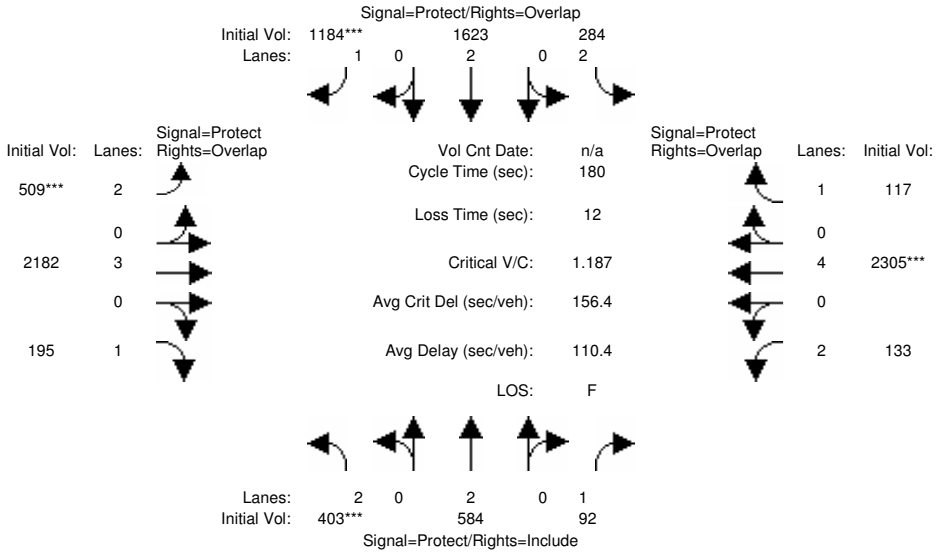
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #21: N 1st St / Montague Expy [CMP]



Street Name:	N 1st St						Montague Expy					
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:	403	584	84	281	1623	1183	508	2116	195	129	2254	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	584	84	281	1623	1183	508	2116	195	129	2254	113
Added Vol:	0	0	8	3	0	1	1	66	0	4	51	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	584	92	284	1623	1184	509	2182	195	133	2305	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	584	92	284	1623	1184	509	2007	195	133	2305	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	584	92	284	1623	1184	509	2007	195	133	2305	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	584	92	284	1623	1184	509	2007	195	133	2305	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.05	0.09	0.43	0.68	0.16	0.35	0.11	0.04	0.30	0.07
Crit Moves:	****					****	****				****	
Green Time:	19.4	61.5	61.5	36.0	78.1	102.6	24.5	63.0	82.4	7.5	46.0	82.0
Volume/Cap:	1.19	0.45	0.15	0.45	0.98	1.19	1.19	1.01	0.24	1.01	1.19	0.15
Delay/Veh:	190.2	46.4	41.3	63.8	68.8	133.0	183.1	80.4	30.0	166.4	157	28.6
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:	190.2	46.4	41.3	63.8	68.8	133.0	183.1	80.4	30.0	166.4	157	28.6
LOS by Move:	F	D	D	E	E	F	F	F	C	F	F	C
HCM2kAvgQ:	21	12	4	8	49	95	23	41	7	5	41	4

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

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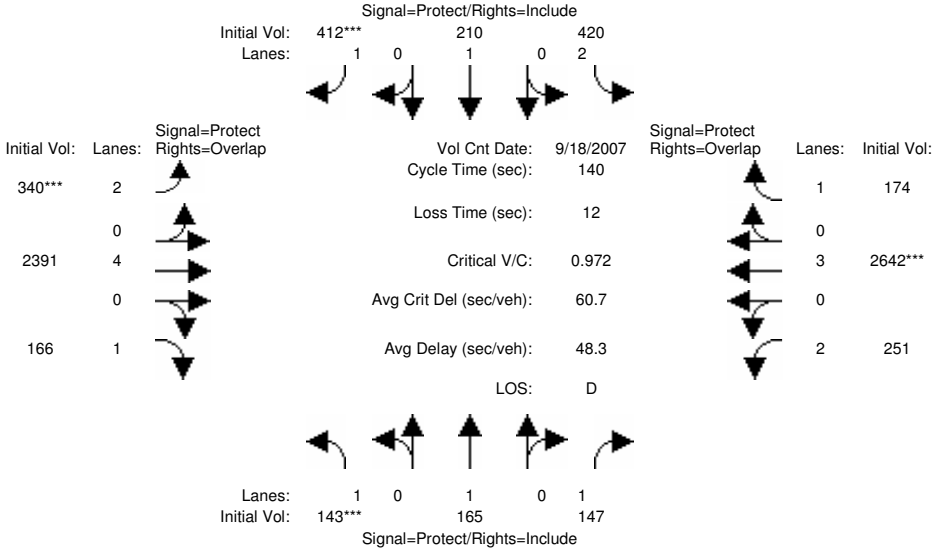
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #22: Montague Expy / De la Cruz [CMP]



Street Name:	De la Cruz						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2007 <<												
Base Vol:	143	165	142	415	210	412	340	2334	166	246	2601	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	165	142	415	210	412	340	2334	166	246	2601	169
Added Vol:	0	0	5	5	0	0	0	57	0	5	41	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	165	147	420	210	412	340	2391	166	251	2642	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	165	147	420	210	412	340	2200	166	251	2642	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	165	147	420	210	412	340	2200	166	251	2642	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	165	147	420	210	412	340	2200	166	251	2642	174
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	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.08	0.13	0.11	0.24	0.11	0.29	0.09	0.08	0.46	0.10
Crit Moves:	****					****	****				****	
Green Time:	11.8	18.0	18.0	27.7	33.9	33.9	15.5	64.5	76.3	17.8	66.8	94.4
Volume/Cap:	0.97	0.67	0.65	0.67	0.46	0.97	0.97	0.63	0.17	0.63	0.97	0.15
Delay/Veh:	129.4	65.5	64.7	54.9	45.9	88.8	102.5	29.0	16.1	61.1	47.2	8.3
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:	129.4	65.5	64.7	54.9	45.9	88.8	102.5	29.0	16.1	61.1	47.2	8.3
LOS by Move:	F	E	E	D-	D	F	F	C	B	E	D	A
HCM2kAvgQ:	10	8	8	11	8	24	13	18	4	6	35	3

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

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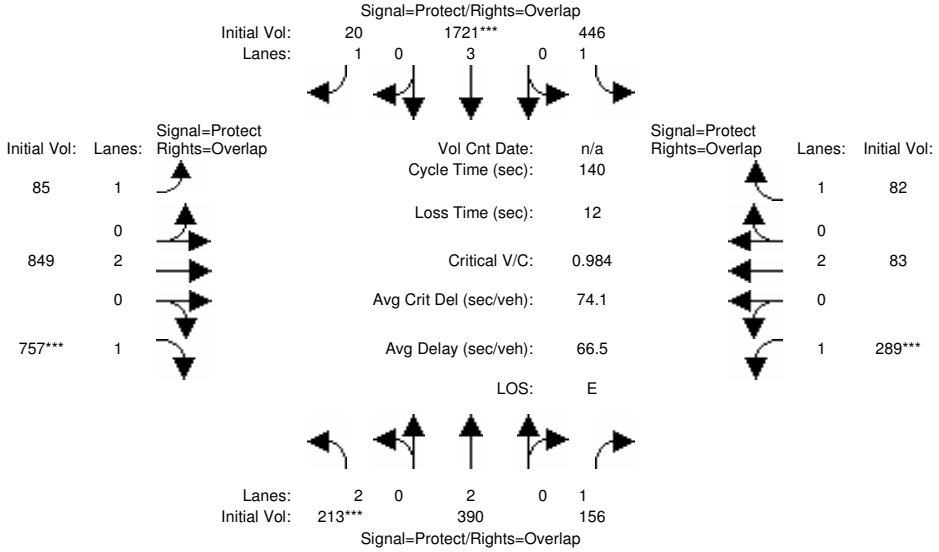
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #23: Capitol/Cropley



Street Name:	Capitol						Cropley					
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:	207	321	156	419	1634	20	85	825	754	289	66	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	321	156	419	1634	20	85	825	754	289	66	58
Added Vol:	6	69	0	27	87	0	0	24	3	0	17	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	390	156	446	1721	20	85	849	757	289	83	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	390	156	446	1721	20	85	849	757	289	83	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	390	156	446	1721	20	85	849	757	289	83	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	390	156	446	1721	20	85	849	757	289	83	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.09	0.25	0.30	0.01	0.05	0.22	0.43	0.17	0.02	0.05
Crit Moves:	****				****				****	****		
Green Time:	9.6	15.1	38.6	37.5	43.0	74.0	31.1	51.9	61.5	23.5	44.4	81.8
Volume/Cap:	0.98	0.95	0.32	0.95	0.98	0.02	0.22	0.60	0.98	0.98	0.07	0.08
Delay/Veh:	121.5	94.3	40.7	80.0	66.0	15.7	44.8	36.4	67.1	106.0	33.4	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.5	94.3	40.7	80.0	66.0	15.7	44.8	36.4	67.1	106.0	33.4	12.7
LOS by Move:	F	F	D	E-	E	B	D	D+	E	F	C-	B
HCM2kAvgQ:	9	12	6	21	26	0	3	15	41	18	1	2

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

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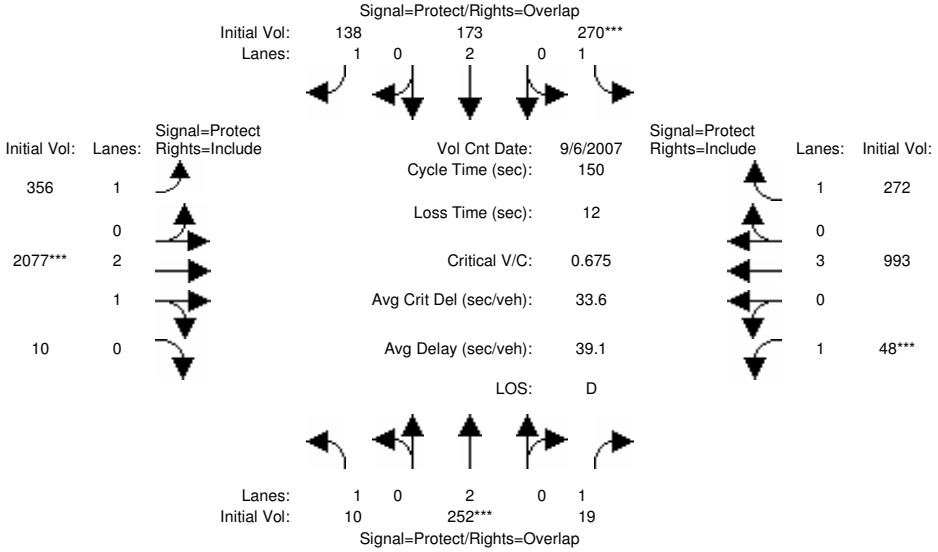
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #24: Great Mall Pkwy. & Main St.



