Appendix D

HEXAGON TRANSPORTATION CONSULTANTS, INC.

California Circle Residential

Transportation Impact Analysis

Prepared for:

The City of Milpitas

Feburary 22, 2012

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Executive Summary

The purpose of this report is to analyze the transportation impacts of the proposed California Circle residential development located at 1494 – 1600 California Circle in Milpitas, California. The project would construct 46 single-family homes and 62 townhomes. The site currently contains two industrial buildings, which are vacant and would be removed as part of the proposed project. Access to the site is provided by California Circle.

The impacts of the development were evaluated relative to the level of service policies and methodologies applicable in the City of Milpitas in accordance with Valley Transportation Authority (VTA) guidelines. VTA is the administering agency for the Congestion Management Program (CMP) of Santa Clara County. The study included an analysis of traffic conditions at six signalized intersections. The intersections were analyzed during the weekday AM and PM peak hours of traffic (commonly referred to as the commute hours), which occur from 7:00 to 9:00 AM and 4:00 to 6:00 PM. These periods represent the most congested traffic conditions of an average weekday.

Trip Generation & Assignment

The amount of traffic generated by the proposed project was estimated by applying the appropriate trip generation rates to the size of the development. The trip generation rates used to estimate project traffic were those from the publication entitled *Trip Generation, 8th Edition,* by the Institute of Transportation Engineers (ITE). The existing industrial buildings onsite are currently unoccupied, and therefore, do not generate any peak hour traffic. The proposed project would generate 800 daily vehicle trips, with 62 trips occurring during the AM peak hour and 79 trips occurring during the PM peak hour. The proposed project's trip distribution pattern was estimated based on a select zone analysis from the City of Milpitas Travel Demand Forecast Model. The trips generated by the proposed project were assigned to the roadway network based on the directional distribution for the AM and PM peak hours.

Intersection Level of Service

The results of the signalized intersection level of service analysis for the (1) existing plus project and (2) background plus project scenarios are summarized in Table ES-1. According to City of Milpitas and Congestion Management Program (CMP) guidelines, the proposed project would not result in any significant impacts to the study intersections under existing plus project conditions or background plus project conditions. All City of Milpitas intersections would operate at LOS D or better.

Year 2030 Traffic Impacts

Year 2030 conditions with the proposed project were evaluated relative to year 2030 conditions with the existing industrial land use in order to determine potential impacts. Although many of the

study segments are projected to operate at LOS E or F during the AM and PM peak hours, according to the City of Milpitas roadway segment impact criteria, the proposed land use change would not result in any significant impacts to roadway segments. The net addition of project traffic would be less than 1% for each roadway segment that would operate below its LOS standard.

Pedestrian, Bicycle, & Transit Facilities

The proposed project would not result in any adverse impacts to pedestrian, bicycle, or transit facilities. In compliance with VTA bike parking guidelines, each of the residential units would have a garage, which would meet the requirement for Class I parking (lockers or guarded parking). VTA also recommends that the project provide one Class II space (bike racks) for each 15 units of the townhome use (or 5 spaces total). The current transit service in the project vicinity consists of VTA and AC Transit operated bus routes. The closest bus stops are located on Dixon Landing Road and Milpitas Boulevard. These stops are approximately 3,500 east of the project site. The following recommendations were noted:

- Bike parking spaces are not shown on the current plans. These should be placed in accessible, secure, and well-lit locations.
- It is recommended that the project applicant and City of Milpitas coordinate with AC Transit and VTA to explore the possibility of installing bus stops closer to the project site. Although the volume of riders from the project would not create sufficient demand to justify the extension of bus service to the area, there are other developments along California Circle and Milmont Drive that might benefit from transit access.

Site Access & Circulation

The site access and circulation were reviewed based on a project site plan dated November 17, 2011 by Trumark Companies. Because this site plan is conceptual, prior to final design, the site plan should be reviewed by the City prior to project approval. Hexagon recommends the following:

- The northern driveway location should be reviewed by City staff to determine whether staff believes that more storage space is required for the northbound left turn at the I-880 northbound ramps/California Circle intersection. Given the background plus project traffic volumes for this movement, 100 feet of vehicle storage would be adequate. If staff finds 100 feet of storage space acceptable, then striping modifications are recommended to extend the two-way center left turn lane approximately 70 feet to the north so that the driveway is not located in the turn pocket transition. Otherwise, the driveway may need to be relocated.
- The southern driveway location should be reviewed by City staff to determine whether there is any significant accident history.
- Prior to final design, the driveway widths and radii should be measured to confirm that they comply with City of Milpitas standards and are adequate to handle truck traffic. Although there are no sight distance conflicts apparent on the current plan, the project driveways should be reviewed by City staff prior to final design to insure the sight lines are free and clear of obstructions. Any landscaping and signage should be located in such a way to insure an unobstructed view for drivers entering and exiting the site.
- Prior to final design, the project should consult with City staff to confirm that the site design is acceptable for garbage collection.
- Prior to final design, City staff should review the onsite circulation for parking and drive aisle widths, sight distance conflicts, and truck accessibility.

Table ES-1
Signalized Intersection Levels of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing + Project Avg. Delay	Existing + Project LOS	Existing + Project Incr. In Crit. Delay	Existing + Project Incr. In Crit. V/C	Background Avg. Delay	Background LOS	Background + Project Avg. Delay	Background + Project LOS	Background + Project Incr. In Crit. Delay	Background + Project Incr. In Crit. V/C
1	McCarthy Blvd and Dixon Landing Rd	AM	02/08/12	9.7	A	9.7	A	0.0	0.001	9.7	A	9.7	A	0.0	0.001
		PM	02/08/12	8.9	A	8.9	A	0.0	0.001	9.1	A	9.1	A	0.0	0.001
2	I-880 SB Ramps and Dixon Landing Rd	AM	02/08/12	11.1	B	11.1	B	0.0	0.001	11.1	B	11.1	B	0.0	0.001
		PM	02/08/12	12.4	B	12.8	B	0.6	0.001	12.4	B	12.7	B	0.6	0.001
3	I-880 NB Ramps and Dixon Landing Rd	AM	02/08/12	15.3	B	15.6	B	0.4	0.007	15.4	B	15.7	B	0.4	0.007
		PM	02/08/12	18.4	B	18.6	B	1.8	0.117	18.5	B	18.7	B	0.2	0.003
4	Milmont Dr and Dixon Landing Rd	AM	02/09/12	40.4	D	40.5	D	0.0	0.001	40.6	D	40.6	D	0.0	0.001
		PM	02/09/12	24.7	C	24.8	C	0.2	0.005	24.7	C	24.8	C	0.2	0.005
5	Milpitas Blvd and Dixon Landing Rd	AM	02/09/12	43.7	D	43.8	D	0.0	0.001	43.8	D	43.8	D	0.0	0.001
		PM	02/09/12	38.7	D	38.7	D	0.1	0.004	38.7	D	38.7	D	0.1	0.004
6	California Circle and I-880 NB Ramps	AM	02/08/12	12.3	B	12.6	B	0.6	0.011	12.3	B	12.6	B	0.6	0.011
		PM	02/08/12	13.8	B	14.0	B	0.3	0.005	13.8	B	14.0	B	0.3	0.005

1. Introduction

The purpose of this report is to analyze the transportation impacts of the proposed California Circle residential development located at 1494 – 1600 California Circle in Milpitas, California. The project would construct 46 single-family homes and 62 townhomes. The site currently contains two industrial buildings, which are vacant and would be removed as part of the proposed project. Access to the site is provided by California Circle. The project location is shown graphically in Figure 1. A preliminary project site plan is shown in Figure 2.

Scope of Work

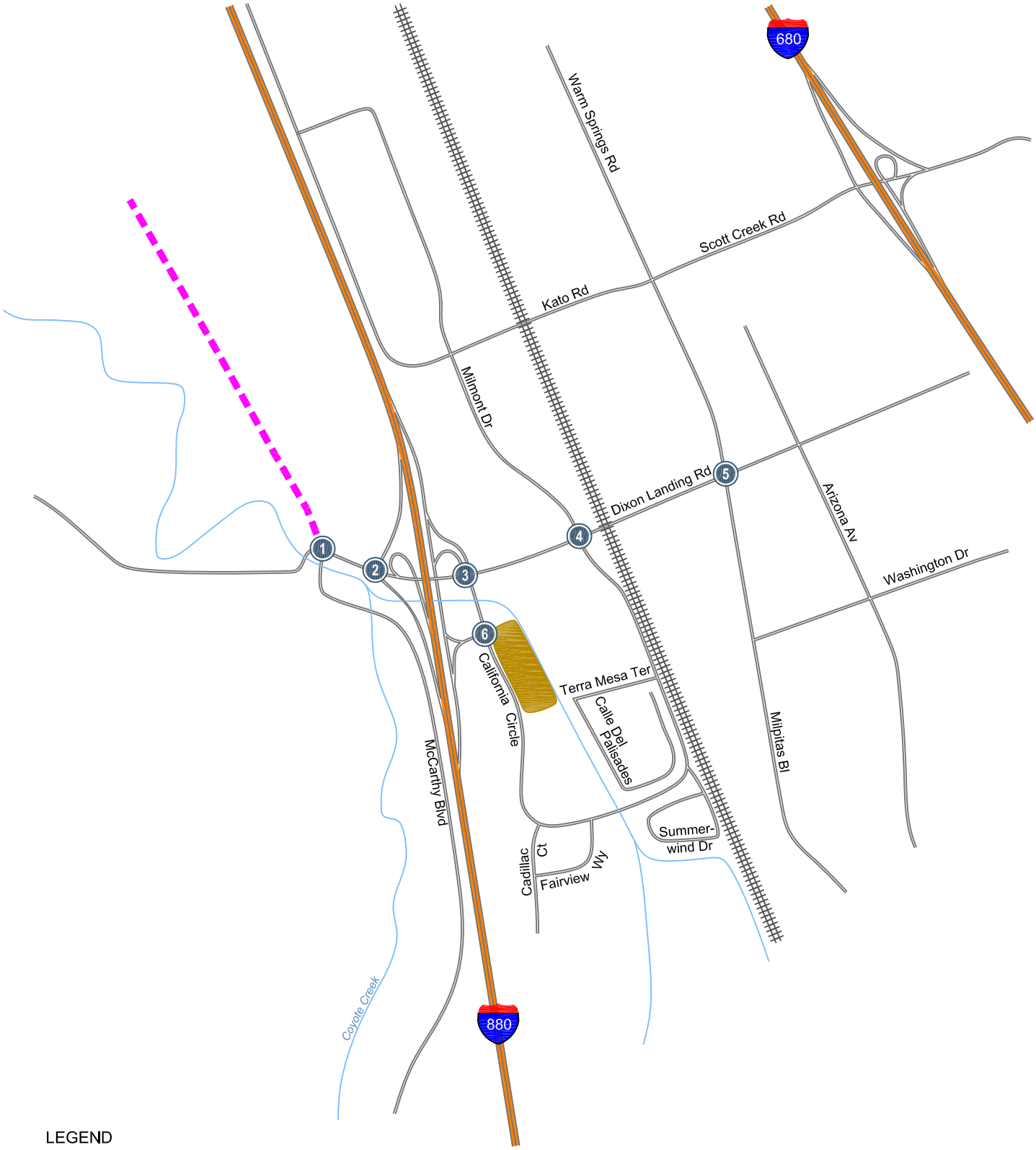
The impacts of the development were evaluated relative to the level of service policies and methodologies applicable in the City of Milpitas. The analysis also was conducted in accordance with the requirements of the Valley Transportation Authority (VTA), the administering agency for the Congestion Management Program (CMP) of Santa Clara County. CMP guidelines were followed for freeway segments. The following signalized intersections were analyzed for this project.

- McCarthy Boulevard and Dixon Landing Road
- I-880 SB Ramps and Dixon Landing Road
- I-880 NB Ramps and Dixon Landing Road
- Milmont Drive and Dixon Landing Road
- Milpitas Boulevard and Dixon Landing Road
- California Circle and I-880 NB Ramps

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

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from current AM and PM peak hour traffic counts.

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



LEGEND

= Project Site Location

= Study Intersection

= Future Fremont Boulevard Extension

Figure 1

Project Site Location and Study Intersections

NORTH
Not to Scale

Trumark Companies

1494 - 1600 CALIFORNIA CIRCLE

Dimensioned Phase-1 Site Plan

November 17, 2011

Exhibit 5

Figure 2

Site Plan

NORTH
Not to Scale

Scenario 3: *Existing + Project Conditions.* Projected peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing + Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 4: *Background + Project Conditions.* Projected peak hour traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background + Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Conditions*. Cumulative conditions were represented by year 2030 traffic volumes on the roadway network. Traffic volumes were obtained from the City of Milpitas Travel Demand Forecast (TDF) model. Per City of Milpitas requirements, the impact of the proposed project was measured on roadway segments (rather than intersections) in the project vicinity.

According to CMP guidelines, a freeway segment should be studied when a proposed development would add traffic to a segment greater than one percent of its capacity. Table 1 shows this comparison. (The methods used to assign project traffic to the roadway network are described in the "Project Impacts and Recommendations" chapter of this report.) The capacity of a mixed-flow lane as specified by the *Highway Capacity Manual* is 2,200 vehicles per hour (vph) on four-lane facilities, and 2,300 vph on facilities with six or more lanes. High occupancy vehicle (HOV) lanes and auxiliary lanes were not included for this calculation. Based on this comparison, the project would not create a significant impact on freeway segments and no additional analysis is required.

Methodology

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

Data Collection

The data for the study locations were obtained through field observations, previous traffic studies, the City of Milpitas, City of Fremont, current traffic counts (see appendix A), and the VTA CMP Monitoring and Conformance Report. The following data were collected from these sources:

- existing traffic volumes,
- lane geometries,
- signal timing and phasing,
- a list of approved projects (ATI), and
- Year 2030 forecast traffic volumes

Intersection Level of Service

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

Table 1
Freeway Segment Evaluation

Freeway	Segment	Direction	# of Lanes	Capacity* (vphpl)	1% of Capacity	Project Trips AM	Project Trips PM
I-880	Dixon Landing Rd to SR 237	NB	4	9200	92	6	20
I-880	Mission Blvd. to Dixon Landing Rd	NB	4	9200	92	13	7
I-880	Dixon Landing Rd to SR 237	SB	4	9200	92	19	11
I-880	Mission Blvd. to Dixon Landing Rd	SB	4	9200	92	4	13

*Capacity was based on the ideal capacity cited in the *2000 Highway Capacity Manual*
Note: This assignment is for scoping purposes and does not include credit for the existing uses onsite. Actual project traffic on the freeway would be less than what is shown here.

Roadway Segment Levels of Service

For 2030 conditions, the traffic operations at the study segments were calculated based on volume-to-capacity (v/c) ratios, which can be correlated to level of service. Table 3 shows the roadway types, capacity assumptions, and LOS thresholds that were used for this analysis.

Level of Service Standards and Impact Criteria

At study intersections and roadway segments in Milpitas the minimum acceptable level of service is LOS D. According to the City of Milpitas, project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard (LOS D) when project traffic is added; or
2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds **AND** the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

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

For roadway segments under year 2030 conditions, the traffic operations were evaluated based on volume-to-capacity (v/c) ratios. Under cumulative conditions, a project is said to adversely impact a roadway segment if:

- The roadway segment is projected to operate below its LOS standard under no project conditions and the proposed project is projected to cause an increase in traffic of at least one percent of its capacity. **Or**
- The roadway segment is projected to operate at or better than its LOS standard under no project conditions and the proposed project is projected to degrade the level of service to less than acceptable levels.