Street Name:	Main St.						Great Mall Pkwy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Sep 2007 <<												
Base Vol:	10	252	19	270	173	138	356	1947	10	48	919	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	252	19	270	173	138	356	1947	10	48	919	272
Added Vol:	0	0	0	0	0	0	0	130	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	252	19	270	173	138	356	2077	10	48	993	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	252	19	270	173	138	356	2077	10	48	993	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	252	19	270	173	138	356	2077	10	48	993	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	252	19	270	173	138	356	2077	10	48	993	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5573	27	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.01	0.15	0.05	0.08	0.20	0.37	0.37	0.03	0.17	0.16
Crit Moves:		****		****				****		****		
Green Time:	20.1	14.6	21.6	34.1	28.7	76.8	48.1	82.3	82.3	7.0	41.2	41.2
Volume/Cap:	0.04	0.68	0.08	0.68	0.24	0.15	0.63	0.68	0.68	0.59	0.63	0.57
Delay/Veh:	56.7	70.4	55.6	57.7	51.6	19.5	45.8	25.0	25.0	80.8	48.7	48.3
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:	56.7	70.4	55.6	57.7	51.6	19.5	45.8	25.0	25.0	80.8	48.7	48.3
LOS by Move:	E+	E	E+	E+	D-	B-	D	C	C	F	D	D
HCM2kAvgQ:	0	7	1	13	3	3	14	22	22	2	13	11

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

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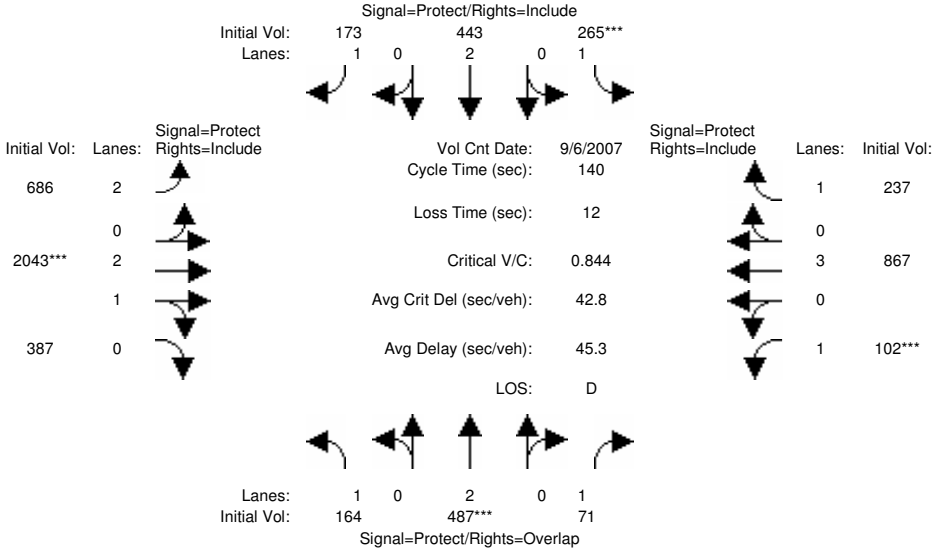
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #25: Great Mall Pkwy. & Abel St.



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: >> Count Date: 6 Sep 2007 <<												
Base Vol:	163	487	71	265	430	163	680	1913	370	102	809	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	487	71	265	430	163	680	1913	370	102	809	221
Added Vol:	1	0	0	0	13	10	6	130	17	0	58	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	487	71	265	443	173	686	2043	387	102	867	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	487	71	265	443	173	686	2043	387	102	867	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	487	71	265	443	173	686	2043	387	102	867	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	487	71	265	443	173	686	2043	387	102	867	237
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	4707	892	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.04	0.15	0.12	0.10	0.22	0.43	0.43	0.06	0.15	0.14
Crit Moves:		****		****				****		****		
Green Time:	20.7	21.3	30.9	25.1	25.7	25.7	48.1	72.0	72.0	9.7	33.6	33.6
Volume/Cap:	0.64	0.84	0.18	0.84	0.64	0.54	0.63	0.84	0.84	0.84	0.63	0.56
Delay/Veh:	61.3	68.7	44.5	74.0	54.7	53.6	39.8	31.7	31.7	103.4	48.7	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	68.7	44.5	74.0	54.7	53.6	39.8	31.7	31.7	103.4	48.7	48.6
LOS by Move:	E	E	D	E	D-	D-	D	C	C	F	D	D
HCM2kAvgQ:	8	13	3	14	10	8	14	28	28	5	11	9

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

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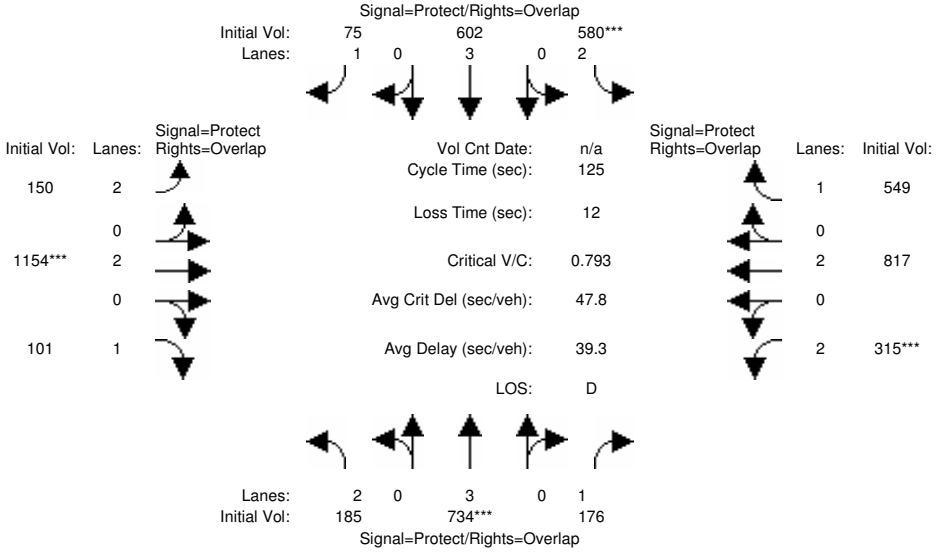
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #26: Zanker Rd / Tasman Dr



Street Name:	Zanker Rd						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	185	734	171	580	602	75	150	1115	101	310	774	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	734	171	580	602	75	150	1115	101	310	774	549
Added Vol:	0	0	5	0	0	0	0	39	0	5	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	734	176	580	602	75	150	1154	101	315	817	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	734	176	580	602	75	150	1154	101	315	817	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	734	176	580	602	75	150	1154	101	315	817	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	734	176	580	602	75	150	1154	101	315	817	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.10	0.18	0.11	0.04	0.05	0.30	0.06	0.10	0.22	0.31
Crit Moves:		****		****				****		****		
Green Time:	17.6	20.3	36.1	29.0	31.7	44.9	13.2	47.9	65.5	15.8	50.5	79.5
Volume/Cap:	0.42	0.79	0.35	0.79	0.42	0.12	0.45	0.79	0.11	0.79	0.53	0.49
Delay/Veh:	49.6	55.1	35.6	51.1	39.1	26.9	53.5	37.2	15.1	63.5	28.6	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	55.1	35.6	51.1	39.1	26.9	53.5	37.2	15.1	63.5	28.6	12.4
LOS by Move:	D	E+	D+	D-	D	C	D-	D+	B	E	C	B
HCM2kAvgQ:	4	11	6	14	7	2	3	18	2	7	11	12

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

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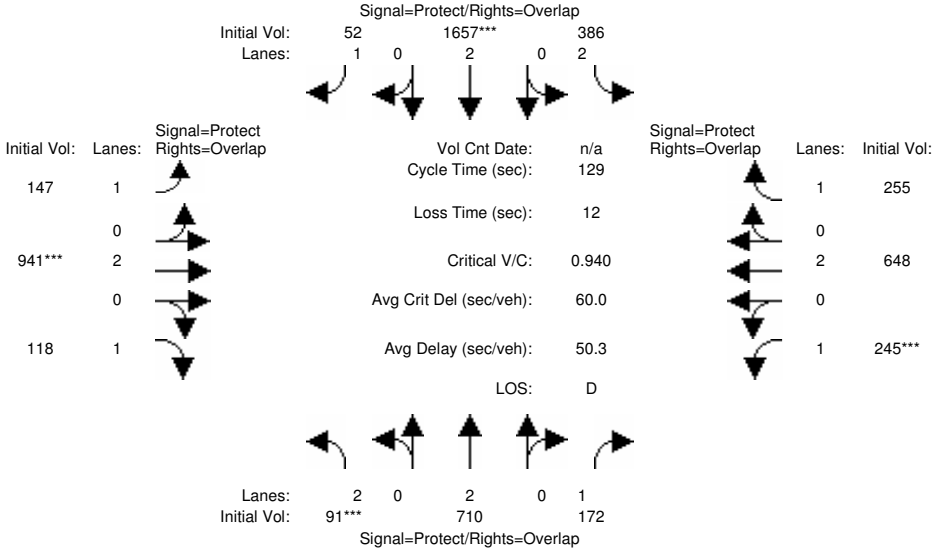
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #27: N. 1st St / Tasman Dr



Street Name:	N 1st Street						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	91	710	166	376	1657	52	147	917	118	239	622	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	710	166	376	1657	52	147	917	118	239	622	244
Added Vol:	0	0	6	10	0	0	0	24	0	6	26	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	710	172	386	1657	52	147	941	118	245	648	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	710	172	386	1657	52	147	941	118	245	648	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	710	172	386	1657	52	147	941	118	245	648	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	710	172	386	1657	52	147	941	118	245	648	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.10	0.12	0.44	0.03	0.08	0.25	0.07	0.14	0.17	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.0	39.4	58.1	25.8	58.2	75.3	17.1	33.1	40.1	18.7	34.7	60.5
Volume/Cap:	0.53	0.61	0.22	0.61	0.97	0.05	0.63	0.97	0.22	0.97	0.63	0.31
Delay/Veh:	62.6	39.2	21.8	48.8	48.9	11.5	58.7	68.4	33.1	101.7	42.9	21.5
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:	62.6	39.2	21.8	48.8	48.9	11.5	58.7	68.4	33.1	101.7	42.9	21.5
LOS by Move:	E	D	C+	D	D	B+	E+	E	C-	F	D	C+
HCM2kAvgQ:	3	12	4	9	37	1	7	23	4	12	11	6