Table 2
Intersection Level of Service Definitions Based on Delay

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and the project's impact on signalized intersections. Chapter 5 describes non-level of service issues associated with the proposed project. Chapter 6 discusses the traffic conditions under 2030 conditions.

Table 3
City of Milpitas Roadway Segment LOS

Facility	Lane Capacity	Levels of Service					
		A	B	C	D	E	F
Freeway	2,000	1,200	1,400	1,600	1,800	2,000	>2,000
Expressway	1,100	660	770	880	990	1,100	>1,100
Major Arterial	1,000	600	700	800	900	1,000	>1,000
Arterial	900	540	630	720	810	900	>900

2. Existing Conditions

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

Roadway Network

Regional access to the project site is provided via Interstate 680 (I-680) and Interstate 880 (I-880. Direct access to the site is provided via California Circle. Other major facilities in the vicinity of the project site include Dixon Landing Road, Milmont Drive, Milpitas Boulevard, and McCarthy Boulevard. These facilities are described below.

I-680 is a north/south freeway traversing the eastern portion of Milpitas. This freeway connects the inland East Bay communities to the north with San Jose to the south. I-680 has six lanes plus a southbound high occupancy vehicle (HOV) lane north of SR 237, and eight lanes south of SR 237.

I-880 is a north/south freeway providing regional access from East Bay cities to San Jose, where it becomes SR 17 and extends into Santa Cruz. Within the City of Milpitas, I-880 is primarily a six-lane freeway. North of SR 237, this facility is eight lanes.

California Circle is a four-lane, north-south, roadway in the vicinity of the site. It extends from Dixon Landing Road in the north to Fairview Way in the south end where it becomes Milmont Drive. It provides direct access to the project.

Dixon Landing Road is a four-lane, east-west, arterial in the vicinity of the site. It extends from N. McCarthy Boulevard, crosses I-880, and continues eastward where it becomes a cul-de-sac near I-680. It provides access to the site via California Circle.

Milmont Drive is primarily a two-lane, north-south, street in the vicinity of the site. It is four lanes wide over a distance of a few hundred feet immediately north and south of Dixon Landing Road. It extends from Page Road in Fremont to south of Dixon Landing Road, where it curves westward and becomes California Circle.

Milpitas Boulevard is a four-lane, north-south, arterial that extends from Montague Expressway in the south to Dixon Landing Road, where it continues north into Fremont as Warm Springs Boulevard. It generally provides a center two-way left-turn lane except at intersections where median islands and turn bays are provided.

McCarthy Boulevard is a four-lane divided, north-south, arterial connecting Montague Expressway in the south to Dixon Landing Road in the north. McCarthy Boulevard primarily serves as access to SR 237, Montague Expressway, and I-880 for several Business Parks. In the future, McCarthy Boulevard is planned to extend north of Dixon Landing Road and connect to Fremont Bouelvard.

Pedestrian and Bicycle Facilities

Existing pedestrian access to the proposed site is provided by a series of existing sidewalks, crosswalks, and bike lanes on California Circle and Dixon Landing Road. All signalized intersections have pedestrian crosswalks and Americans with Disabilities Act (ADA) compliant curb ramps. The nearest bike lanes to the project site are provided on California Circle and Dixon Landing Road. The Berryessa Creek Trail also runs from Dixon Landing Road to North Abbott Avenue along the eastern boarder of the project site. Figure 3 shows the existing bikeways in the project vicinity.

Transit Service

The Santa Clara Valley Transportation Authority (VTA) and the Alameda-Contra Costa Transit District (AC Transit) provide existing bus service on the surrounding roadway network. Bus stops are located on Dixon Landing Road and Milpitas Bouelvard. These stops are approximately 3,500 east of the project site. Figure 4 shows the existing transit service. Table 4 summarizes the service frequencies for the transit routes in the study area.

Table 4
Existing Transit Service

Route	Route Description	Weekday Hours of Operation	Headway [1]
46	VTA - Great Mall/Main Transit Center to Washington	6:30AM to 7:10PM	25 to 30
66	VTA - Kaiser San Jose to Milpitas/Dixon Road	5:30AM to 12:00PM	10 to 20
217	AC Transit - Great Mall to Fremont BART via Milpitas Blvd	5:30 AM to 10:00 PM	30
239	AC Transit - Milpitas/Dixon Rd to Fremont BART via Milmont Dr.	6:30 AM to 7:30 PM	45

[1] Approximate headways during commute periods, in minutes

Existing Intersection Levels of Service

Existing AM and PM peak hour traffic volumes were obtained from traffic counts conducted in February of 2012. The traffic count data are included in Appendix A. The operations of the study intersections were evaluated using TRAFFIX software to determine their levels of service (LOS). The lane configurations used for the calculations are shown in Figure 5. The intersection turn movement volumes are shown in Figure 6. Table 5 presents the results of the signalized intersection level of service calculations. All study intersections currently operate at LOS D or better. The TRAFFIX level of service calculation sheets are included in Appendix B.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculations does not accurately reflect level of service in the field. Based on the field observations, the level of service analysis appears to accurately reflect actual existing traffic conditions. However, the following operational issues were observed:

- **Dixon Landing Road/I-880 SB Ramps.** During the AM peak hour, the meter for the southbound I-880 ramp creates a long queue that spills back to Dixon Landing Road, halfway over the overpass. However, the queue did not spill out of the westbound dual right turn lanes provided in advance of the loop ramp. The dual right turn lanes extend from the I-880 southbound loop ramp to the Dixon Landing Road/I-880 northbound ramps intersection. During the observations, westbound through traffic on Dixon Landing Road was not blocked by the queue created by the ramp meter.
- **Dixon Landing Road/I-880 NB Ramps.** During the PM peak hour, the meter for the northbound I-880 ramp creates a long queue that extends to within 150 feet of the Dixon Landing Road/I-880 northbound ramps intersection. However, the queue from the ramp meter did not extend to Dixon Landing Road.
- **Dixon Landing Road/Milmont Drive.** During the AM peak hour, the southbound to westbound right turn queue extends 300 feet from the intersection and sometimes does not clear the intersection in a single traffic signal cycle. During the PM peak hour, the eastbound to northbound left turn queue intermittently extends out of the turn pocket and sometimes does not clear the intersection in a single traffic signal cycle.
- **Dixon Landing Road/Milpitas Boulevard.** During the AM and PM peak hours, the eastbound to northbound left turn queues intermittently extend out of the turn pocket and sometimes do not clear the intersection in a single traffic signal cycle. During the AM peak hour, the northbound to westbound left turn queue extends out of the left turn pocket and does not clear the intersection in a single cycle. This condition lasted continuously for approximately 30 minutes during the AM peak hour.

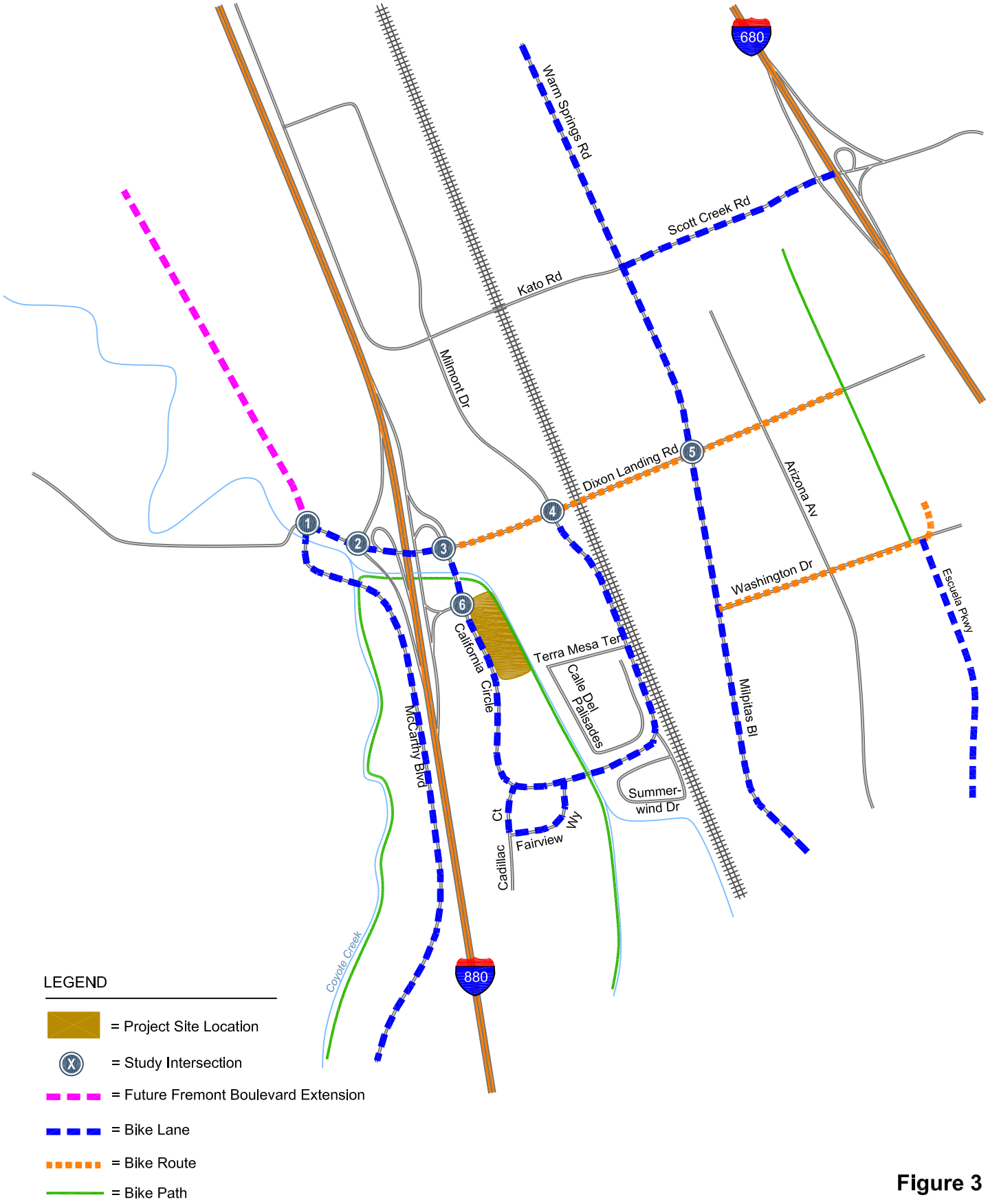


Figure 3

Existing Bikeways

NORTH
Not to Scale

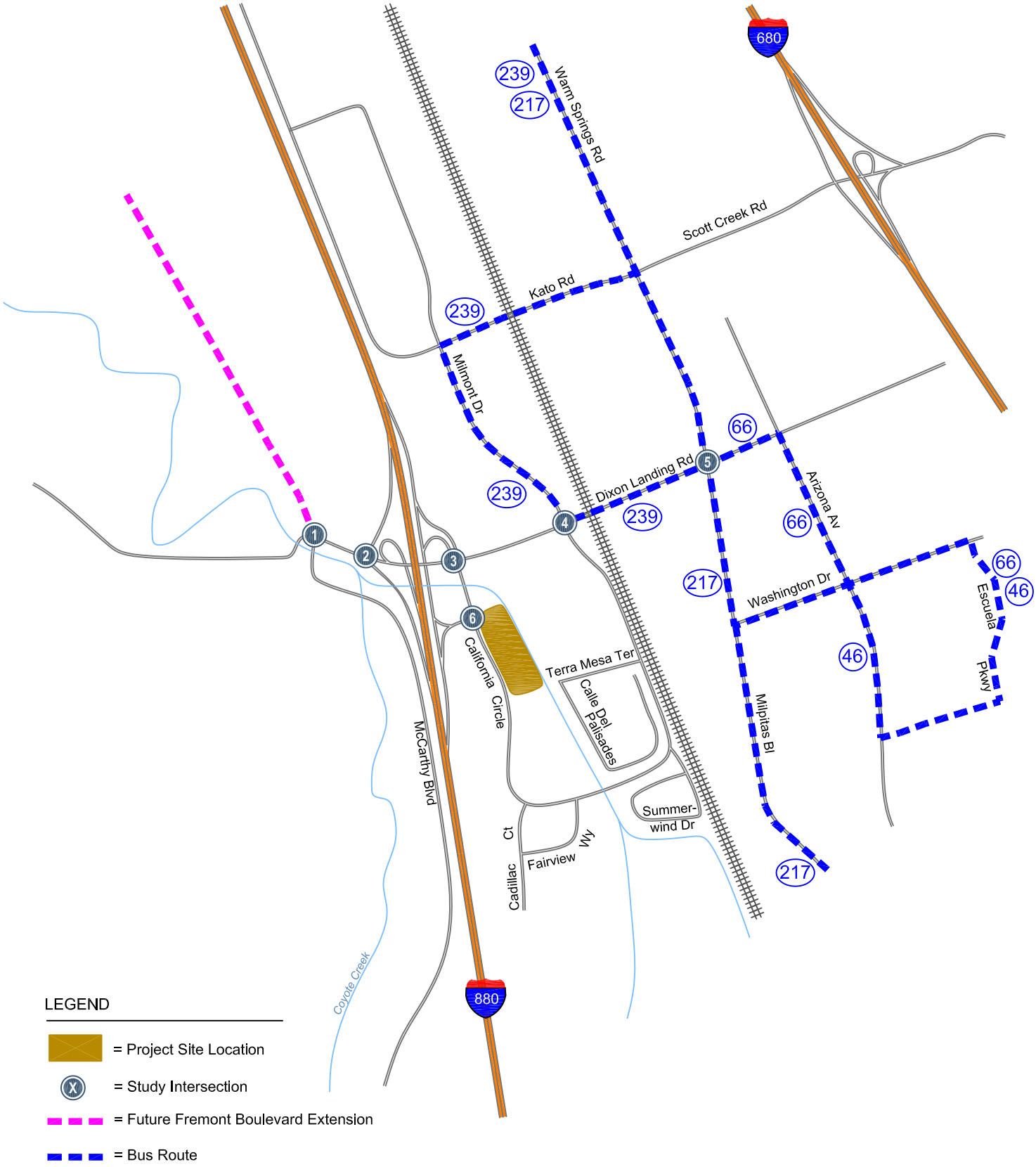


Figure 4

Existing Transit Service

NORTH
Not to Scale

Table 5
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS
1	McCarthy Blvd and Dixon Landing Rd	AM	02/08/12	9.7	A
		PM	02/08/12	8.9	A
2	I-880 SB Ramps and Dixon Landing Rd	AM	02/08/12	11.1	B
		PM	02/08/12	12.4	B
3	I-880 NB Ramps and Dixon Landing Rd	AM	02/08/12	15.3	B
		PM	02/08/12	18.4	B
4	Milmont Dr and Dixon Landing Rd	AM	02/09/12	40.4	D
		PM	02/09/12	24.7	C
5	Milpitas Blvd and Dixon Landing Rd	AM	02/09/12	43.7	D
		PM	02/09/12	38.7	D
6	California Circle and I-880 NB Ramps	AM	02/08/12	12.3	B
		PM	02/08/12	13.8	B