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

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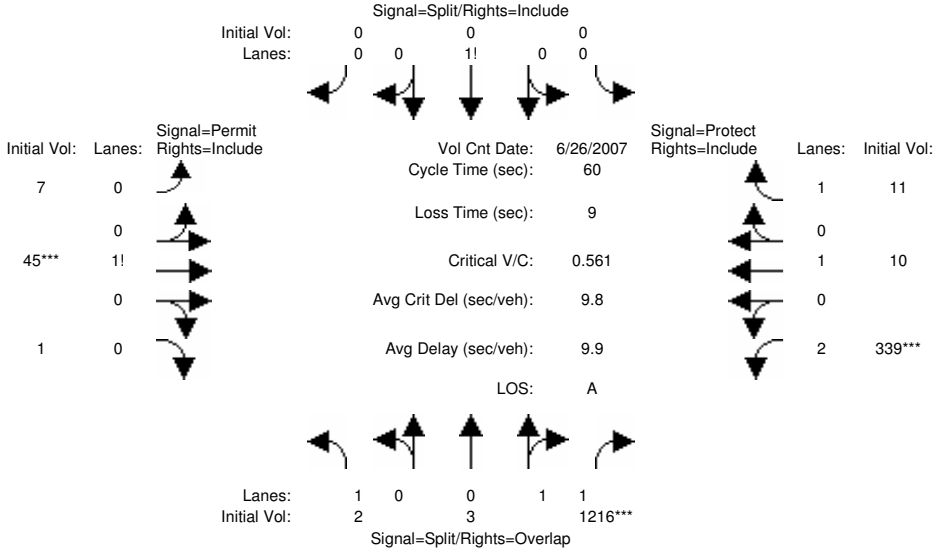
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #101: Dixon Landing Rd. & McCarthy Blvd.



Street Name:	McCarthy Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Volume Module: >> Count Date: 26 Jun 2007 << 4-6pm												
Base Vol:	2	3	1034	0	0	0	7	45	1	310	10	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	1034	0	0	0	7	45	1	310	10	11
Added Vol:	0	0	182	0	0	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	1216	0	0	0	7	45	1	339	10	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	1216	0	0	0	7	45	1	339	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	1216	0	0	0	7	45	1	339	10	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	1216	0	0	0	7	45	1	339	10	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.83	1.00	0.92
Lanes:	1.00	0.01	1.99	0.00	1.00	0.00	0.13	0.85	0.02	2.00	1.00	1.00
Final Sat.:	1750	9	3591	0	1750	0	231	1486	33	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.00	0.00	0.03	0.03	0.03	0.11	0.01	0.01
Crit Moves:			****					****		****		
Green Time:	31.1	31.1	41.0	0.0	0.0	0.0	10.0	10.0	10.0	9.9	19.9	19.9
Volume/Cap:	0.00	0.65	0.50	0.00	0.00	0.00	0.18	0.18	0.18	0.65	0.02	0.02
Delay/Veh:	7.0	11.4	4.7	0.0	0.0	0.0	21.8	21.8	21.8	26.4	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	11.4	4.7	0.0	0.0	0.0	21.8	21.8	21.8	26.4	13.5	13.5
LOS by Move:	A	B+	A	A	A	A	C+	C+	C+	C	B	B
HCM2kAvgQ:	0	10	6	0	0	0	1	1	1	4	0	0

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

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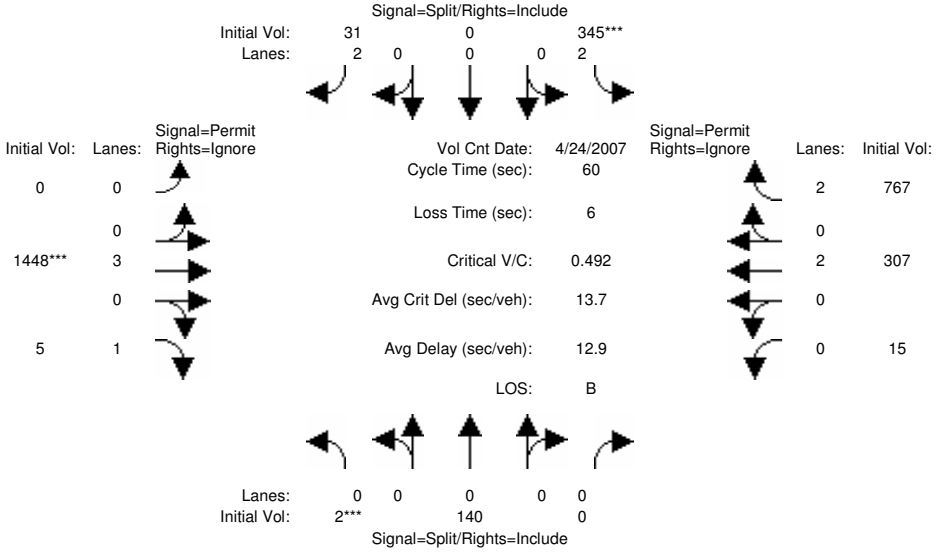
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #102: Dixon Landing Rd. & I-880 SB Ramps



Street Name:	I-880 SB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 24 Apr 2007 << 4-6pm												
Base Vol:	2	140	0	345	0	28	0	1266	5	15	281	767
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	140	0	345	0	28	0	1266	5	15	281	767
Added Vol:	0	0	0	0	0	3	0	182	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	140	0	345	0	31	0	1448	5	15	307	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	140	0	345	0	31	0	1448	0	15	307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	140	0	345	0	31	0	1448	0	15	307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	140	0	345	0	31	0	1448	0	15	307	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.97	0.83
Lanes:	0.01	0.99	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.10	1.90	2.00
Final Sat.:	25	1775	0	3150	0	3150	0	5700	1750	172	3528	3150
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.11	0.00	0.01	0.00	0.25	0.00	0.09	0.09	0.00
Crit Moves:	****			****				****				
Green Time:	9.6	9.6	0.0	13.4	0.0	13.4	0.0	31.0	0.0	31.0	31.0	0.0
Volume/Cap:	0.49	0.49	0.00	0.49	0.00	0.04	0.00	0.49	0.00	0.17	0.17	0.00
Delay/Veh:	28.8	28.8	0.0	22.8	0.0	18.4	0.0	10.0	0.0	7.9	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	28.8	0.0	22.8	0.0	18.4	0.0	10.0	0.0	7.9	7.9	0.0
LOS by Move:	C	C	A	C+	A	B-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	0	4	0	0	0	6	0	2	2	0

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

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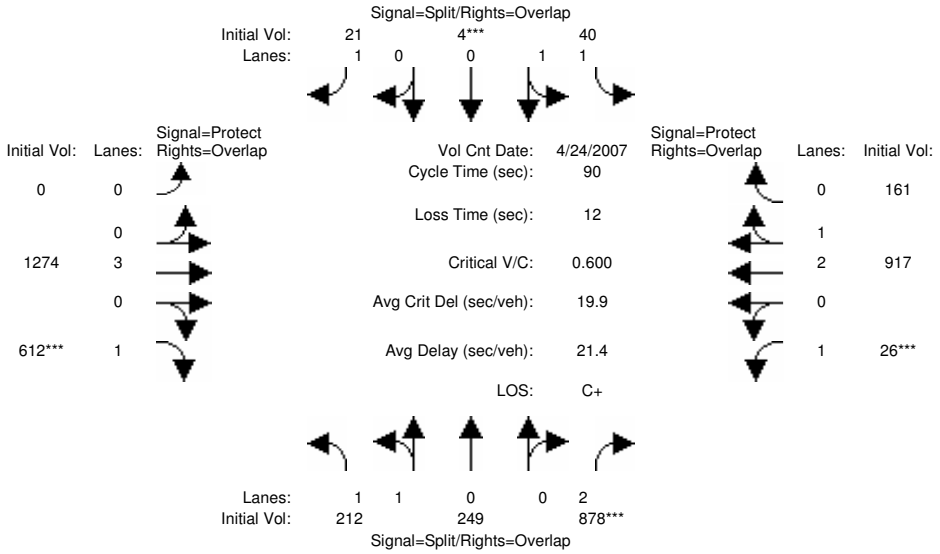
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #103: Dixon Landing Rd. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 24 Apr 2007 <<												
Base Vol:	212	249	878	40	4	21	0	1200	504	26	891	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	249	878	40	4	21	0	1200	504	26	891	161
Added Vol:	0	0	0	0	0	0	0	74	108	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	249	878	40	4	21	0	1274	612	26	917	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	249	878	40	4	21	0	1274	612	26	917	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	249	878	40	4	21	0	1274	612	26	917	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	249	878	40	4	21	0	1274	612	26	917	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	2.00	1.82	0.18	1.00	0.00	3.00	1.00	1.00	2.54	0.46
Final Sat.:	1750	1900	3150	3227	323	1750	0	5700	1750	1750	4763	836
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.28	0.01	0.01	0.01	0.00	0.22	0.35	0.01	0.19	0.19
Crit Moves:			****		****				****	****		
Green Time:	28.5	28.5	35.5	10.0	10.0	10.0	0.0	32.5	61.0	7.0	39.5	49.5
Volume/Cap:	0.38	0.41	0.71	0.11	0.11	0.11	0.00	0.62	0.52	0.19	0.44	0.35
Delay/Veh:	24.8	25.3	26.2	36.6	36.6	37.1	0.0	25.1	8.8	41.9	18.1	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	25.3	26.2	36.6	36.6	37.1	0.0	25.1	8.8	41.9	18.1	11.6
LOS by Move:	C	C	C	D+	D+	D+	A	C	A	D	B-	B+
HCM2kAvgQ:	5	5	13	1	1	1	0	10	9	1	7	6