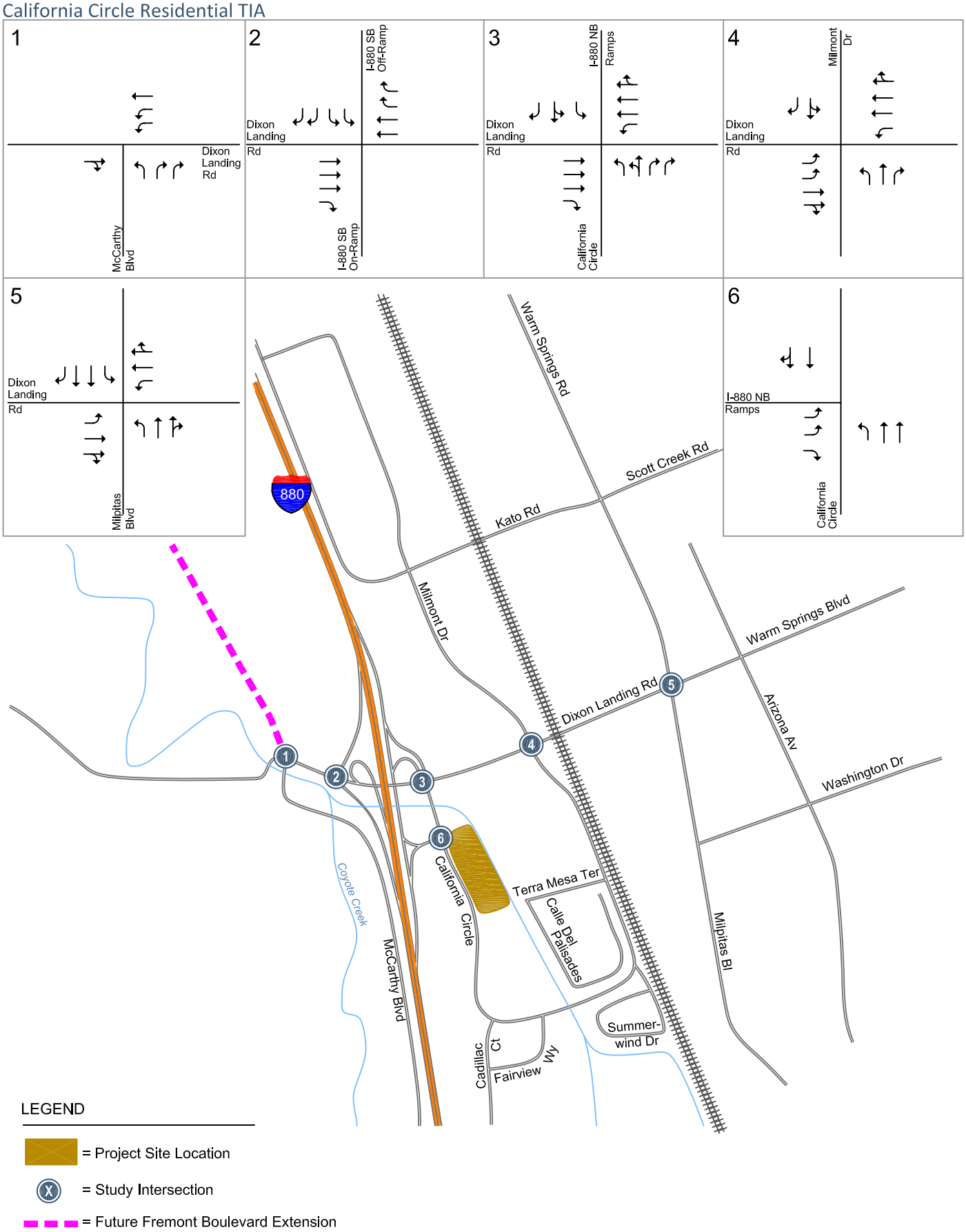


Figure 5
Existing Lane Configurations

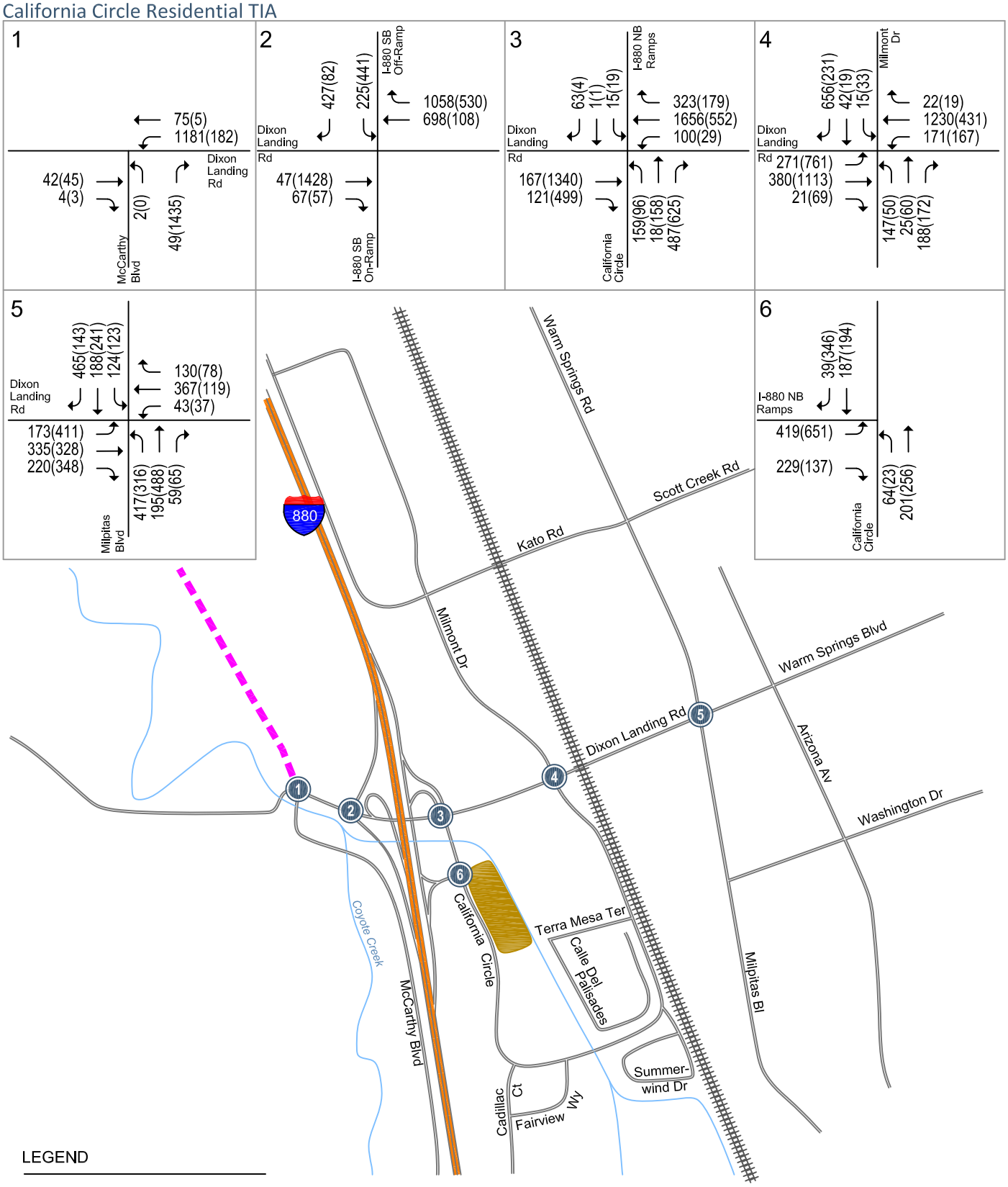


Figure 6
Existing Traffic Volumes

3. Background Conditions

This chapter describes background traffic conditions. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. Traffic volume and roadway network assumptions are described below. The pedestrian and bicycle facilities were assumed unchanged from those of existing conditions.

Roadway Network Assumptions & Traffic Volumes

There are no near term traffic improvements planned in the study area that would be likely be completed before the proposed project is occupied. Therefore, it was assumed for this analysis that all intersection geometries would remain the same as under existing conditions.

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The list of approved but not yet constructed developments and the corresponding traffic volumes were supplied by the Cities of Milpitas and Fremont and can be found in Appendix C. Background traffic volumes are shown in Figure 7.

Intersection Levels of Service

Intersection level of service calculations were conducted to evaluate the operating levels of the key signalized intersections under background conditions. Table 6 presents the results of the signalized intersection level of service calculations under background conditions. All study intersections are projected to operate at LOS D or better. The TRAFFIX level of service calculation sheets are included in Appendix B.

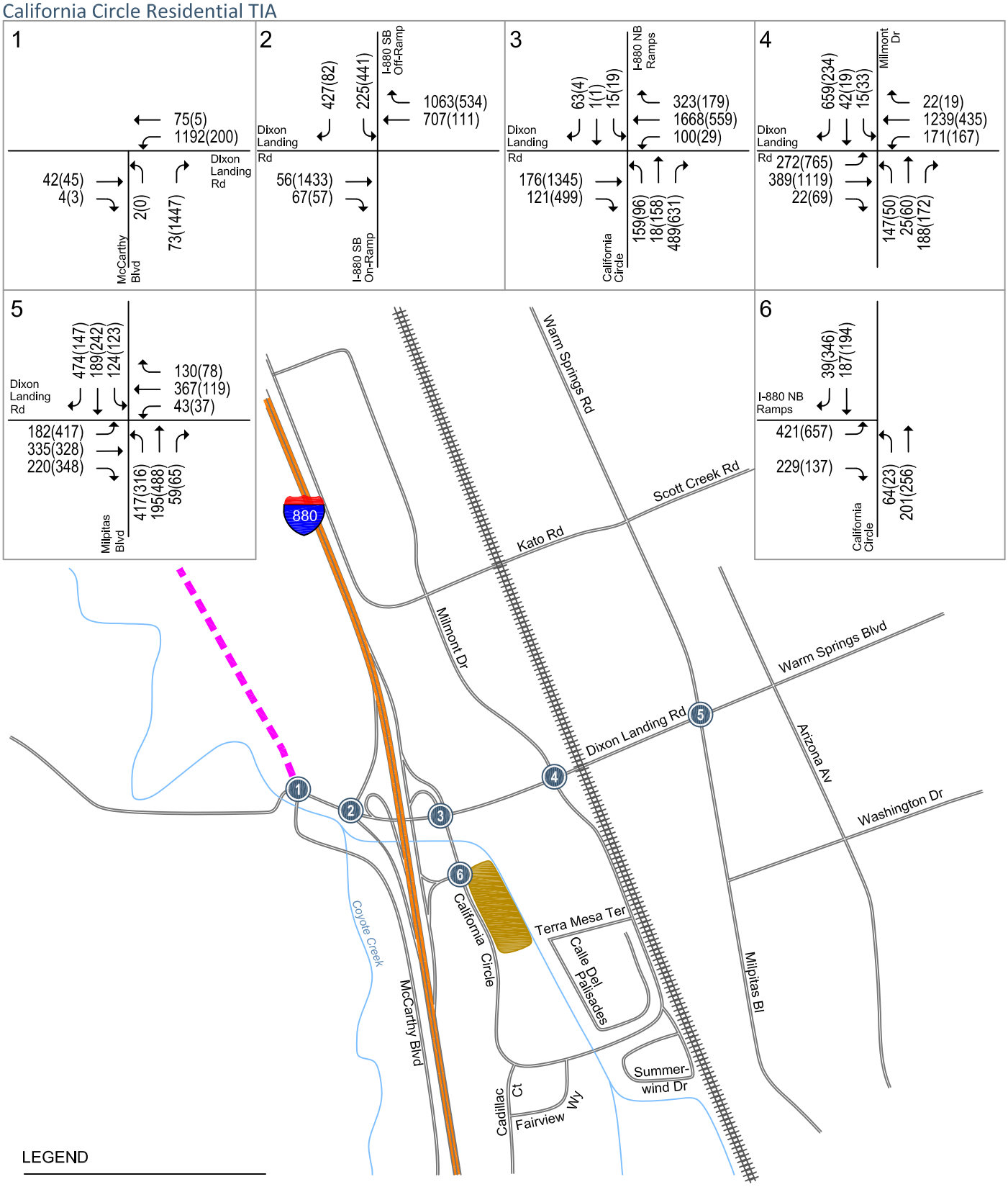


Figure 7
Background Traffic Volumes

NORTH
Not to Scale

Table 6
Background Intersection Levels of Service

Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
Signalized Intersections:					
McCarthy Blvd and Dixon Landing Rd	AM	9.7	A	9.7	A
	PM	8.9	A	9.1	A
I-880 SB Ramps and Dixon Landing Rd	AM	11.1	B	11.1	B
	PM	12.4	B	12.4	B
I-880 NB Ramps and Dixon Landing Rd	AM	15.3	B	15.4	B
	PM	18.4	B	18.5	B
Milmont Dr and Dixon Landing Rd	AM	40.4	D	40.6	D
	PM	24.7	C	24.7	C
Milpitas Blvd and Dixon Landing Rd	AM	43.7	D	43.8	D
	PM	38.7	D	38.7	D
California Circle and I-880 NB Ramps	AM	12.3	B	12.3	B
	PM	13.8	B	13.8	B

4. Project Impacts and Recommendations

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

Project Traffic Estimates

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

Trip Generation

The amount of traffic generated by the proposed project was estimated by applying the appropriate trip generation rates to the size of the development. The trip generation rates used to estimate project traffic were those from the publication entitled *Trip Generation, 8th Edition,* by the Institute of Transportation Engineers (ITE). The existing industrial buildings onsite are currently unoccupied, and therefore, do not generate any peak hour traffic.

Based on the rates described above, the proposed project would generate 800 daily vehicle trips, with 62 trips occurring during the AM peak hour and 79 trips occurring during the PM peak hour. The project trip generation estimates are presented in Table 7.

Trip Distribution & Assignment

The proposed project's trip distribution pattern was estimated based on a select zone analysis from the City of Milpitas Travel Demand Forecast Model. This is shown graphically in Figure 8. The trips generated by the proposed project were assigned to the roadway network based on the directional distribution for the AM and PM peak hours. Figure 9 shows the net project trip assignment. The traffic volumes under (1) existing plus project and (2) background plus project conditions are shown in Figures 10 and 11, respectively.