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

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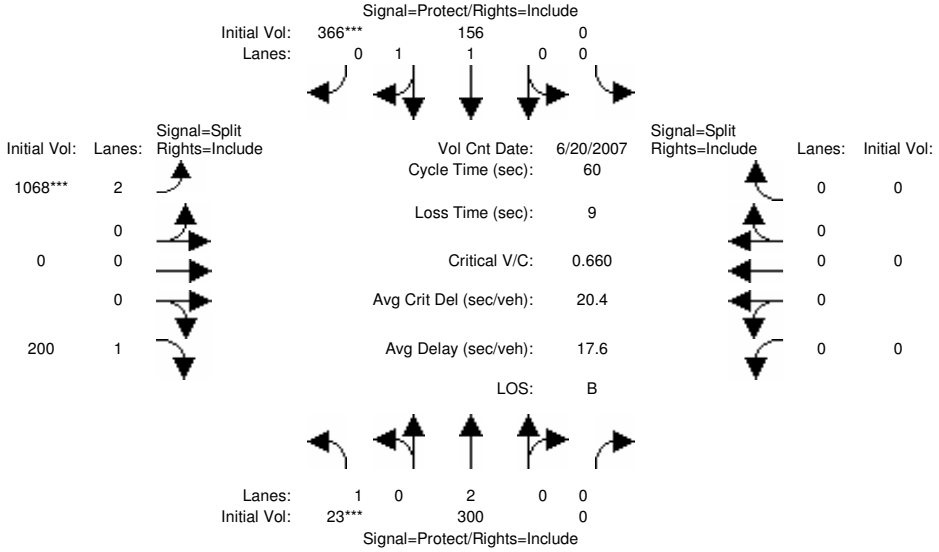
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #104: California Circle & I-880 NB Ramps

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Street Name:        California Circle                   I-880 NB Ramps
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     0     0   10    10   10    0   10     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Jun 2007 << 4-6pm
Base Vol:      23  300     0     0  156   258 1068    0  200     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:   23  300     0     0  156   258 1068    0  200     0    0     0
Added Vol:      0    0     0     0    0   108    0    0    0     0    0     0
PasserByVol:    0    0     0     0    0     0    0    0    0     0    0     0
Initial Fut:   23  300     0     0  156   366 1068    0  200     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:    23  300     0     0  156   366 1068    0  200     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0    0     0    0     0
Reduced Vol:   23  300     0     0  156   366 1068    0  200     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
FinalVolume:   23  300     0     0  156   366 1068    0  200     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 1.00  0.92 0.83 1.00 0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  0.00  0.00 1.00  1.00 2.00 0.00 1.00  0.00 0.00  0.00
Final Sat.:  1750 3800     0     0 1900  1750 3150    0 1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.00  0.00 0.08  0.21 0.34 0.00 0.11  0.00 0.00  0.00
Crit Moves:  ****                        ****  ****
Green Time:   7.0 23.8   0.0   0.0 16.8  16.8 27.2  0.0 27.2   0.0  0.0   0.0
Volume/Cap:  0.11 0.20  0.00  0.00 0.29  0.75 0.75 0.00 0.25  0.00 0.00  0.00
Delay/Veh:   24.8 12.2   0.0   0.0 17.4  26.9 17.2  0.0 10.9   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:  24.8 12.2   0.0   0.0 17.4  26.9 17.2  0.0 10.9   0.0  0.0   0.0
LOS by Move:    C    B     A     A    B     C    B    A   B+     A    A     A
HCM2kAvgQ:      0    2     0     0    2     8   11    0    2     0    0     0
Note: Queue reported is the number of cars per lane.
```

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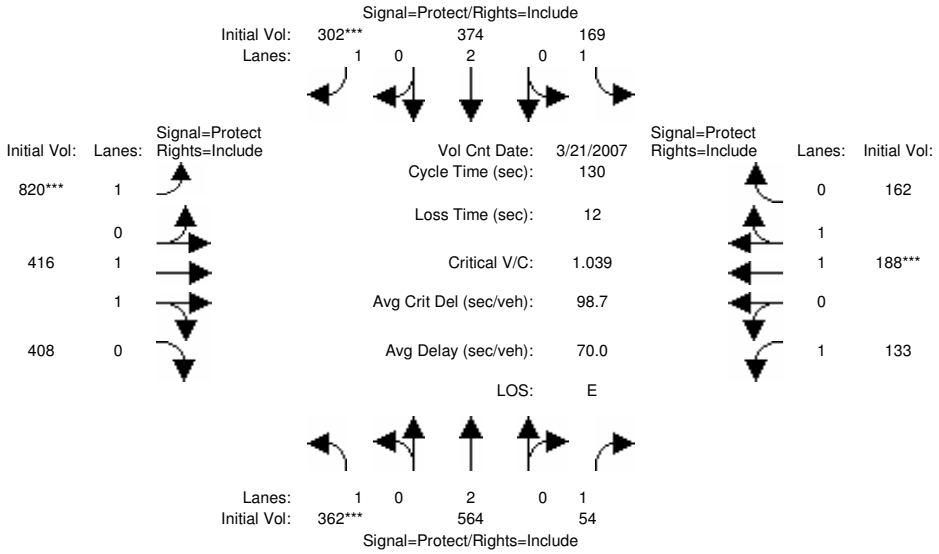
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #105: Dixon Landing Rd. & N. Milpitas Blvd.



Street Name:	N. Milpitas Blvd.						Dixon Landing Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	362	552	54	169	355	276	746	416	408	133	188	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	552	54	169	355	276	746	416	408	133	188	162
Added Vol:	0	12	0	0	19	26	74	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	564	54	169	374	302	820	416	408	133	188	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	564	54	169	374	302	820	416	408	133	188	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	564	54	169	374	302	820	416	408	133	188	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	564	54	169	374	302	820	416	408	133	188	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1899	1800	1750	1986	1711
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.03	0.10	0.10	0.17	0.47	0.22	0.23	0.08	0.09	0.09
Crit Moves:	****					****	****				****	
Green Time:	25.9	28.8	28.8	18.7	21.6	21.6	58.7	52.8	52.8	17.7	11.8	11.8
Volume/Cap:	1.04	0.67	0.14	0.67	0.59	1.04	1.04	0.54	0.56	0.56	1.04	1.04
Delay/Veh:	110.6	50.5	41.4	66.1	54.2	117.3	78.1	30.7	31.2	61.6	118	118.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.6	50.5	41.4	66.1	54.2	117.3	78.1	30.7	31.2	61.6	118	118.4
LOS by Move:	F	D	D	E	D-	F	E-	C	C	E	F	F
HCM2kAvgQ:	21	11	2	7	7	18	47	13	13	6	12	12

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

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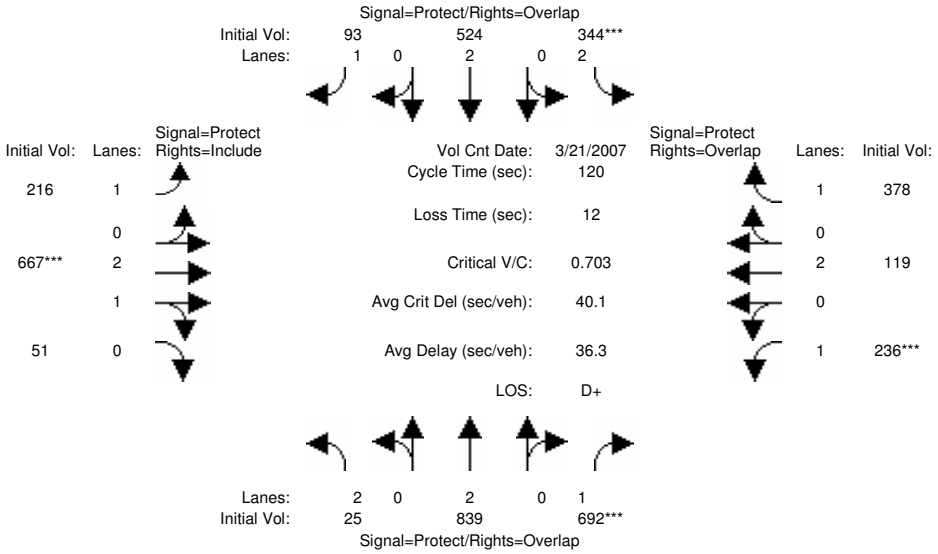
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #106: Scott Creek Rd. & Warm Springs Blvd.



Street Name:	Warm Springs Blvd.						Scott Creek Rd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 21 Mar 2007 <<												
Base Vol:	25	800	644	344	481	93	216	667	51	234	119	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	800	644	344	481	93	216	667	51	234	119	378
Added Vol:	0	39	48	0	43	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	839	692	344	524	93	216	667	51	236	119	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	839	692	344	524	93	216	667	51	236	119	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	839	692	344	524	93	216	667	51	236	119	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	839	692	344	524	93	216	667	51	236	119	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.78	0.22	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5202	398	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.40	0.11	0.14	0.05	0.12	0.13	0.13	0.13	0.03	0.22
Crit Moves:			****	****				****		****		
Green Time:	18.8	44.5	67.5	18.6	44.3	68.4	24.1	21.9	21.9	23.0	20.8	39.5
Volume/Cap:	0.05	0.60	0.70	0.70	0.37	0.09	0.62	0.70	0.70	0.70	0.18	0.66
Delay/Veh:	43.1	31.2	21.3	52.6	27.8	11.8	47.0	48.2	48.2	51.9	42.4	37.2
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:	43.1	31.2	21.3	52.6	27.8	11.8	47.0	48.2	48.2	51.9	42.4	37.2
LOS by Move:	D	C	C+	D-	C	B+	D	D	D	D-	D	D+
HCM2kAvgQ:	0	12	19	9	7	2	9	10	10	10	2	14

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

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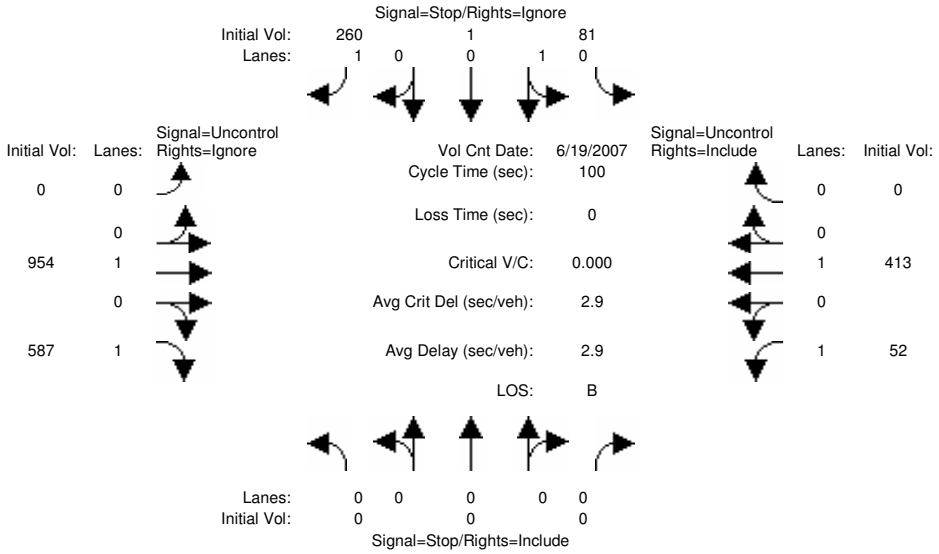
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #107: Scott Creek Rd. & I-680 SB Ramps




```
Street Name:          I-680 SB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Jun 2007 <<
Base Vol:       0    0     0    81    1   258     0  906   587    52  413     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    81    1   258     0  906   587    52  413     0
Added Vol:      0    0     0     0    0     2     0   48     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0    81    1   260     0  954   587    52  413     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 0.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:     0    0     0    81    1     0     0    0     0    52  413     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    81    1     0     0    0     0    52  413     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   517  517   413  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   522  465   643  xxxx xxxx xxxxx   900 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   499  438   643  xxxx xxxx xxxxx   900 xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 0.00  0.00  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   498 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  13.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             13.6           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```

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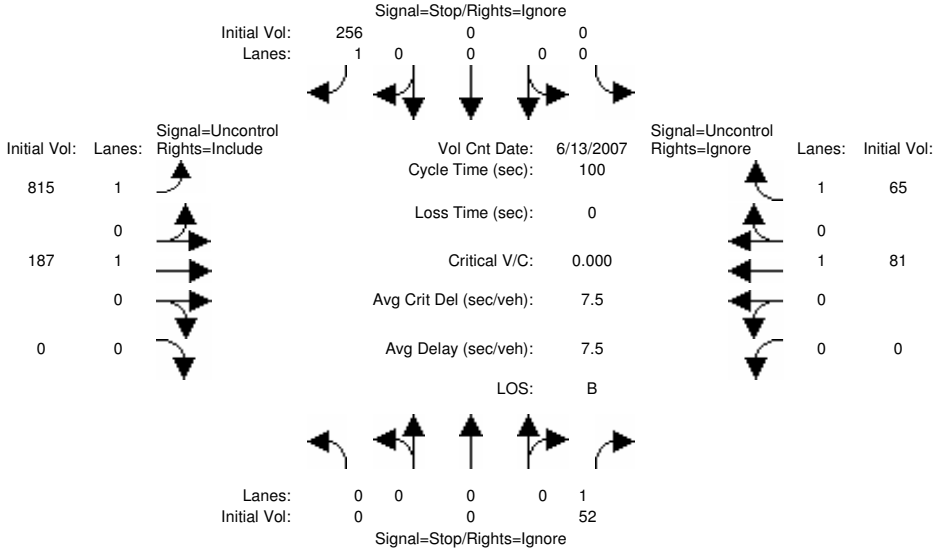
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #108: Scott Creek Rd. & I-680 NB Ramps




```
Street Name:          I-680 NB Ramps                    Scott Creek Rd.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Jun 2007 <<
Base Vol:       0    0    52     0    0   256   767  187     0     0   81    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:    0    0    52     0    0   256   767  187     0     0   81    65
Added Vol:      0    0     0     0    0     0    48    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0    52     0    0   256   815  187     0     0   81    65
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0     0    0     0   815  187     0     0   81     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0   815  187     0     0   81     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2 xxxxx xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   187  xxxx xxxx    81    81 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   860  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   860  xxxx xxxx   985  1529 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  0.00  0.53 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   3.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```

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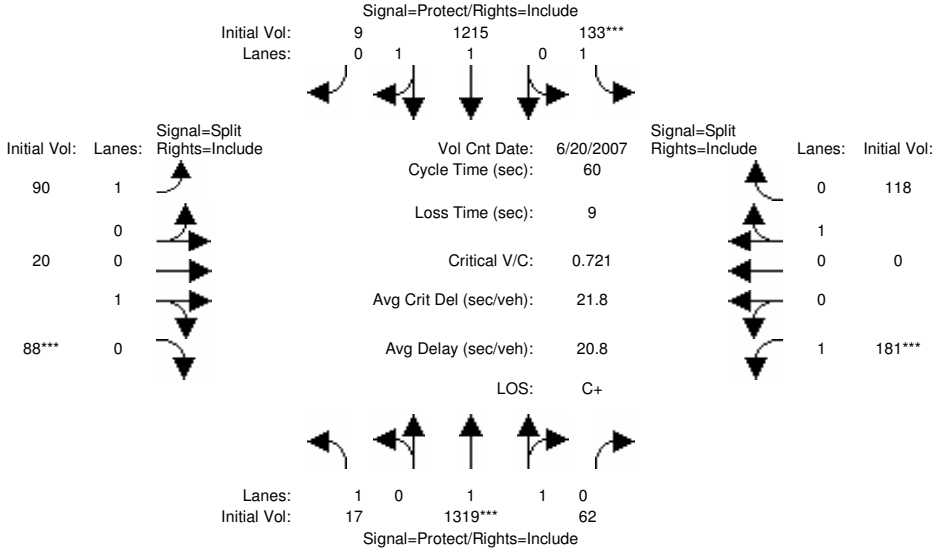
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #109: McCarthy Blvd. & Ranch Dr. (N)



Street Name:	McCarthy Blvd.						Ranch Dr. (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 20 Jun 2007 << 6-9												
Base Vol:	13	1182	60	133	1174	7	40	20	0	177	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1182	60	133	1174	7	40	20	0	177	0	118
Added Vol:	4	137	2	0	41	2	50	0	88	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1319	62	133	1215	9	90	20	88	181	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1319	62	133	1215	9	90	20	88	181	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1319	62	133	1215	9	90	20	88	181	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1319	62	133	1215	9	90	20	88	181	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	1.91	0.09	1.00	1.98	0.02	1.00	0.19	0.81	1.00	0.00	1.00
Final Sat.:	1750	3534	166	1750	3673	27	1750	333	1467	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.08	0.33	0.33	0.05	0.06	0.06	0.10	0.00	0.07
Crit Moves:		****		****					****	****		
Green Time:	9.5	29.3	29.3	7.0	26.8	26.8	4.7	4.7	4.7	10.0	0.0	10.0
Volume/Cap:	0.06	0.76	0.76	0.65	0.74	0.74	0.66	0.76	0.76	0.62	0.00	0.39
Delay/Veh:	21.9	15.7	15.7	40.4	16.7	16.7	48.7	58.9	58.9	32.8	0.0	26.1
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:	21.9	15.7	15.7	40.4	16.7	16.7	48.7	58.9	58.9	32.8	0.0	26.1
LOS by Move:	C+	B	B	D	B	B	D	E+	E+	C-	A	C
HCM2kAvgQ:	0	13	13	4	11	11	3	4	4	5	0	2

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

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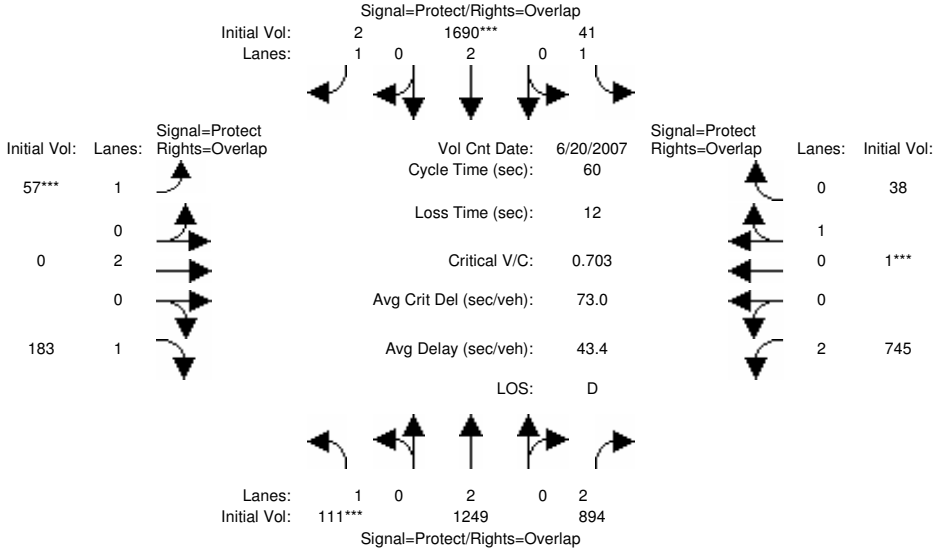
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #110: McCarthy Blvd. & Ranch Dr. (S)



Street Name:	McCarthy Blvd.						Ranch Dr. (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Jun 2007 << 6-9pm												
Base Vol:	108	1216	890	41	1286	1	40	0	86	736	1	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1216	890	41	1286	1	40	0	86	736	1	38
Added Vol:	3	33	4	0	404	1	17	0	97	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1249	894	41	1690	2	57	0	183	745	1	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1249	894	41	1690	2	57	0	183	745	1	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1249	894	41	1690	2	57	0	183	745	1	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1249	894	41	1690	2	57	0	183	745	1	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	46	1754
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.28	0.02	0.44	0.00	0.03	0.00	0.10	0.24	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	22.9	37.4	8.1	24.0	31.0	7.0	0.0	14.0	14.5	10.0	18.1
Volume/Cap:	0.54	0.86	0.46	0.17	1.11	0.00	0.28	0.00	0.45	0.98	0.13	0.07
Delay/Veh:	35.0	24.1	6.7	24.6	78.2	7.0	27.6	0.0	23.2	50.7	22.2	15.2
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:	35.0	24.1	6.7	24.6	78.2	7.0	27.6	0.0	23.2	50.7	22.2	15.2
LOS by Move:	D+	C	A	C	E-	A	C	A	C	D	C+	B
HCM2kAvgQ:	2	13	5	1	31	0	1	0	4	14	1	1

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

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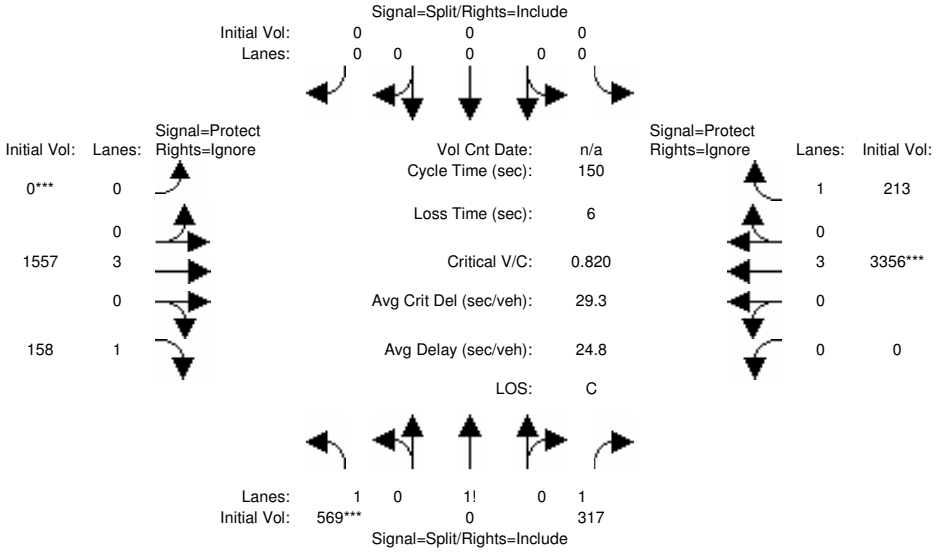
APPENDIX C:
MITIGATED INTERSECTION LEVEL OF SERVICE CALCULATIONS

Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	438	0	317	0	0	0	0	1462	92	0	3169	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	0	317	0	0	0	0	1462	92	0	3169	213
Added Vol:	131	0	0	0	0	0	0	95	66	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	569	0	317	0	0	0	0	1557	158	0	3356	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	569	0	317	0	0	0	0	1557	0	0	3356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	0	317	0	0	0	0	1557	0	0	3356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	569	0	317	0	0	0	0	1557	0	0	3356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.64	0.00	1.36	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2874	0	2376	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.59	0.00