Table 7
Near Term Project Trip Generation

Land Use	Size	ITE Code	Daily Rate[1]	Daily Total	AM Peak Hour Rate[1]	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Rate[1]	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Single Family Homes	46 DU	210	9.57	440	0.75	35	9	26	1.01	46	29	17
Townhomes	62 DU	230	5.81	360	0.44	27	5	22	0.52	32	22	10
Total				800		62	14	48		79	51	28

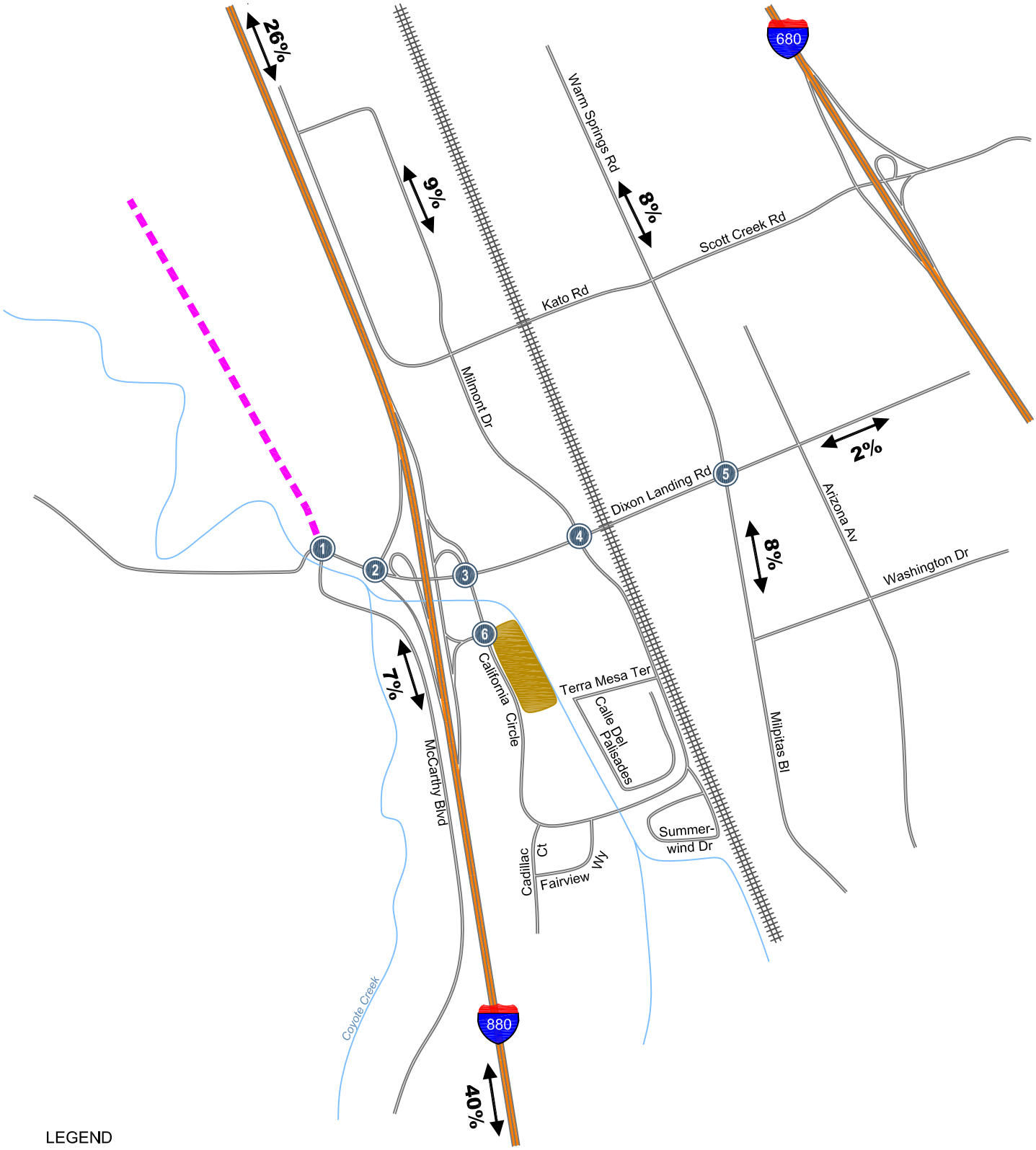
[1] Rates Per ITE *Trip Generation* Manual, 8th Edition, 2008

Intersection Level of Service Impacts

The results of the signalized intersection level of service analysis for the (1) existing plus project and (2) background plus project scenarios are summarized in Tables 8 and 9, respectively. The detailed TRAFFIX level of service calculation sheets are included in Appendix B. According to the definitions provided in Chapter 1, the proposed project would not result in any significant impacts to the study intersections under existing plus project conditions or background plus project conditions. All study intersections would operate at LOS D or better.

Table 8
Existing Plus Project Intersection Levels of Service

Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Existing + Project Avg. Delay	Existing + Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Signalized Intersections:							
McCarthy Blvd and Dixon Landing Rd	AM	9.7	A	9.7	A	0.0	0.001
	PM	8.9	A	8.9	A	0.0	0.001
I-880 SB Ramps and Dixon Landing Rd	AM	11.1	B	11.1	B	0.0	0.001
	PM	12.4	B	12.8	B	0.6	0.001
I-880 NB Ramps and Dixon Landing Rd	AM	15.3	B	15.6	B	0.4	0.007
	PM	18.4	B	18.6	B	1.8	0.117
Milmont Dr and Dixon Landing Rd	AM	40.4	D	40.5	D	0.0	0.001
	PM	24.7	C	24.8	C	0.2	0.005
Milpitas Blvd and Dixon Landing Rd	AM	43.7	D	43.8	D	0.0	0.001
	PM	38.7	D	38.7	D	0.1	0.004
California Circle and I-880 NB Ramps	AM	12.3	B	12.6	B	0.6	0.011
	PM	13.8	B	14.0	B	0.3	0.005



LEGEND

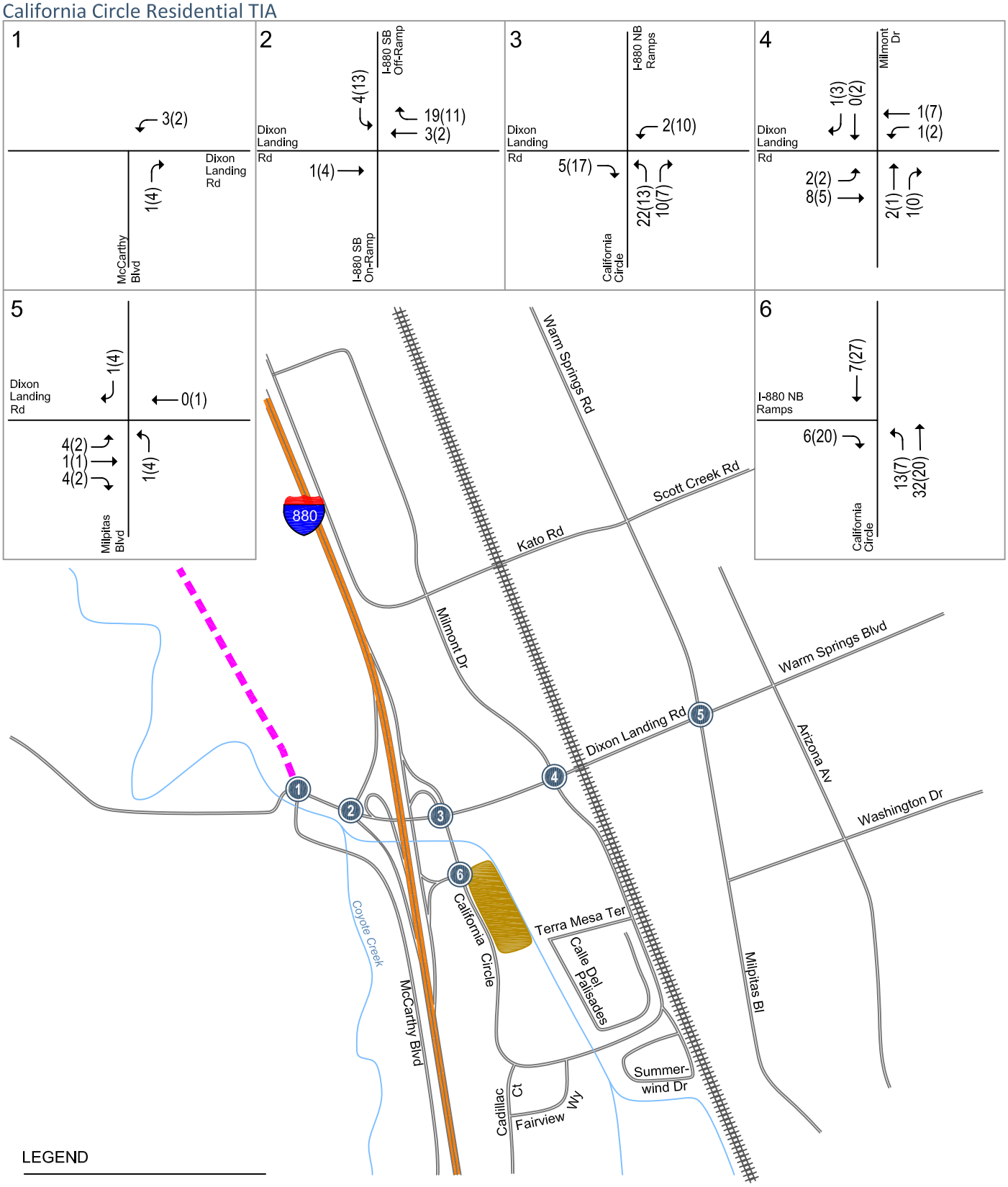
= Project Site Location

= Study Intersection

= Future Fremont Boulevard Extension

Figure 8
Project Trip Distribution

NORTH
Not to Scale



LEGEND

= Project Site Location

= Study Intersection

= Future Fremont Boulevard Extension

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

Figure 9
Project Trip Assignment

NORTH
Not to Scale

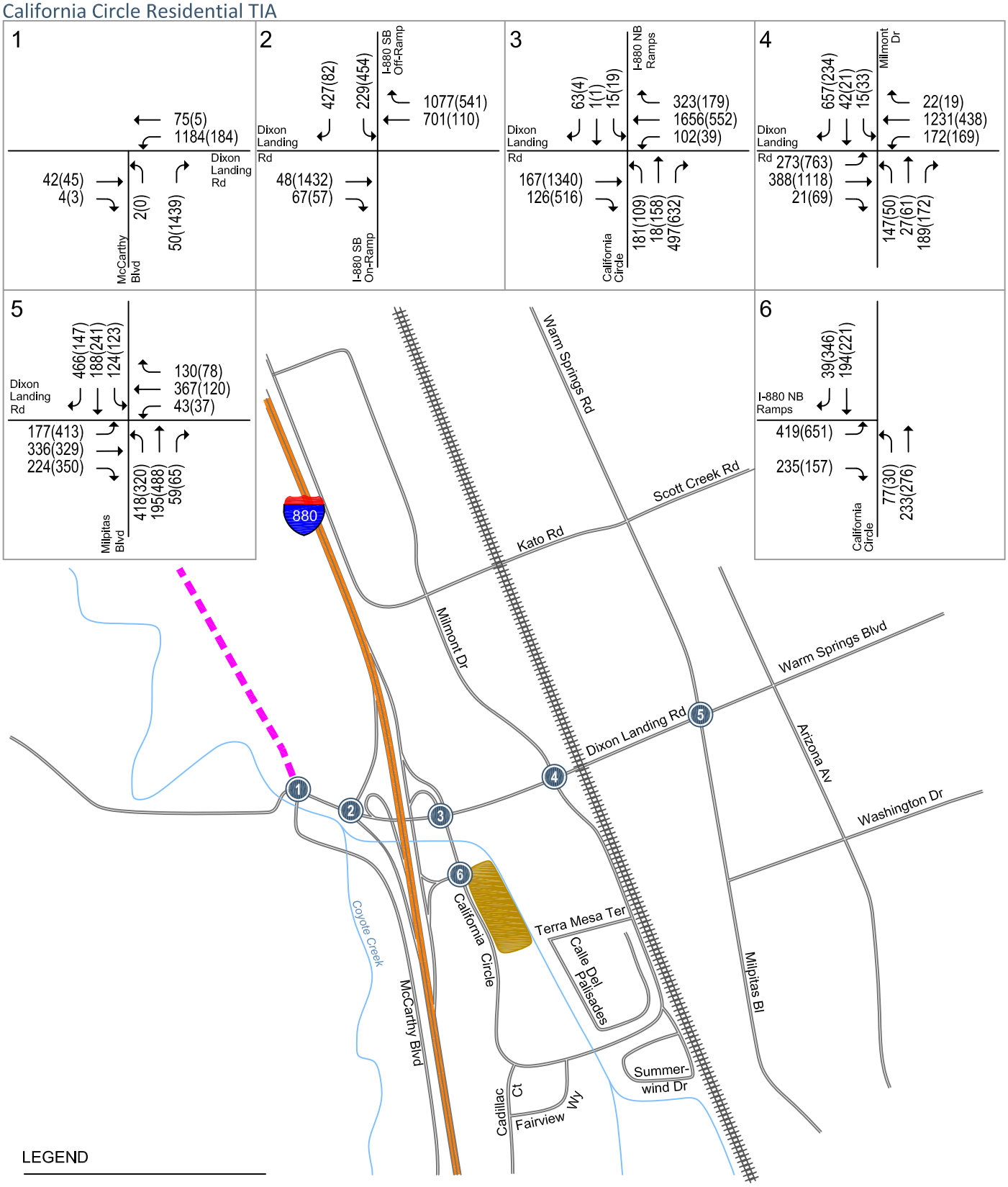
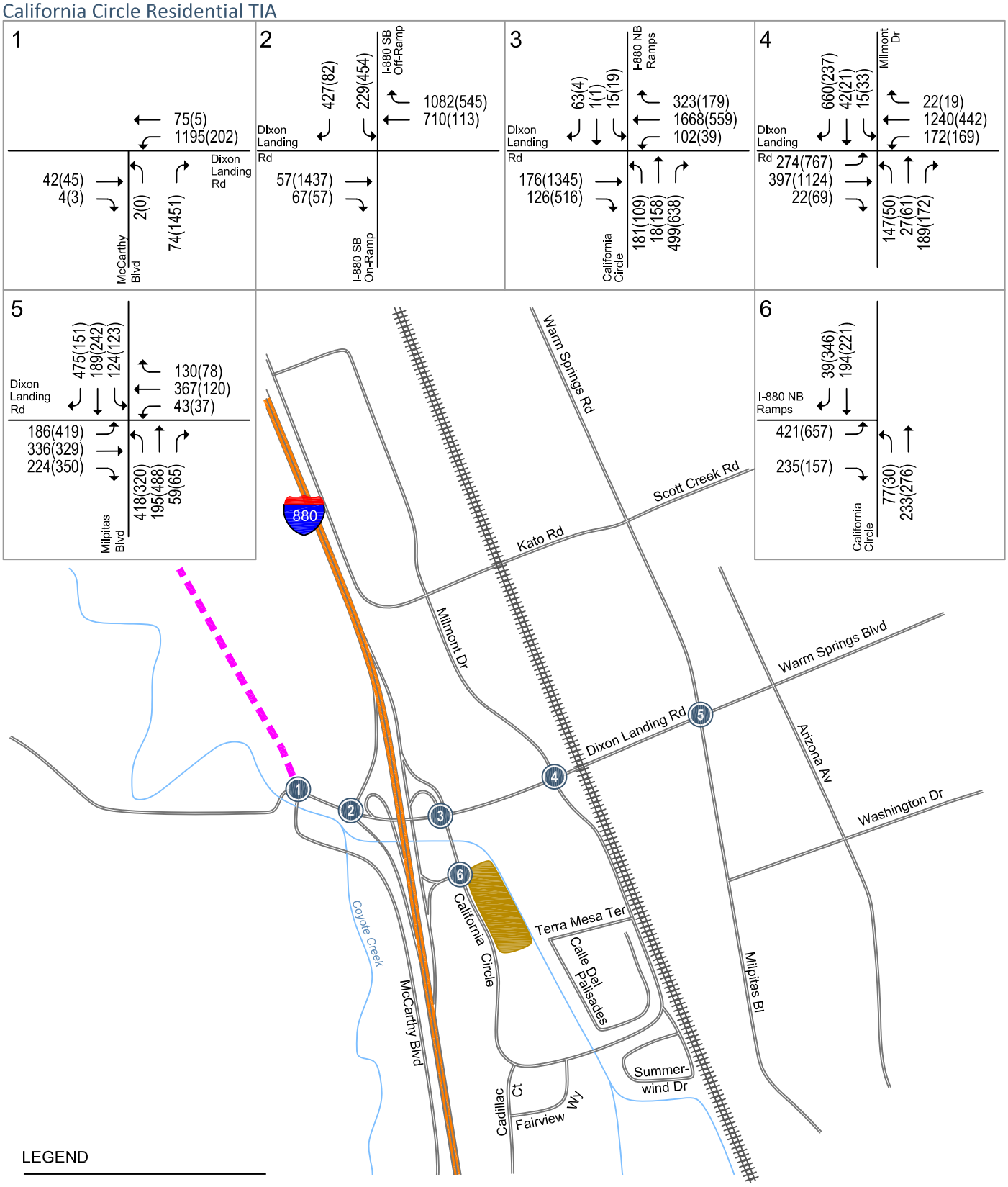