Crit Moves:	****						****				****	
Green Time:	34.5	0.0	34.5	0.0	0.0	0.0	0.0	93.5	0.0	0.0	103	0.0
Volume/Cap:	0.86	0.00	0.58	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.86	0.00
Delay/Veh:	63.0	0.0	51.9	0.0	0.0	0.0	0.0	14.7	0.0	0.0	20.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	0.0	51.9	0.0	0.0	0.0	0.0	14.7	0.0	0.0	20.4	0.0
LOS by Move:	E	A	D-	A	A	A	A	B	A	A	C+	A
HCM2kAvgQ:	19	0	11	0	0	0	0	12	0	0	41	0

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

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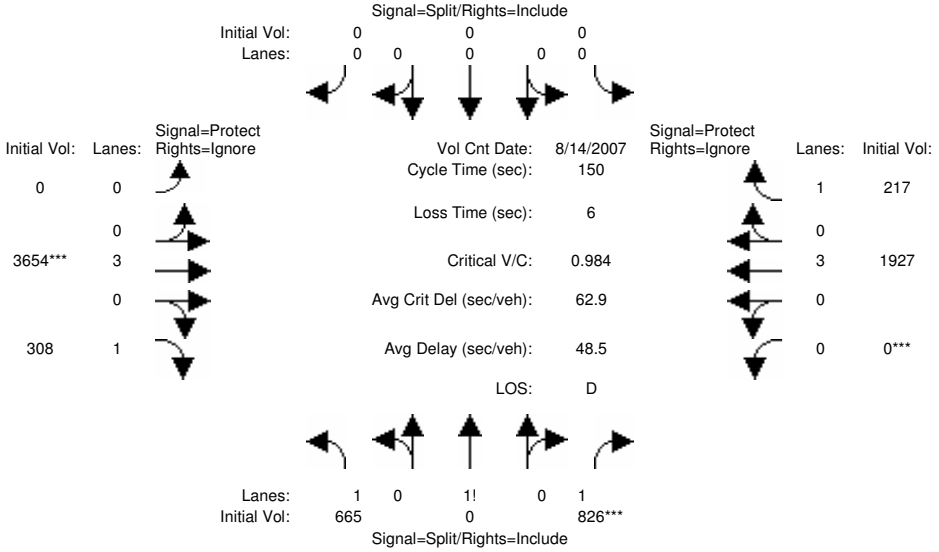
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #4: Calaveras Blvd. & I-880 NB Ramps



Street Name:	I-880 NB Ramps						Calaveras 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:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Aug 2007 << 4:30-5:30PM												
Base Vol:	623	0	826	0	0	0	0	3418	254	0	1755	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	623	0	826	0	0	0	0	3418	254	0	1755	217
Added Vol:	42	0	0	0	0	0	0	236	54	0	172	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	665	0	826	0	0	0	0	3654	308	0	1927	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	665	0	826	0	0	0	0	3654	0	0	1927	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	0	826	0	0	0	0	3654	0	0	1927	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	665	0	826	0	0	0	0	3654	0	0	1927	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.45	0.00	1.55	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2531	0	2719	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.30	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.34	0.00
Crit Moves:			****					****		****		
Green Time:	44.0	0.0	44.0	0.0	0.0	0.0	0.0	93.0	0.0	0.0	87.8	0.0
Volume/Cap:	0.90	0.00	1.03	0.00	0.00	0.00	0.00	1.03	0.00	0.00	0.58	0.00
Delay/Veh:	57.5	0.0	86.1	0.0	0.0	0.0	0.0	53.5	0.0	0.0	19.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	0.0	86.1	0.0	0.0	0.0	0.0	53.5	0.0	0.0	19.7	0.0
LOS by Move:	E+	A	F	A	A	A	A	D-	A	A	B-	A
HCM2kAvgQ:	25	0	34	0	0	0	0	61	0	0	18	0

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

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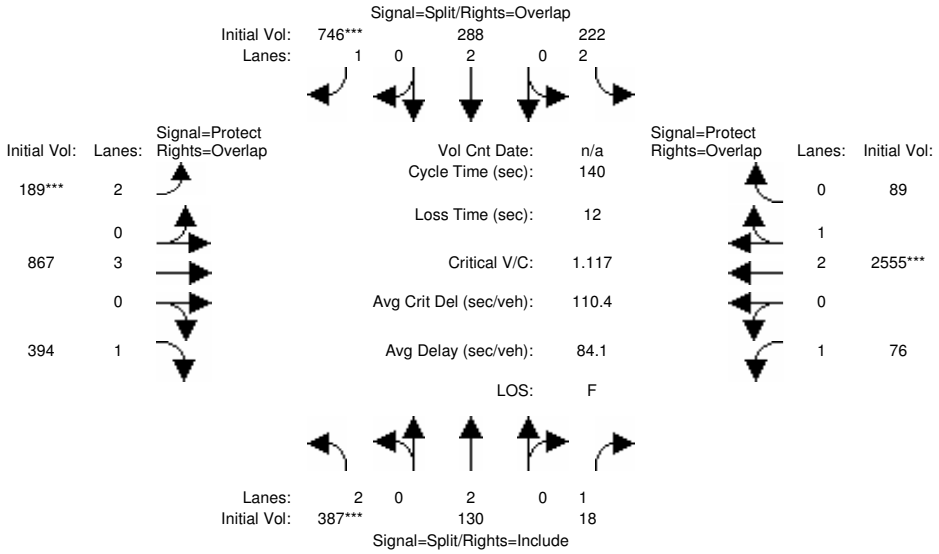
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	382	130	18	222	288	732	170	822	379	76	2410	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	130	18	222	288	732	170	822	379	76	2410	89
Added Vol:	5	0	0	0	0	14	19	45	15	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	130	18	222	288	746	189	867	394	76	2555	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	130	18	222	288	746	189	867	394	76	2555	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	130	18	222	288	746	189	867	394	76	2555	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	130	18	222	288	746	189	867	394	76	2555	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.90	0.10
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	5411	188
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.01	0.07	0.08	0.43	0.06	0.15	0.23	0.04	0.47	0.47
Crit Moves:	****					****	****				****	
Green Time:	15.4	15.4	15.4	45.9	45.9	53.4	7.5	50.2	65.6	16.5	59.2	105.1
Volume/Cap:	1.12	0.31	0.09	0.21	0.23	1.12	1.12	0.42	0.48	0.37	1.12	0.63
Delay/Veh:	146.1	59.3	57.0	34.5	34.6	114.9	170.3	34.6	27.5	61.9	99.6	9.0
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:	146.1	59.3	57.0	34.5	34.6	114.9	170.3	34.6	27.5	61.9	99.6	9.0
LOS by Move:	F	E+	E+	C-	C-	F	F	C-	C	E	F	A
HCM2kAvgQ:	16	3	1	4	4	49	7	9	12	3	54	20

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

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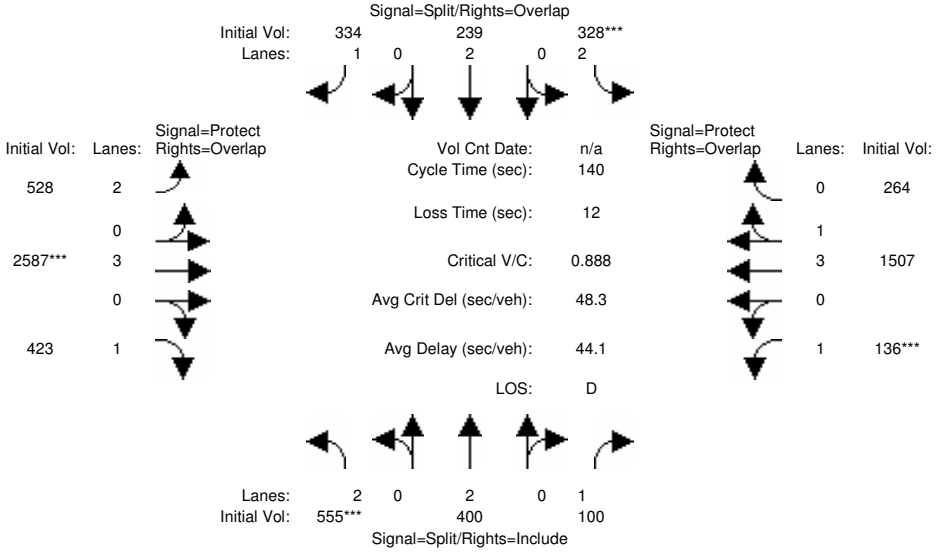
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #6: Milpitas Blvd. / Calaveras Blvd. [CMP]



Street Name:	Milpitas Blvd.						Calaveras Blvd.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	535	400	100	328	239	306	507	2420	412	136	1418	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	400	100	328	239	306	507	2420	412	136	1418	264
Added Vol:	20	0	0	0	0	28	21	167	11	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	555	400	100	328	239	334	528	2587	423	136	1507	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	555	400	100	328	239	334	528	2587	423	136	1507	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	400	100	328	239	334	528	2587	423	136	1507	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	555	400	100	328	239	334	528	2587	423	136	1507	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.38	0.62
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	6380	1118
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.06	0.10	0.06	0.19	0.17	0.45	0.24	0.08	0.24	0.24
Crit Moves:	****			****				****		****		
Green Time:	27.8	27.8	27.8	16.4	16.4	51.2	34.8	71.6	99.3	12.3	49.0	65.4
Volume/Cap:	0.89	0.53	0.29	0.89	0.54	0.52	0.67	0.89	0.34	0.89	0.67	0.51
Delay/Veh:	71.7	52.9	49.8	86.5	62.8	37.8	52.1	35.1	8.5	111.0	40.1	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	52.9	49.8	86.5	62.8	37.8	52.1	35.1	8.5	111.0	40.1	26.5
LOS by Move:	E	D-	D	F	E	D+	D-	D+	A	F	D	C
HCM2kAvgQ:	17	8	4	10	5	12	11	32	7	8	17	14

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

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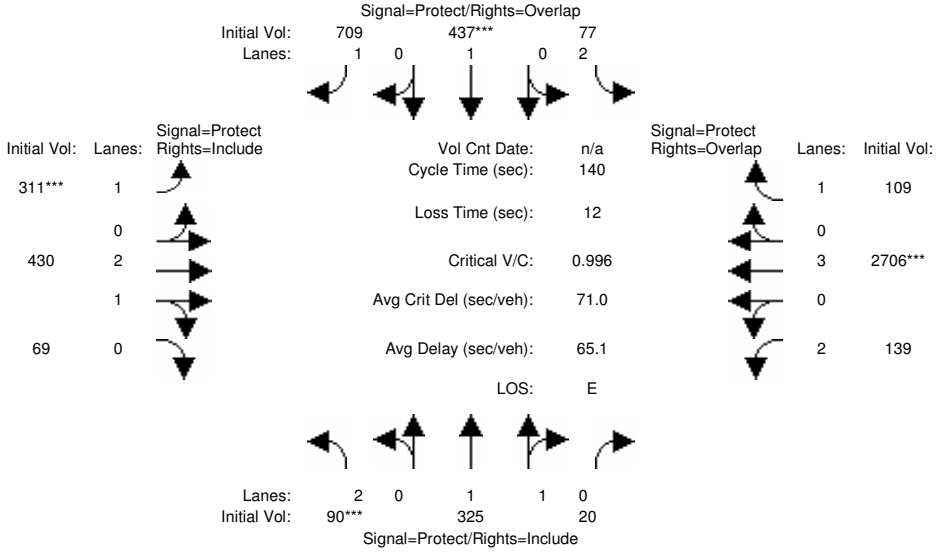
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	90	252	20	77	413	694	278	423	69	139	2684	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	252	20	77	413	694	278	423	69	139	2684	109
Added Vol:	0	73	0	0	24	15	33	7	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	325	20	77	437	709	311	430	69	139	2706	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	325	20	77	437	709	311	430	69	139	2706	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	325	20	77	437	709	311	430	69	139	2706	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	325	20	77	437	709	311	430	69	139	2706	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.88	0.12	2.00	1.00	1.00	1.00	2.57	0.43	2.00	3.00	1.00
Final Sat.:	3150	3485	214	3150	1900	1750	1750	4825	774	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.23	0.41	0.18	0.09	0.09	0.04	0.47	0.06
Crit Moves:	****				****		****				****	
Green Time:	7.0	25.1	25.1	13.5	31.5	55.9	24.4	57.3	57.3	32.2	65.1	78.5
Volume/Cap:	0.57	0.52	0.52	0.25	1.02	1.01	1.02	0.22	0.22	0.19	1.02	0.11
Delay/Veh:	79.2	54.9	54.9	60.6	103	79.8	114.9	27.0	27.0	44.0	60.5	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:	79.2	54.9	54.9	60.6	103	79.8	114.9	27.0	27.0	44.0	60.5	14.6