Figure 10
Existing Plus Project Traffic Volumes

NORTH
Not to Scale



LEGEND

= Project Site Location

= Study Intersection

= Future Fremont Boulevard Extension

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

Figure 11
Background Plus Project Traffic Volumes

NORTH
Not to Scale

Table 9
Background Plus Project Intersection Levels of Service

Intersection	Peak Hour	Background Avg. Delay	Background LOS	Background + Project Avg. Delay	Background + Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Signalized Intersections:							
McCarthy Blvd and Dixon Landing Rd	AM	9.7	A	9.7	A	0.0	0.001
	PM	9.1	A	9.1	A	0.0	0.001
I-880 SB Ramps and Dixon Landing Rd	AM	11.1	B	11.1	B	0.0	0.001
	PM	12.4	B	12.7	B	0.6	0.001
I-880 NB Ramps and Dixon Landing Rd	AM	15.4	B	15.7	B	0.4	0.007
	PM	18.5	B	18.7	B	0.2	0.003
Milmont Dr and Dixon Landing Rd	AM	40.6	D	40.6	D	0.0	0.001
	PM	24.7	C	24.8	C	0.2	0.005
Milpitas Blvd and Dixon Landing Rd	AM	43.8	D	43.8	D	0.0	0.001
	PM	38.7	D	38.7	D	0.1	0.004
California Circle and I-880 NB Ramps	AM	12.3	B	12.6	B	0.6	0.011
	PM	13.8	B	14.0	B	0.3	0.005

5. Other Transportation Issues

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

- Vehicular site access and on-site circulation
- Potential impacts to bike, pedestrian and transit facilities

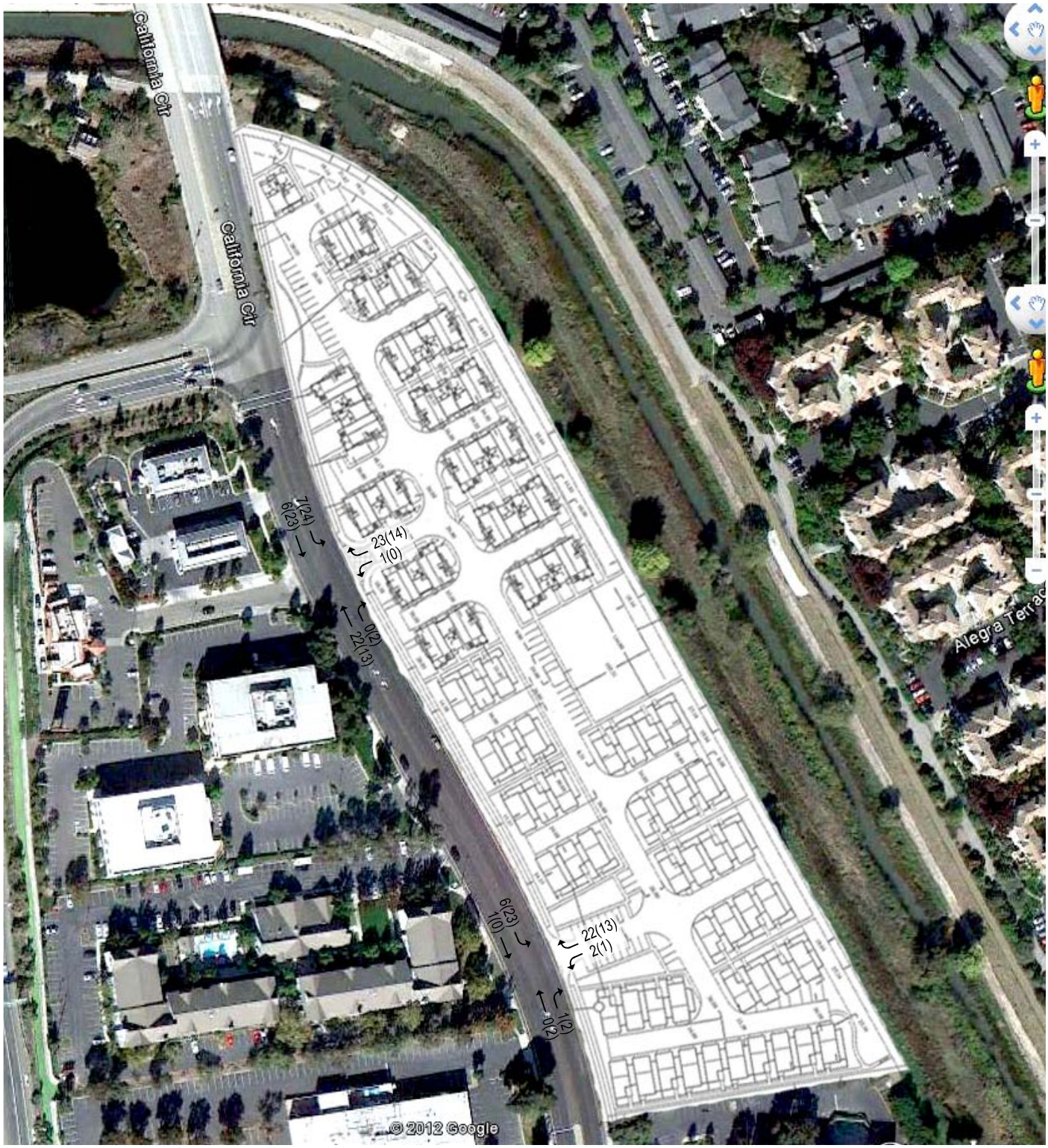
Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access & Circulation

This section describes the site access and circulation of the proposed residential project. This review is based on a project site plan dated November 17, 2011 by Trumark Companies. Because this site plan is conceptual, prior to final design, the site plan should be reviewed by the City traffic engineering staff. All dimensions discussed in this section are approximate.

Site Access

The proposed site plan shows two driveways on California Circle. The northern driveway on California Circle would be located approximately 300 feet south of the I-880 northbound ramps/California Circle intersection (measured from the centerlines of the intersections), directly opposite an existing industrial use driveway. The driveway would be approximately 24 feet wide at its throat and accommodate one inbound lane and outbound lane. It is anticipated that the northern driveway would accommodate 31 AM peak hour trips and 40 PM peak hour trips (see Figure 12). The queuing storage space at the driveway would be approximately 120 feet (or approximately 5 vehicles), beyond which vehicles would queue up in the cross aisle onsite. Given the low traffic volume on California Circle, this driveway would operate with little delay. Inbound left turn queues and outbound driveway queues during the AM and PM peak hours would rarely exceed one or two vehicles. Left turns into the driveway would be facilitated by a two-way center left turn lane on California Circle. This two-way center left turn lane becomes a northbound left turn pocket at the I-880 northbound ramps/California Circle intersection, and the proposed driveway location would be located in the transition of the subject turn pocket. The northbound left turn pocket is approximately 180 feet long. The background plus project traffic volume in the northbound left turn pocket is 77 vehicles during the AM peak hour and 30 vehicles during the PM peak hour.



LEGEND

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

Figure 12
Project Trips at Site Driveways

NORTH
Not to Scale

Recommendation: The northern driveway location should be reviewed by City staff to determine whether staff believes that more storage space is required for the northbound left turn at the I-880 northbound ramps/California Circle intersection. Given the background plus project traffic volumes for this movement, 100 feet of vehicle storage would be adequate. If staff finds 100 feet of storage space acceptable, then striping modifications are recommended to extend the two-way center left turn lane approximately 70 feet to the north so that the driveway is not located in the turn pocket transition. Otherwise, the driveway may need to be relocated.

The southern driveway on California Circle is an existing driveway, and is located approximately 550 feet south of northern driveway. The driveway would be approximately 24 feet wide at its throat and accommodate one inbound lane and outbound lane. Left turns into the driveway would be facilitated by a two-way center left turn lane on California Circle. It is anticipated that the southern driveway would accommodate 31 AM peak hour trips and 39 PM peak hour trips (see Figure 12). It would be located approximately 40 feet north of an existing industrial use driveway on the opposite side of California Circle. While either a large offset or exact centerline alignment of opposing driveways is generally desirable, the traffic volumes on California Circle and the subject driveways are relatively low, which reduces the opportunity for conflict between the driveways. In addition, the proposed project driveway would be in the same location as the existing driveway. Assuming there are no historic accident issues at this driveway when the existing industrial uses onsite were occupied, it is our opinion that the proposed location would operate acceptably.

Recommendation: The southern driveway location should be reviewed by City staff to determine whether there is any significant accident history.

The queuing storage space onsite at the southern driveway would be approximately 30 feet (or 1 vehicle), beyond which vehicles would block access to 90 degree parking stalls in the drive aisle. Given the low traffic volume on California Circle, and the fact that nearly all outbound movements from the driveway would be right turns, this driveway would operate with little delay. Inbound left turn queues and outbound driveway queues during the AM and PM peak hours would rarely exceed one or two vehicles. For this reason, the queuing space provided is adequate, although it is possible that outbound vehicles from the project site would occasionally block access to onsite parking stalls.

Recommendation: Prior to final design, the driveway widths and radii should be measured to confirm that they comply with City of Milpitas standards and are adequate to handle truck traffic. Although there are no sight distance conflicts apparent on the current plan, the project driveways should be reviewed by City staff prior to final design to insure the sight lines are free and clear of obstructions. Any landscaping and signage should be located in such a way to insure an unobstructed view for drivers entering and exiting the site.

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the site for vehicles, bicycles, and pedestrians. The project would provide one main drive aisle that extends from the southern limits to the northern limits of the site. This drive aisle would serve two-way traffic and would be 26 feet wide. Guest parking stalls are shown on the throughout the site and are oriented at 90 degrees to their respective drive aisles. The site contains 12 dead end drive aisles, ranging in length from approximately 75 feet to 125 feet. The dead end aisles would provide direct access to residential units and serve 5 guest parking stalls. Dead-end roads are generally undesirable because drivers can enter the road, and upon discovering that there is no available parking, must back out or conduct three-point turns. However, in residential areas where parking is designated for specific residences, issues with dead end roads are primarily confined to trucks (garbage collection).

Recommendation: Prior to final design, the project should consult with City staff to confirm that the design is acceptable for garbage collection.

Recommendation: Prior to final design, City staff should review the onsite circulation for parking and drive aisle widths, sight distance conflicts, and truck accessibility.

The speeds of vehicles on site would be relatively low and suitable for shared use of the project's roadways betweens bikes and motor vehicles. In addition, the project plan shows sidewalks onsite with connections to the public street sidewalks as well as the Berryessa Creek Trail.

Pedestrian, Bicycle, & Transit Facilities

According to the U.S. Census, pedestrian trips comprise approximately 1.3% of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately 1 or 2 new pedestrian commute trips during the AM and PM peak hours. In addition, the project would generate some pedestrian trips to/from transit stops (see further discussion below), schools, shopping centers, and recreational areas. There are existing sidewalks on California Circle and Dixon Landing Road in the project vicinity. In addition, there are crosswalks with ADA compliant ramps at all of the nearby signalized intersections. The proposed project would not make any changes to the existing offsite pedestrian network nor would it create pedestrian demand beyond the current capacity of the existing sidewalks. For these reasons, the proposed project would not result in any significant impacts to pedestrian facilities.

Bike lanes are provided on California Circle and Dixon Landing Road in the vicinity of the project site. The Berryessa Creek Trail also runs from Dixon Landing Road to North Abbott Avenue along the eastern border of the project site. According to the U.S. Census, bicycle trips comprise less than 1% of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately 1 or 2 new bike trips during the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not, by itself, require new off-site bicycle facilities. In compliance with VTA bike parking guidelines, each of the residential units would have a garage, which would meet the requirement for Class I parking (lockers or guarded parking). VTA also recommends that the project provide one Class II space (bike racks) for each 15 units of the townhome use (or 5 spaces total).

Recommendation: Bike parking spaces are not shown on the current plans. These should be placed in accessible, secure, and well-lit locations.

The current transit service in the project vicinity consists of VTA and AC Transit operated bus routes. The closest bus stops are located on Dixon Landing Road and Milpitas Boulevard. These stops are approximately 3,500 east of the project site. According to the U.S. Census, transit trips comprise approximately 3% of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately 2 or 3 new transit trips during the AM and PM peak hours. This volume of riders would not create sufficient demand to justify the extension of bus service to the area. However, there are other developments along California Circle and Milmont Drive that might benefit from transit access.

Recommendation: It is recommended that the project applicant and City of Milpitas coordinate with AC Transit and VTA to explore the possibility of installing bus stops closer to the project site.

6. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. The analysis of cumulative conditions was conducted based on projected roadway link volumes using year 2030 land use data. AM and PM peak hour volumes were developed using the City of Milpitas Travel Demand Forecast (TDF) model, which is a sub-area model of the VTA CMP TDF model.

2030 Network Assumptions

The year 2030 roadway network includes planned transportation improvements. The improvements included in the City of Milpitas TDF model have a high probability of receiving funding in the future. Within the study area, the following improvements were included:

- **I-880 Widening Projects.** I-880 will be widened to include a high occupancy vehicle lane in each direction from Montague Expressway north into Alameda County.
- **Calaveras Boulevard.** Calaveras Boulevard will be widened to six lanes between Milpitas Boulevard and Abel Street. Operational improvements are also planned for intersections on Calaveras Boulevard between I-680 and I-880.
- **Montague Expressway.** Montague Expressway will be widened to provide eight lanes between Great Mall Parkway and I-880. The intersection of Montague Expressway and Great Mall Parkway is planned for grade separation.
- **McCarthy Boulevard.** McCarthy Boulevard will be extended north of Dixon Landing Road to connect to Fremont Boulevard. The planned extension would include two northbound and two southbound travel lanes.

Planned improvements outside the study area are described in the VTA Valley Transportation Plan (VTP) 2030, which is on file with the City of Milpitas. It should be noted that some VTP 2030 projects in the City of Milpitas have been identified for VTP 2030 funding. However, the City is still responsible for the 20 percent local match. Therefore, additional monetary contributions for these projects are necessary.

Year 2030 Traffic Volumes

The existing land use on the project site includes approximately 106,700 square feet of industrial uses. The proposed project would replace the existing land uses with 46 single family homes and 62 townhomes. For the purposes of estimating the effect of the proposed land use change, the traffic impacts of the proposed project were evaluated relative to the existing land use. The net project traffic volumes for the year 2030 analysis were calculated using a three-step process as follows:

- **Traffic Generation.** A comparison of the trip generation between the proposed project and existing industrial land uses is shown in Table 10. The proposed change in land use would decrease the trip generation from the site by 28 trips during the AM peak hour and 13 trips during the PM peak hour.
- **Traffic Distribution & Assignment.** The directions of approach and departure of the proposed and existing land uses were estimated along major travel corridors. Because traffic from the existing industrial and proposed residential land uses have different origins and destinations, separate trip distributions were developed for each use. The peak hour trips generated by the proposed and existing land uses were assigned to specific street segments in accordance with their respective trip distributions.
- **Traffic Volume Tabulation.** For each roadway link, the projected peak hour traffic volumes with the proposed project were estimated by subtracting the trips generated by the existing land use from year 2030 traffic volumes, and adding the estimated traffic generated by the proposed project.

Table 10
Year 2030 Project Trip Generation

		ITE	Daily		AM Peak Hour				PM Peak Hour			
Land Use	Size	Code	Rate [1]	Total	Rate [1]	Total	In	Out	Rate [1]	Total	In	Out
Proposed Use												
Single Family Homes	46 DU	210	9.57	440	0.75	35	9	26	1.01	46	29	17
Townhomes	62 DU	230	5.81	360	0.44	27	5	22	0.52	32	22	10
Subtotal				800		62	14	48		79	51	28
Existing General Plan Uses												
Industrial Park [2]	106.7 KSF	130	6.96	-743	0.84	-90	-73	-17	0.86	-92	-19	-73
Subtotal				-743		-90	-73	-17		-92	-19	-73
Net Project Trips:				**58**		**-28**	**-59**	**31**		**-13**	**32**	**-45**

[1] Rates Per ITE *Trip Generation* Manual, 8th Edition, 2008
[2] Traffic estimated using ITE rates for Industrial Park uses.

Year 2030 Traffic Impacts

Year 2030 conditions with the proposed project were evaluated relative to year 2030 conditions with the existing industrial land use in order to determine potential impacts. The impacts of the proposed land use change are summarized in Tables 11 and 12 for the AM and PM peak hours, respectively. Although many of the study segments are projected to operate at LOS E or F during the AM and PM peak hours, according to the City of Milpitas roadway segment impact criteria described in Chapter 1, the proposed land use change would not result in any significant impacts to roadway segments. The net addition of project traffic would be less than 1% for each roadway segment that would operate below its LOS standard.

Table 11
Year 2030 AM Peak Hour LOS

				LOS	Volumes		Project Trips		Capacity		v/c		LOS		Adverse
Segment	From	To	Direction	Standard	No Project	Project	abs	% /a/	No Project	Project	No Project	Project	No Project	Project	Impact ?
Dixon Landing Road															
	McCarthy Boulevard	I-880	EB	D	1,103	1,103	0	0.0%	2,700	2,700	0.41	0.41	A	A	no
	I-880	Milmont Drive	EB	D	1,327	1,331	4	0.2%	1,800	1,800	0.74	0.74	C	C	no
	Milmont Drive	N. Milpitas Boulevard	EB	D	1,325	1,330	5	0.3%	1,800	1,800	0.74	0.74	C	C	no
	McCarthy Boulevard	I-880	WB	D	2,371	2,375	4	0.1%	2,700	2,700	0.88	0.88	D	D	no
	I-880	Milmont Drive	WB	D	2,147	2,133	-14	-0.8%	1,800	1,800	1.19	1.19	F	F	no
	Milmont Drive	N. Milpitas Boulevard	WB	D	2,180	2,169	-11	-0.6%	1,800	1,800	1.21	1.21	F	F	no
McCarthy Boulevard															
	Dixon Landing Road	McCarthy Ranch	NB	D	504	504	0	0.0%	1,800	1,800	0.28	0.28	A	A	no
	McCarthy Ranch	Ranch Drive (North)	NB	D	952	952	0	0.0%	1,800	1,800	0.53	0.53	A	A	no
	Dixon Landing Road	McCarthy Ranch	SB	D	2,028	2,030	2	0.1%	1,800	1,800	1.13	1.13	F	F	no
	McCarthy Ranch	Ranch Drive (North)	SB	D	1,806	1,808	2	0.1%	1,800	1,800	1.00	1.00	F	F	no
Milpitas Boulevard															
	Scott Creek Road	Dixon Landing Road	NB	D	1,573	1,576	3	0.2%	1,800	1,800	0.87	0.88	D	D	no
	Dixon Landing Road	Jacklin Road	NB	D	1,892	1,886	-6	-0.3%	1,800	1,800	1.05	1.05	F	F	no
	Scott Creek Road	Dixon Landing Road	SB	D	1,998	1,995	-3	-0.2%	1,800	1,800	1.11	1.11	F	F	no
	Dixon Landing Road	Jacklin Road	SB	D	1,692	1,694	2	0.1%	1,800	1,800	0.94	0.94	E	E	no

/a/ project trips as a percent of roadway capacity

Table 12
Year 2030 PM Peak Hour LOS

				LOS	Volumes		Project Trips		Capacity		v/c		LOS		Adverse
Segment	From	To	Direction	Standard	No Project	Project	abs	% /a/	No Project	Project	No Project	Project	No Project	Project	Impact ?
Dixon Landing Road															
	McCarthy Boulevard	I-880	EB	D	1,380	1,386	6	0.2%	2,700	2,700	0.51	0.51	A	A	no
	I-880	Milmont Drive	EB	D	2,293	2,284	-9	-0.5%	1,800	1,800	1.27	1.27	F	F	no
	Milmont Drive	N. Milpitas Boulevard	EB	D	2,304	2,296	-8	-0.4%	1,800	1,800	1.28	1.28	F	F	no
	McCarthy Boulevard	I-880	WB	D	727	728	1	0.0%	2,700	2,700	0.27	0.27	A	A	no
	I-880	Milmont Drive	WB	D	1,663	1,667	4	0.2%	1,800	1,800	0.92	0.93	E	E	no
	Milmont Drive	N. Milpitas Boulevard	WB	D	1,571	1,576	5	0.3%	1,800	1,800	0.87	0.88	D	D	no
McCarthy Boulevard															
	Dixon Landing Road	McCarthy Ranch	NB	D	2,081	2,084	3	0.2%	1,800	1,800	1.16	1.16	F	F	no
	McCarthy Ranch	Ranch Drive (North)	NB	D	1,936	1,939	3	0.2%	1,800	1,800	1.08	1.08	F	F	no
	Dixon Landing Road	McCarthy Ranch	SB	D	787	788	1	0.1%	1,800	1,800	0.44	0.44	A	A	no
	McCarthy Ranch	Ranch Drive (North)	SB	D	1,254	1,255	1	0.1%	1,800	1,800	0.70	0.70	B	B	no
Milpitas Boulevard															
	Scott Creek Road	Dixon Landing Road	NB	D	2,058	2,056	-2	-0.1%	1,800	1,800	1.14	1.14	F	F	no
	Dixon Landing Road	Jacklin Road	NB	D	1,911	1,913	2	0.1%	1,800	1,800	1.06	1.06	F	F	no
	Scott Creek Road	Dixon Landing Road	SB	D	1,795	1,798	3	0.2%	1,800	1,800	1.00	1.00	E	E	no
	Dixon Landing Road	Jacklin Road	SB	D	2,069	2,064	-5	-0.3%	1,800	1,800	1.15	1.15	F	F	no

/a/ project trips as a percent of roadway capacity

California Circle Residential Transportation Impact Analysis Technical Appendices

February 22, 2012

Appendix A

Traffic Counts

AM Peak-Hour Volume Count Worksheet

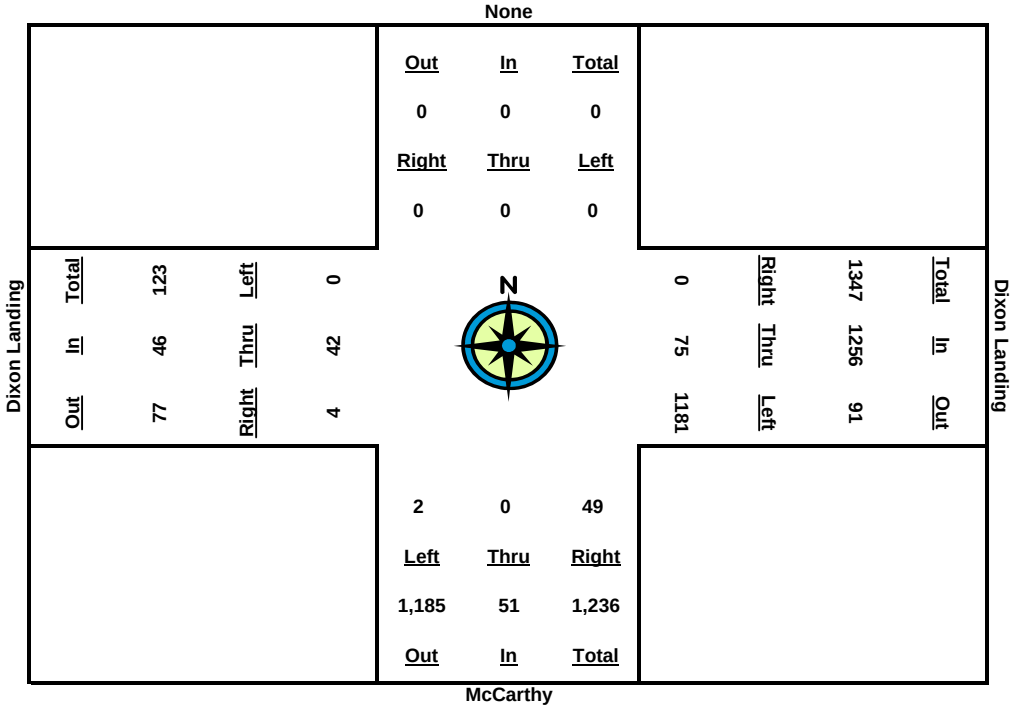
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 2/8/12
Counter: Patti and Ron
Intersection Name: Dixon Landing and McCarthy
Weather: Clear Milpitas 12BW01

	None				Dixon Landing				McCarthy				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	0	0	0	0	0	7	132	139	6	0	0	6	0	7	0	7
7:30	0	0	0	0	0	25	311	336	13	0	0	13	2	18	0	20
7:45	0	0	0	0	0	44	507	551	22	0	0	22	2	24	0	26
8:00	0	0	0	0	0	69	737	806	36	0	1	37	2	35	0	37
8:15	0	0	0	0	0	85	980	1,065	46	0	3	49	3	46	0	49
8:30	0	0	0	0	0	102	1,226	1,328	60	0	3	63	3	60	0	63
8:45	0	0	0	0	0	121	1,546	1,667	69	0	3	72	3	69	0	72
9:00	0	0	0	0	0	144	1,918	2,062	85	0	3	88	6	77	0	83

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	69	737	806	36	0	1	37	2	35	0	37	880
7:15 - 8:15	0	0	0	0	0	78	848	926	40	0	3	43	3	39	0	42	1,011
7:30 - 8:30	0	0	0	0	0	77	915	992	47	0	3	50	1	42	0	43	1,085
7:45 - 8:45	0	0	0	0	0	77	1,039	1,116	47	0	3	50	1	45	0	46	1,212
8:00 - 9:00	0	0	0	0	0	75	1,181	1,256	49	0	2	51	4	42	0	46	1,353
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**75**	**1,181**	**1,256**	**49**	**0**	**2**	**51**	**4**	**42**	**0**	**46**	**1,353**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	2	0	49	0	0	0	0	42	4	1,181	75	0



PM Peak-Hour Volume Count Worksheet

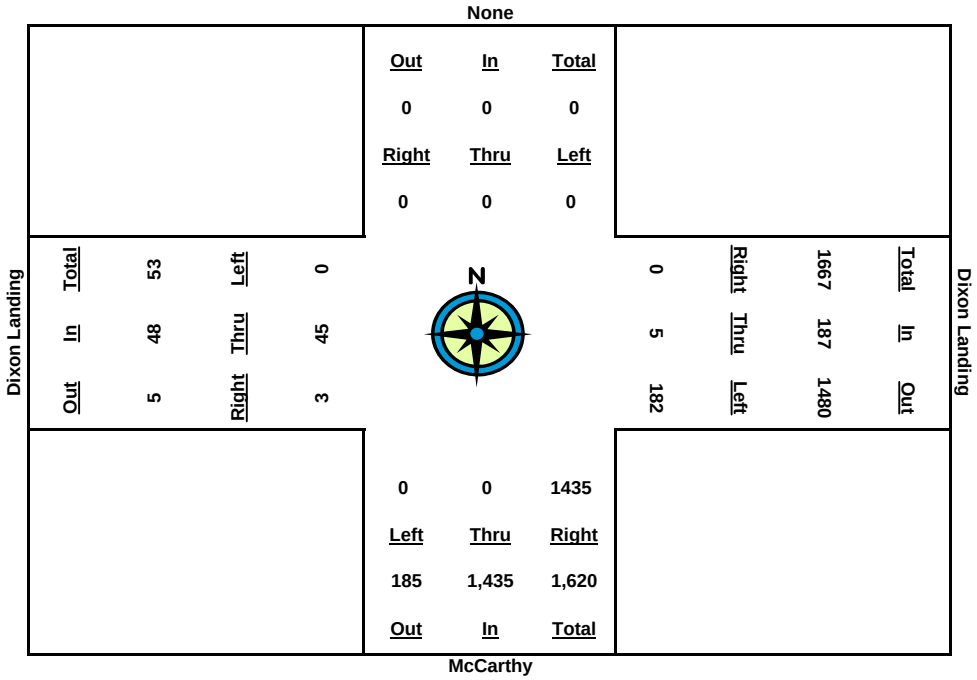
Date: 2/8/12
Counter: Patti and Ron
Intersection Name: Dixon Landing and McCarthy
Weather: Clear Milpitas 12BW01

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

	None				Dixon Landing				McCarthy				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	0	0	0	0	0	2	23	25	168	0	0	168	2	29	0	31
4:30	0	0	0	0	0	8	56	64	390	0	1	391	2	41	0	43
4:45	0	0	0	0	0	9	96	105	630	0	1	631	2	60	0	62
5:00	0	0	0	0	0	10	141	151	901	0	2	903	2	70	0	72
5:15	0	0	0	0	0	12	175	187	1,250	0	2	1,252	3	91	0	94
5:30	0	0	0	0	0	14	228	242	1,630	0	2	1,632	4	102	0	106
5:45	0	0	0	0	0	14	277	291	1,994	0	2	1,996	4	110	0	114
6:00	0	0	0	0	0	15	323	338	2,336	0	2	2,338	5	115	0	120

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	10	141	151	901	0	2	903	2	70	0	72	1,126
4:15 - 5:15	0	0	0	0	0	10	152	162	1,082	0	2	1,084	1	62	0	63	1,309
4:30 - 5:30	0	0	0	0	0	6	172	178	1,240	0	1	1,241	2	61	0	63	1,482
4:45 - 5:45	0	0	0	0	0	5	181	186	1,364	0	1	1,365	2	50	0	52	1,603
5:00 - 6:00	0	0	0	0	0	5	182	187	1,435	0	0	1,435	3	45	0	48	1,670
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**5**	**182**	**187**	**1,435**	**0**	**0**	**1,435**	**3**	**45**	**0**	**48**	**1,670**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	1,435	0	0	0	0	45	3	182	5	0