LOS by Move:	E-	D-	D-	E	F	E-	F	C	C	D	E	B
HCM2kAvgQ:	2	7	7	2	25	40	19	5	5	3	45	2

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

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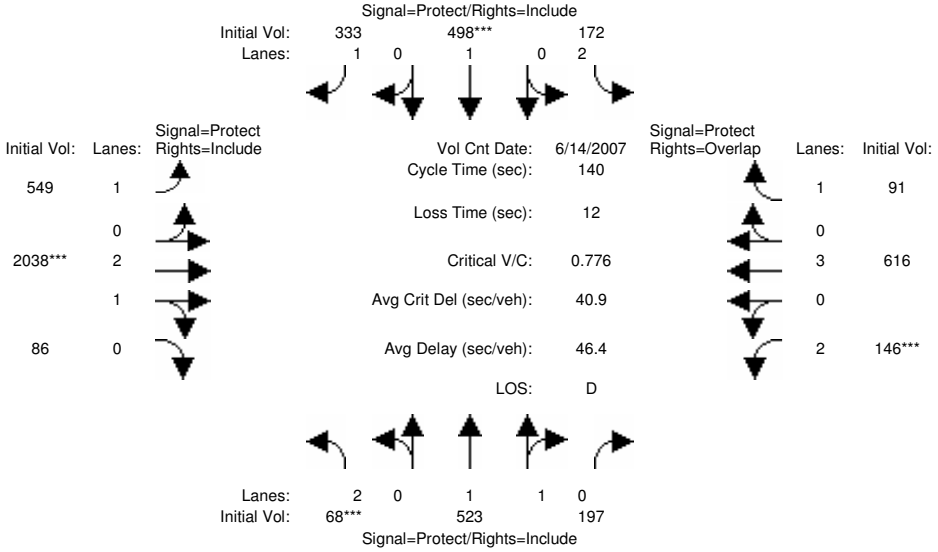
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #10: McCarthy Blvd. & Tasman Dr.



Street Name:	McCarthy Blvd.						Tasman Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	68	486	197	172	422	298	530	2013	86	146	603	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	486	197	172	422	298	530	2013	86	146	603	91
Added Vol:	0	37	0	0	76	35	19	25	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	523	197	172	498	333	549	2038	86	146	616	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	523	197	172	498	333	549	2038	86	146	616	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	523	197	172	498	333	549	2038	86	146	616	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	523	197	172	498	333	549	2038	86	146	616	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.44	0.56	2.00	1.00	1.00	1.00	2.87	0.13	2.00	3.00	1.00
Final Sat.:	3150	2687	1012	3150	1900	1750	1750	5373	227	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.26	0.19	0.31	0.38	0.38	0.05	0.11	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	41.5	41.5	11.6	46.1	46.1	55.7	66.7	66.7	8.2	19.2	30.8
Volume/Cap:	0.43	0.66	0.66	0.66	0.80	0.58	0.79	0.80	0.80	0.80	0.79	0.24
Delay/Veh:	73.0	46.1	46.1	74.5	52.8	43.1	45.8	33.4	33.4	94.1	66.4	46.3
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:	73.0	46.1	46.1	74.5	52.8	43.1	45.8	33.4	33.4	94.1	66.4	46.3
LOS by Move:	E	D	D	E	D-	D	D	C-	C-	F	E	D
HCM2kAvgQ:	2	14	14	5	21	13	23	26	26	4	9	3

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

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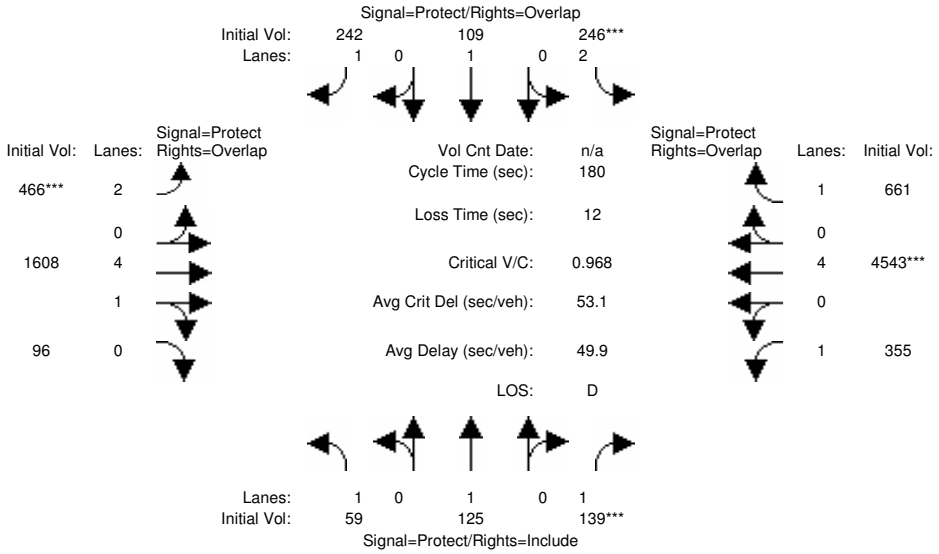
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



Street Name:	McCarthy Blvd.						Montague Expy.					
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:	59	116	139	183	96	143	394	1608	96	355	4543	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	116	139	183	96	143	394	1608	96	355	4543	605
Added Vol:	0	9	0	63	13	99	72	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	125	139	246	109	242	466	1608	96	355	4543	661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	125	139	246	109	242	466	1608	96	355	4543	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	125	139	246	109	242	466	1608	96	355	4543	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	125	139	246	109	242	466	1608	96	355	4543	661
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.71	0.29	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	8869	530	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.08	0.08	0.06	0.14	0.15	0.18	0.18	0.20	0.60	0.38
Crit Moves:			****	****			****				****	
Green Time:	11.8	14.8	14.8	14.5	17.5	45.0	27.5	65.5	77.3	73.2	111	125.7
Volume/Cap:	0.51	0.80	0.97	0.97	0.59	0.55	0.97	0.50	0.42	0.50	0.97	0.54
Delay/Veh:	89.0	111	152.3	134.6	88.5	73.4	108.5	44.6	35.9	40.3	40.0	13.7
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:	89.0	111	152.3	134.6	88.5	73.4	108.5	44.6	35.9	40.3	40.0	13.7
LOS by Move:	F	F	F	F	F	E	F	D	D+	D	D	B
HCM2kAvgQ:	4	9	12	10	6	13	18	16	15	15	63	18

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

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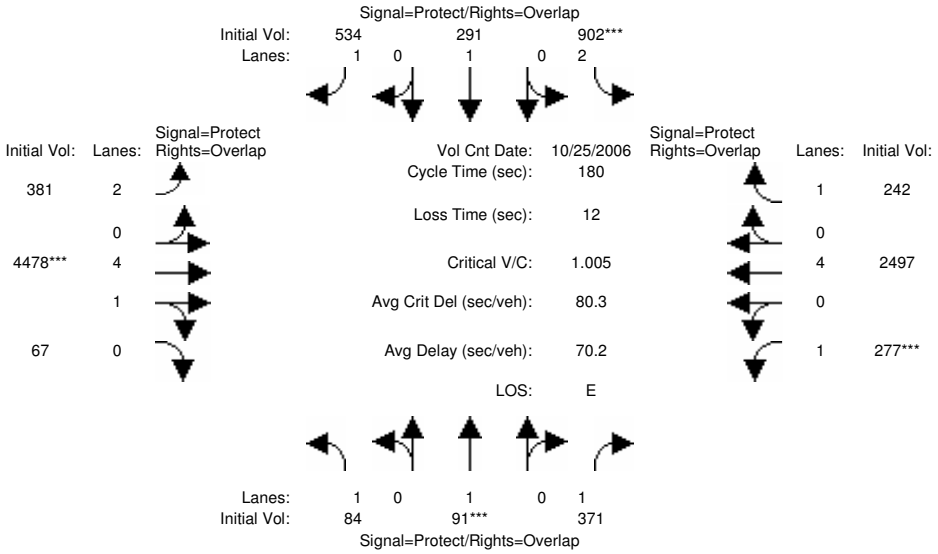
Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #16: McCarthy Blvd. / Montague Expy. [CMP]



Street Name:	McCarthy Blvd.						Montague Expy.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2006 <<												
Base Vol:	84	76	371	823	281	428	248	4478	67	277	2497	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	76	371	823	281	428	248	4478	67	277	2497	149
Added Vol:	0	15	0	79	10	106	133	0	0	0	0	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	91	371	902	291	534	381	4478	67	277	2497	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	91	371	902	291	534	381	4120	67	277	2497	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	91	371	902	291	534	381	4120	67	277	2497	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	91	371	902	291	534	381	4120	67	277	2497	242
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.92	0.08	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	9249	150	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.21	0.29	0.15	0.31	0.12	0.45	0.45	0.16	0.33	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.6	10.0	38.1	50.8	48.3	77.1	28.8	79.1	91.6	28.1	78.3	129.2
Volume/Cap:	0.69	0.86	1.00	1.01	0.57	0.71	0.75	1.01	0.87	1.01	0.75	0.19
Delay/Veh:	101.0	135	130.8	115.2	72.4	66.7	78.6	68.1	41.1	134.0	43.8	8.4
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:	101.0	135	130.8	115.2	72.4	66.7	78.6	68.1	41.1	134.0	43.8	8.4
LOS by Move:	F	F	F	F	E	E	E-	E	D	F	D	A
HCM2kAvgQ:	6	7	27	31	14	28	12	51	43	19	29	5

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

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Milpitas Near-Term Cumulative Analysis
Interim Cumulative Results (Four Projects)

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

Intersection #21 N 1st St / Montague Expy [CMP]

Cycle (sec):	180	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.6
Optimal Cycle:	144	Level Of Service:	D-

Street Name:	N 1st St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 2 0 1			2 0 2 0 1			2 0 4 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	264	725	55	48	312	324	724	1408	208	76	1693	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	725	55	48	312	324	724	1408	208	76	1693	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	725	55	48	312	324	724	1408	208	76	1693	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	725	55	48	312	324	724	1408	208	76	1541	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	725	55	48	312	324	724	1408	208	76	1541	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	725	55	48	312	324	724	1408	208	76	1541	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	7600	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.03	0.02	0.08	0.19	0.23	0.19	0.12	0.02	0.41	0.07
Crit Moves:		****		****			****				****	
Green Time:	22.3	37.2	37.2	7.0	21.9	66.7	44.8	102	124.7	21.5	79.0	86.0
Volume/Cap:	0.68	0.92	0.15	0.39	0.68	0.50	0.92	0.33	0.17	0.20	0.92	0.14
Delay/Veh:	80.1	86.5	58.7	86.5	79.6	44.4	82.4	20.6	9.7	71.8	56.7	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	86.5	58.7	86.5	79.6	44.4	82.4	20.6	9.7	71.8	56.7	26.4
LOS by Move:	F	F	E+	F	E-	D	F	C+	A	E	E+	C
HCM2kAvgQ:	9	23	3	2	9	15	25	10	4	2	42	4

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

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Milpitas Near-Term Cumulative Analysis

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

Intersection #9073 McCarthy Blvd. & Bellew Dr. (MS)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle:	47	Level Of Service:	C

Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2 0 1			2 0 2 0 1			2 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	89	715	52	371	1334	327	141	2	6	188	27	321
Growth Adj:	1.00	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	715	52	371	1334	327	141	2	6	188	27	321
Added Vol:	0	0	0	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	715	52	371	1334	327	141	2	6	188	27	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	715	52	371	1334	327	141	2	6	188	27	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	715	52	371	1334	327	141	2	6	188	27	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	715	52	371	1334	327	141	2	6	188	27	321
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	450	1350	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.12	0.35	0.19	0.04	0.00	0.00	0.11	0.01	0.18
Crit Moves:	****				****			****		****		
Green Time:	7.0	18.9	18.9	11.8	23.7	23.7	7.1	10.0	10.0	7.3	10.2	22.0
Volume/Cap:	0.44	0.60	0.09	0.60	0.89	0.47	0.38	0.03	0.03	0.89	0.08	0.50
Delay/Veh:	31.3	19.5	14.8	26.1	25.0	15.8	27.3	21.1	21.1	64.1	21.5	17.5
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:	31.3	19.5	14.8	26.1	25.0	15.8	27.3	21.1	21.1	64.1	21.5	17.5
LOS by Move:	C	B-	B	C	C	B	C	C+	C+	E	C+	B
HCM2kAvgQ:	56	161	19	119	390	132	47	4	4	176	12	137

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #9073 McCarthy Blvd. & Bellew Dr. (MS)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	76	Level Of Service:	D

Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2 0 1			2 0 2 0 1			2 0 0 1 0			1 0 1 0 1		
Volume Module: >> Count Date: 29 Nov 2007 << .												
Base Vol:	41	526	174	1029	1012	234	93	32	31	271	47	934
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	526	174	1029	1012	234	93	32	31	271	47	934
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	526	174	1029	1012	234	93	32	31	271	47	934
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	526	174	1029	1012	234	93	32	31	271	47	934
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	526	174	1029	1012	234	93	32	31	271	47	934
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	526	174	1029	1012	234	93	32	31	271	47	934
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.51	0.49	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	914	886	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.10	0.33	0.27	0.13	0.03	0.04	0.04	0.15	0.02	0.53
Crit Moves:		****		****			****					****
Green Time:	8.8	10.0	10.0	19.0	20.1	20.1	7.0	10.0	10.0	9.0	12.0	31.0
Volume/Cap:	0.16	0.83	0.60	1.03	0.79	0.40	0.25	0.21	0.21	1.03	0.12	1.03
Delay/Veh:	23.7	36.2	31.8	57.9	23.2	17.3	25.8	23.2	23.2	88.8	20.3	53.2
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:	23.7	36.2	31.8	57.9	23.2	17.3	25.8	23.2	23.2	88.8	20.3	53.2
LOS by Move:	C	D+	C	E+	C	B	C	C	C	F	C+	D-
HCM2kAvgQ:	21	188	107	512	271	97	30	31	31	288	20	759

Note: Queue reported is the distance per lane in feet.

Milpitas Near-Term Cumulative Analysis

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

Intersection #9073 McCarthy Blvd. & Bellew Dr. (MS)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.5
Optimal Cycle:	77	Level Of Service:	D-

Street Name:	McCarthy Blvd.						Bellew Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2 0 1			2 0 2 0 1			2 0 0 1 0			1 0 1 0 1		
Volume Module: >> Count Date: 14 Jun 2007 <<												
Base Vol:	16	1276	229	743	992	164	347	29	77	131	10	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1276	229	743	992	164	347	29	77	131	10	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1276	229	743	992	164	347	29	77	131	10	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1276	229	743	992	164	347	29	77	131	10	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1276	229	743	992	164	347	29	77	131	10	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1276	229	743	992	164	347	29	77	131	10	556
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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.27	0.73	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	492	1308	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.13	0.24	0.26	0.09	0.11	0.06	0.06	0.07	0.01	0.32
Crit Moves:		****		****				****		****		
Green Time:	9.6	18.2	18.2	12.8	21.4	21.4	7.0	10.0	10.0	7.0	10.0	22.8
Volume/Cap:	0.06	1.11	0.43	1.11	0.73	0.26	0.94	0.35	0.35	0.64	0.03	0.84
Delay/Veh:	21.8	81.6	19.3	91.2	20.3	14.7	61.1	25.4	25.4	39.8	21.1	28.8
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:	21.8	81.6	19.3	91.2	20.3	14.7	61.1	25.4	25.4	39.8	21.1	28.8
LOS by Move:	C+	F	B-	F	C+	B	E	C	C	D	C+	C
HCM2k95thQ:	19	972	208	737	421	136	355	123	123	197	11	550

Note: Queue reported is the distance per lane in feet.

APPENDIX D:
IMMEDIATE ACTION LIST

Congestion Management Program
Deficiency Plan Guidelines
Immediate Implementation Action List

A. Bicycle and Pedestrian Actions

A-2.....Bike Lockers, Racks, and Facilities at Transit Centers
A-3.....Improve Roadside Bicycle Facilities
A-4.....Improve Pedestrian Facilities

B. Public Transit

B-3.....Shuttle
B-8.....Bus Stop Improvements

C. Carpooling, Bus Pooling, Van Pooling, Taxi Pooling

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

D. High Occupancy Vehicle (HOV) Facilities

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

E. Transportation Demand Management (TDM) Programs

E-2.....Public Information Programs

F. Traffic Flow Improvements

F-2.....Peak-Hour Parking and Delivery Restrictions
F-3.....Traffic Signal Timing and Synchronization Program
F-4.....Traffic Flow Improvements in Urban Areas

G. Site Design Guidelines for New Development

G-1.....HOV Parking Preference Program
G-2.....Bike Facilities at Development Projects
G-3.....Building Orientation Placement at Employment Sites
G-4.....Pedestrian Circulation System
G-5.....Bike Storage at Residential Development Projects
G-6.....Shuttle Service (New Development)
G-7.....Transit Stop Improvements
G-8.....Multi-Tenant Complex TDM Program

H. Land-Use Program

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

APPENDIX E:
SITE ACCESS AND DRIVEWAY OPERATIONS (FORTHCOMING)

APPENDIX F:
INTERIM CUMULATIVE TRIP GENERATION ESTIMATES