AM Peak-Hour Volume Count Worksheet

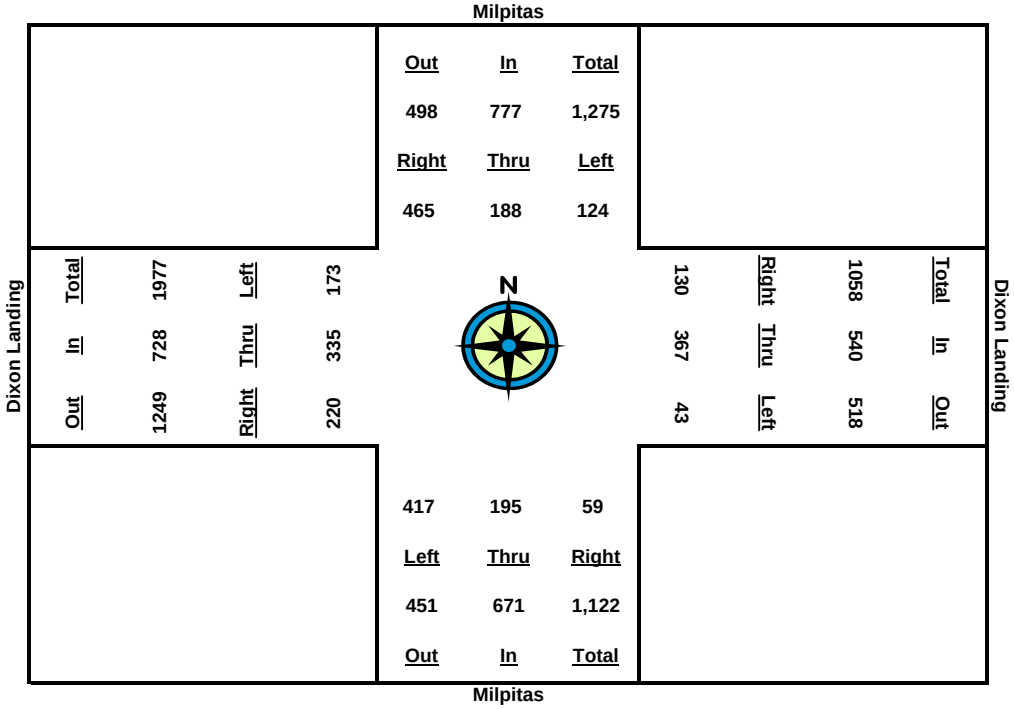
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 2/9/12
Counter: Shaun and Kristen
Intersection Name: Dixon Landing and Milpitas
Weather: Clear Milpitas 12BW01

	Milpitas				Dixon Landing				Milpitas				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	139	58	10	207	13	30	8	51	3	28	77	108	22	31	42	95
7:30	227	85	22	334	27	74	16	117	4	47	123	174	65	67	78	210
7:45	324	140	53	517	47	148	25	220	17	86	225	328	117	145	119	381
8:00	444	171	105	720	90	229	41	360	43	154	335	532	179	249	168	596
8:15	565	216	130	911	134	328	49	511	58	196	437	691	223	360	201	784
8:30	692	273	146	1,111	157	441	59	657	63	242	540	845	285	402	251	938
8:45	790	337	159	1,286	182	481	68	731	65	276	627	968	313	419	282	1,014
9:00	899	434	178	1,511	196	549	77	822	72	315	728	1,115	351	432	319	1,102

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	444	171	105	720	90	229	41	360	43	154	335	532	179	249	168	596	2,208
7:15 - 8:15	426	158	120	704	121	298	41	460	55	168	360	583	201	329	159	689	2,436
7:30 - 8:30	465	188	124	777	130	367	43	540	59	195	417	671	220	335	173	728	2,716
7:45 - 8:45	466	197	106	769	135	333	43	511	48	190	402	640	196	274	163	633	2,553
8:00 - 9:00	455	263	73	791	106	320	36	462	29	161	393	583	172	183	151	506	2,342
Peak Volumes:	**465**	**188**	**124**	**777**	**130**	**367**	**43**	**540**	**59**	**195**	**417**	**671**	**220**	**335**	**173**	**728**	**2,716**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	417	195	59	124	188	465	173	335	220	43	367	130



PM Peak-Hour Volume Count Worksheet

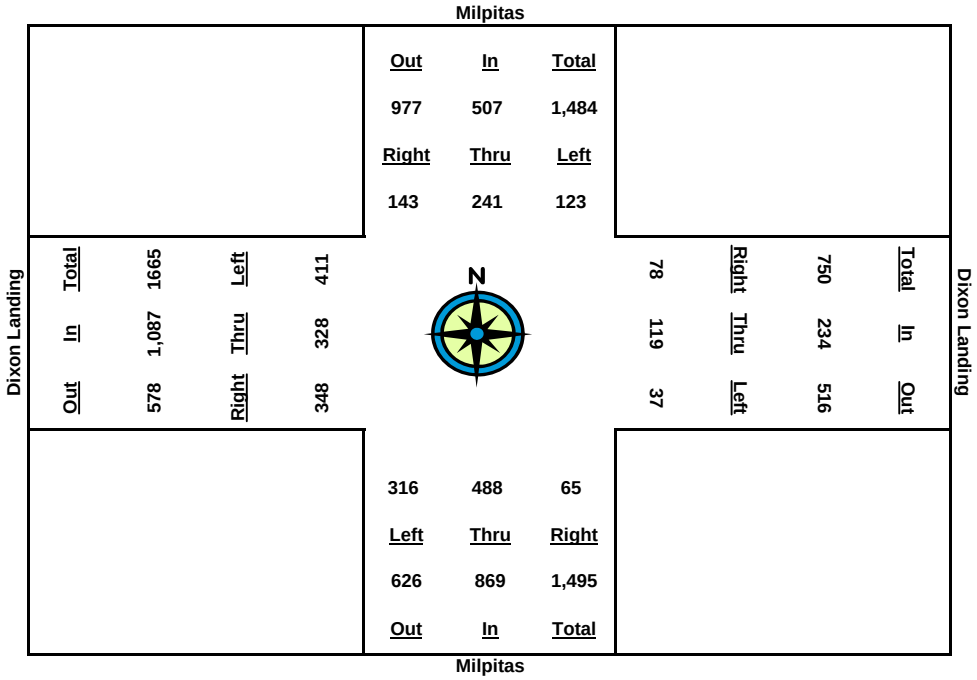
Date: 2/9/12
Counter: Shaun and Kristen
Intersection Name: Dixon Landing and Milpitas
Weather: Clear Milpitas 12BW01

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

	Milpitas				Dixon Landing				Milpitas				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	43	50	29	122	17	15	14	46	5	80	74	159	49	71	93	213
4:30	67	88	55	210	29	31	17	77	22	171	140	333	106	163	217	486
4:45	96	145	93	334	48	84	37	169	33	270	212	515	168	237	324	729
5:00	133	192	118	443	62	106	59	227	42	357	259	658	220	316	432	968
5:15	172	263	148	583	84	139	65	288	51	498	340	889	310	389	527	1,226
5:30	214	323	176	713	102	162	81	345	70	610	406	1,086	398	462	627	1,487
5:45	257	381	207	845	127	192	91	410	93	713	482	1,288	493	553	745	1,791
6:00	276	433	241	950	140	225	96	461	107	845	575	1,527	568	644	843	2,055

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	133	192	118	443	62	106	59	227	42	357	259	658	220	316	432	968	2,296
4:15 - 5:15	129	213	119	461	67	124	51	242	46	418	266	730	261	318	434	1,013	2,446
4:30 - 5:30	147	235	121	503	73	131	64	268	48	439	266	753	292	299	410	1,001	2,525
4:45 - 5:45	161	236	114	511	79	108	54	241	60	443	270	773	325	316	421	1,062	2,587
5:00 - 6:00	143	241	123	507	78	119	37	234	65	488	316	869	348	328	411	1,087	2,697
Peak Volumes:	**143**	**241**	**123**	**507**	**78**	**119**	**37**	**234**	**65**	**488**	**316**	**869**	**348**	**328**	**411**	**1,087**	**2,697**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	316	488	65	123	241	143	411	328	348	37	119	78



AM Peak-Hour Volume Count Worksheet

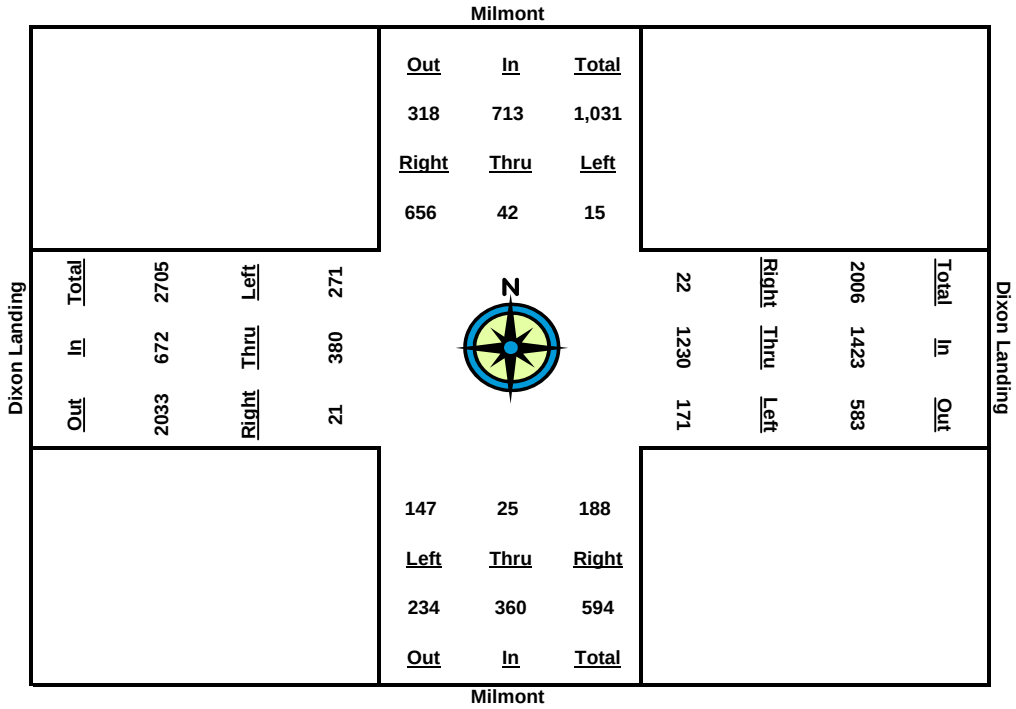
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 2/9/12
Counter: Patti and Ron
Intersection Name: Milmont Dr. and Dixon Landing Road
Weather: Clear Milpitas 12BW01

	Milmont				Dixon Landing				Milmont				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	117	7	2	126	5	201	17	223	17	2	21	40	3	68	47	118
7:30	227	12	6	245	11	436	38	485	41	7	48	96	5	160	97	262
7:45	366	22	8	396	12	686	64	762	84	15	89	188	7	294	173	474
8:00	522	27	11	560	21	988	92	1,101	151	29	127	307	13	419	254	686
8:15	682	32	15	729	25	1,313	130	1,468	229	31	165	425	20	512	323	855
8:30	845	53	17	915	30	1,609	208	1,847	253	35	196	484	24	604	374	1,002
8:45	1,022	64	23	1,109	34	1,916	235	2,185	272	40	236	548	28	674	444	1,146
9:00	1,192	70	33	1,295	42	2,221	255	2,518	290	44	265	599	31	729	492	1,252

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	522	27	11	560	21	988	92	1,101	151	29	127	307	13	419	254	686	2,654
7:15 - 8:15	565	25	13	603	20	1,112	113	1,245	212	29	144	385	17	444	276	737	2,970
7:30 - 8:30	618	41	11	670	19	1,173	170	1,362	212	28	148	388	19	444	277	740	3,160
7:45 - 8:45	656	42	15	713	22	1,230	171	1,423	188	25	147	360	21	380	271	672	3,168
8:00 - 9:00	670	43	22	735	21	1,233	163	1,417	139	15	138	292	18	310	238	566	3,010
Peak Volumes:	**656**	**42**	**15**	**713**	**22**	**1,230**	**171**	**1,423**	**188**	**25**	**147**	**360**	**21**	**380**	**271**	**672**	**3,168**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	147	25	188	15	42	656	271	380	21	171	1,230	22



PM Peak-Hour Volume Count Worksheet

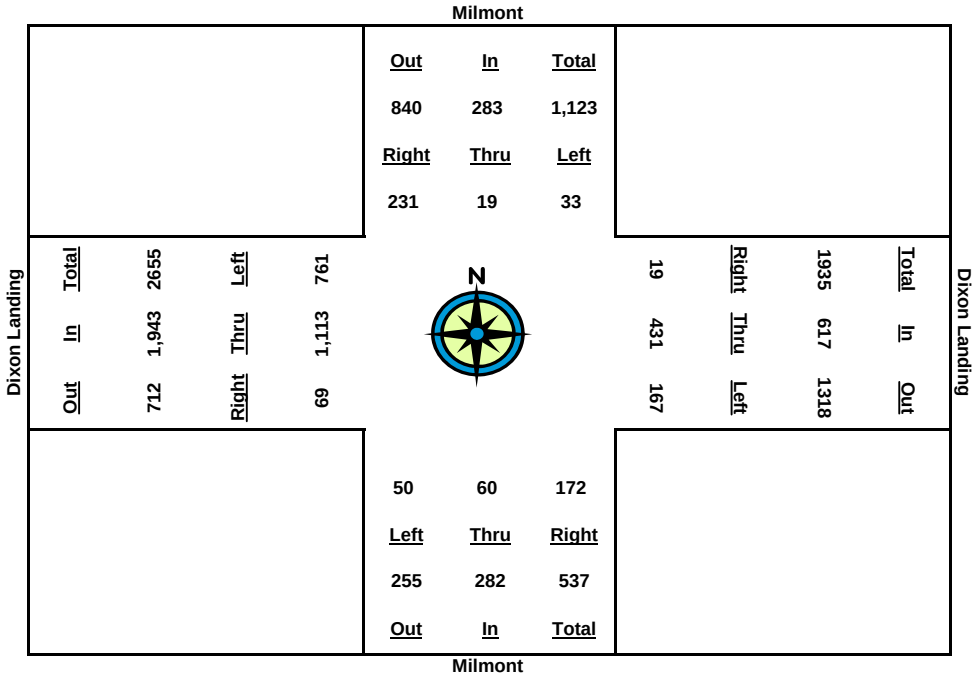
Date: 2/9/12
Counter: Patti and Ron
Intersection Name: Milmont Dr. and Dixon Landing Road
Weather: Clear Milpitas 12BW01

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

	Milmont				Dixon Landing				Milmont				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	77	3	10	90	2	86	16	104	21	11	15	47	14	204	64	282
4:30	128	7	20	155	7	188	42	237	47	15	25	87	24	443	169	636
4:45	182	9	26	217	9	292	67	368	70	18	37	125	39	711	294	1,044
5:00	240	12	38	290	10	407	100	517	94	24	54	172	52	953	424	1,429
5:15	302	16	47	365	11	522	137	670	143	43	68	254	70	1,208	557	1,835
5:30	362	24	53	439	16	638	167	821	172	50	75	297	86	1,495	761	2,342
5:45	417	28	62	507	23	737	213	973	225	73	96	394	101	1,790	959	2,850
6:00	471	31	71	573	29	838	267	1,134	266	84	104	454	121	2,066	1,185	3,372

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	240	12	38	290	10	407	100	517	94	24	54	172	52	953	424	1,429	2,408
4:15 - 5:15	225	13	37	275	9	436	121	566	122	32	53	207	56	1,004	493	1,553	2,601
4:30 - 5:30	234	17	33	284	9	450	125	584	125	35	50	210	62	1,052	592	1,706	2,784
4:45 - 5:45	235	19	36	290	14	445	146	605	155	55	59	269	62	1,079	665	1,806	2,970
5:00 - 6:00	231	19	33	283	19	431	167	617	172	60	50	282	69	1,113	761	1,943	3,125
Peak Volumes:	**231**	**19**	**33**	**283**	**19**	**431**	**167**	**617**	**172**	**60**	**50**	**282**	**69**	**1,113**	**761**	**1,943**	**3,125**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	50	60	172	33	19	231	761	1,113	69	167	431	19



AM Peak-Hour Volume Count Worksheet

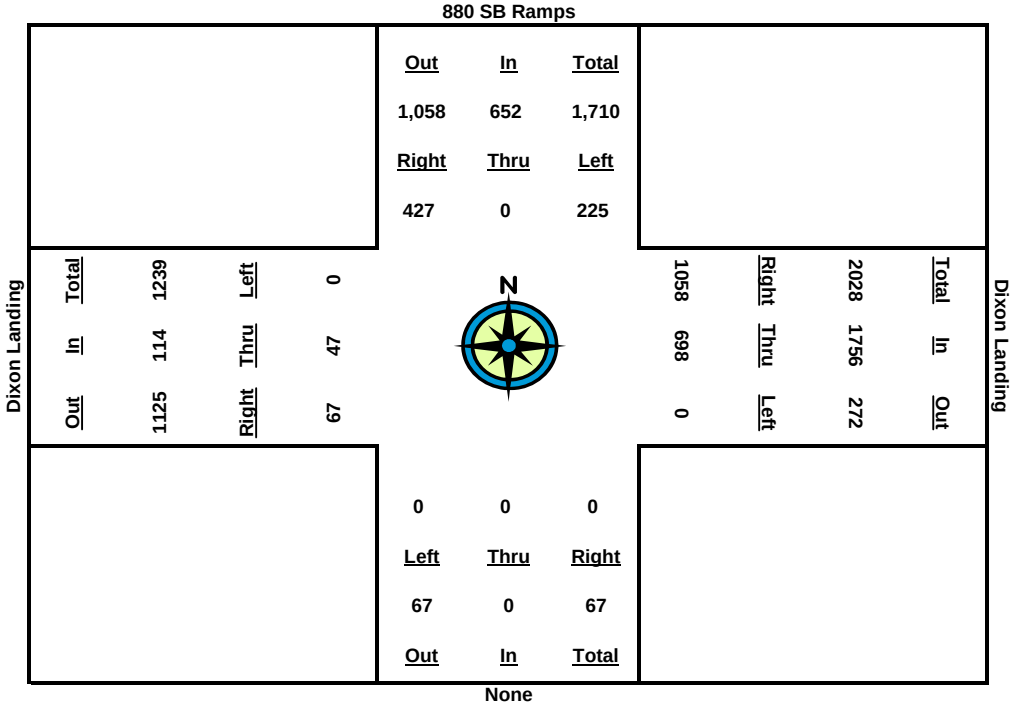
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 2/8/12
Counter: Stuart and Patti
Intersection Name: Dixon Landing and 880 SB Ramps
Weather: Clear Milpitas 12BW01

	880 SB Ramps				Dixon Landing				None				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	63	0	50	113	183	103	0	286	0	0	0	0	2	6	0	8
7:30	157	0	97	254	438	219	0	657	0	0	0	0	9	16	0	25
7:45	228	0	152	380	701	349	0	1,050	0	0	0	0	16	25	0	41
8:00	323	0	222	545	996	517	0	1,513	0	0	0	0	26	42	0	68
8:15	418	0	267	685	1,276	678	0	1,954	0	0	0	0	41	53	0	94
8:30	545	0	334	879	1,578	844	0	2,422	0	0	0	0	59	65	0	124
8:45	655	0	377	1,032	1,759	1,047	0	2,806	0	0	0	0	83	72	0	155
9:00	814	0	421	1,235	1,926	1,267	0	3,193	0	0	0	0	106	92	0	198

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	323	0	222	545	996	517	0	1,513	0	0	0	0	26	42	0	68	2,126
7:15 - 8:15	355	0	217	572	1,093	575	0	1,668	0	0	0	0	39	47	0	86	2,326
7:30 - 8:30	388	0	237	625	1,140	625	0	1,765	0	0	0	0	50	49	0	99	2,489
7:45 - 8:45	427	0	225	652	1,058	698	0	1,756	0	0	0	0	67	47	0	114	2,522
8:00 - 9:00	491	0	199	690	930	750	0	1,680	0	0	0	0	80	50	0	130	2,500
Peak Volumes:	**427**	**0**	**225**	**652**	**1,058**	**698**	**0**	**1,756**	**0**	**0**	**0**	**0**	**67**	**47**	**0**	**114**	**2,522**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	225	0	427	0	47	67	0	698	1,058



PM Peak-Hour Volume Count Worksheet

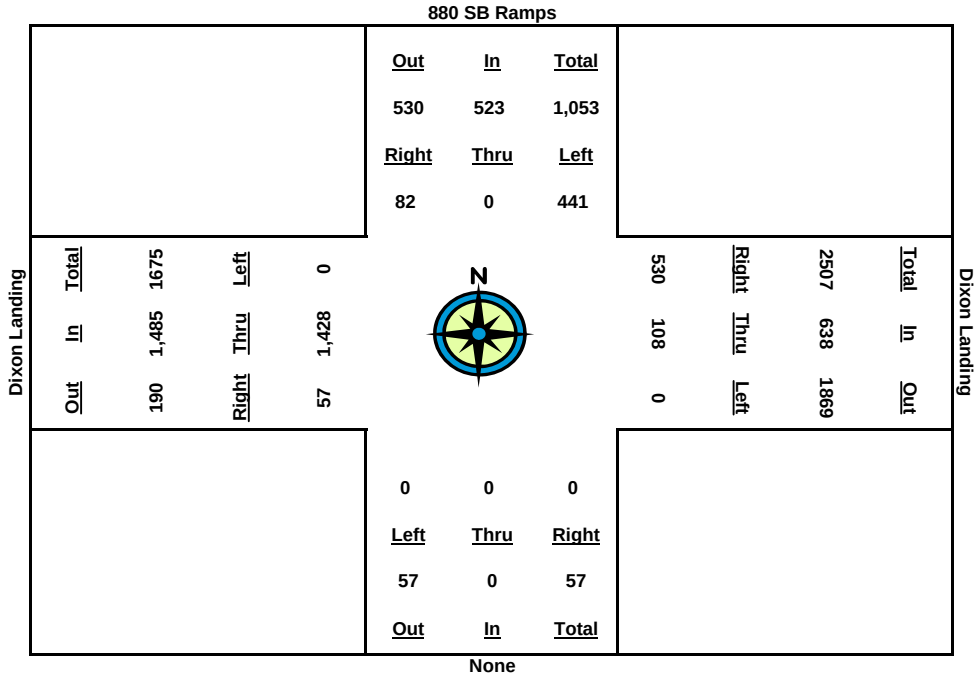
Date: 2/8/12
Counter: Stuart and Patti
Intersection Name: Dixon Landing and 880 SB Ramps
Weather: Clear Milpitas 12BW01

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

	880 SB Ramps				Dixon Landing				None				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	9	0	79	88	158	16	0	174	0	0	0	0	22	165	0	187
4:30	22	0	152	174	273	41	0	314	0	0	0	0	37	385	0	422
4:45	35	0	236	271	438	70	0	508	0	0	0	0	59	611	0	670
5:00	52	0	334	386	572	97	0	669	0	0	0	0	79	900	0	979
5:15	71	0	419	490	728	126	0	854	0	0	0	0	100	1,247	0	1,347
5:30	92	0	548	640	863	153	0	1,016	0	0	0	0	115	1,624	0	1,739
5:45	119	0	680	799	985	180	0	1,165	0	0	0	0	129	1,989	0	2,118
6:00	134	0	775	909	1,102	205	0	1,307	0	0	0	0	136	2,328	0	2,464

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	52	0	334	386	572	97	0	669	0	0	0	0	79	900	0	979	2,034
4:15 - 5:15	62	0	340	402	570	110	0	680	0	0	0	0	78	1,082	0	1,160	2,242
4:30 - 5:30	70	0	396	466	590	112	0	702	0	0	0	0	78	1,239	0	1,317	2,485
4:45 - 5:45	84	0	444	528	547	110	0	657	0	0	0	0	70	1,378	0	1,448	2,633
5:00 - 6:00	82	0	441	523	530	108	0	638	0	0	0	0	57	1,428	0	1,485	2,646
Peak Volumes:	**82**	**0**	**441**	**523**	**530**	**108**	**0**	**638**	**0**	**0**	**0**	**0**	**57**	**1,428**	**0**	**1,485**	**2,646**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	441	0	82	0	1,428	57	0	108	530



AM Peak-Hour Volume Count Worksheet

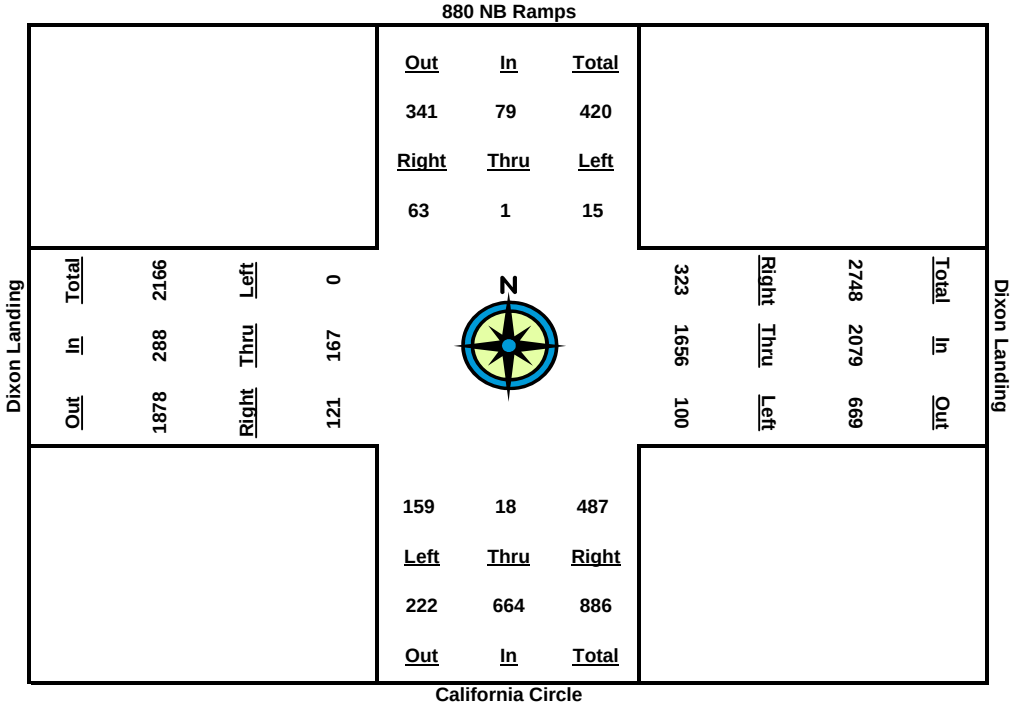
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 2/8/12
Counter: Steve and Logan
Intersection Name: Dixon Landing and 880 NB Ramps
Weather: Clear Milpitas 12BW01

	880 NB Ramps				Dixon Landing				California Circle				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	12	0	1	13	45	243	13	301	65	0	27	92	13	38	0	51
7:30	22	0	7	29	88	563	27	678	164	2	62	228	38	67	0	105
7:45	33	0	14	47	162	912	53	1,127	276	6	91	373	53	110	0	163
8:00	54	1	16	71	258	1,281	78	1,617	432	8	131	571	87	161	0	248
8:15	68	1	20	89	328	1,672	105	2,105	548	12	173	733	117	198	0	315
8:30	76	1	24	101	401	2,091	135	2,627	655	21	212	888	151	240	0	391
8:45	96	1	29	126	485	2,568	153	3,206	763	24	250	1,037	174	277	0	451
9:00	114	1	34	149	547	2,972	169	3,688	870	28	295	1,193	196	311	0	507

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	54	1	16	71	258	1,281	78	1,617	432	8	131	571	87	161	0	248	2,507
7:15 - 8:15	56	1	19	76	283	1,429	92	1,804	483	12	146	641	104	160	0	264	2,785
7:30 - 8:30	54	1	17	72	313	1,528	108	1,949	491	19	150	660	113	173	0	286	2,967
7:45 - 8:45	63	1	15	79	323	1,656	100	2,079	487	18	159	664	121	167	0	288	3,110
8:00 - 9:00	60	0	18	78	289	1,691	91	2,071	438	20	164	622	109	150	0	259	3,030
Peak Volumes:	**63**	**1**	**15**	**79**	**323**	**1,656**	**100**	**2,079**	**487**	**18**	**159**	**664**	**121**	**167**	**0**	**288**	**3,110**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	159	18	487	15	1	63	0	167	121	100	1,656	323



PM Peak-Hour Volume Count Worksheet

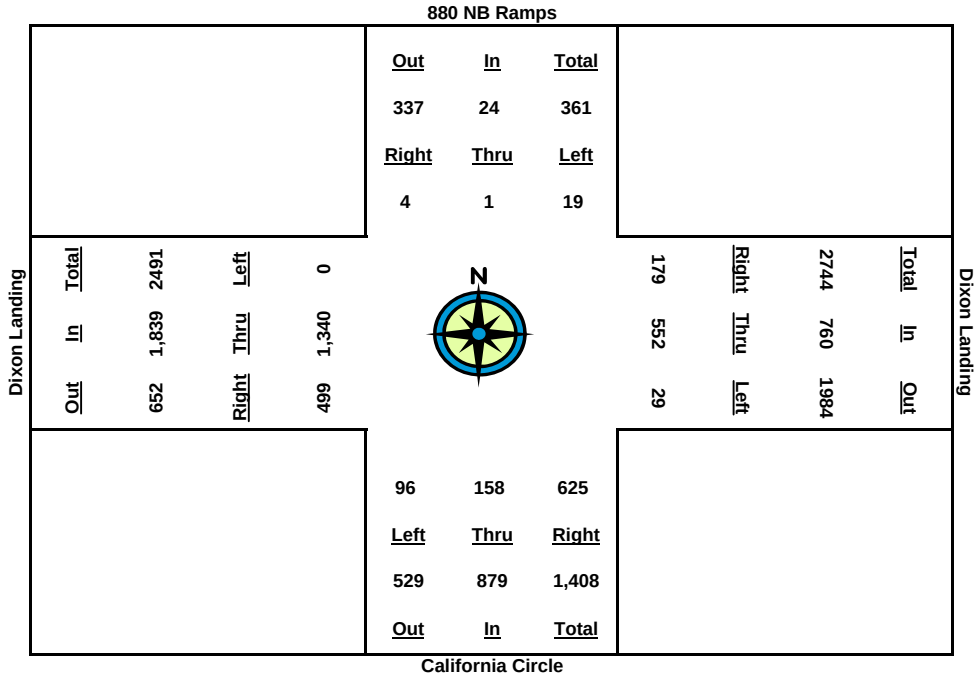
Date: 2/8/12
Counter: Steve and Huy
Intersection Name: Dixon Landing and 880 NB Ramps
Weather: Clear Milpitas 12BW01

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

	880 NB Ramps				Dixon Landing				California Circle				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	5	12	56	118	5	179	137	11	48	196	80	176	0	256
4:30	12	0	11	23	111	226	9	346	269	18	70	357	179	323	0	502
4:45	12	0	16	28	179	367	21	567	394	22	114	530	297	504	0	801
5:00	14	0	20	34	237	492	32	761	521	28	143	692	406	693	0	1,099
5:15	14	0	25	39	287	626	39	952	672	59	177	908	574	1,098	0	1,672
5:30	16	1	28	45	337	735	47	1,119	830	104	199	1,133	709	1,402	0	2,111
5:45	16	1	36	53	378	905	55	1,338	1,014	146	218	1,378	842	1,736	0	2,578
6:00	18	1	39	58	416	1,044	61	1,521	1,146	186	239	1,571	905	2,033	0	2,938

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	14	0	20	34	237	492	32	761	521	28	143	692	406	693	0	1,099	2,586
4:15 - 5:15	7	0	20	27	231	508	34	773	535	48	129	712	494	922	0	1,416	2,928
4:30 - 5:30	4	1	17	22	226	509	38	773	561	86	129	776	530	1,079	0	1,609	3,180
4:45 - 5:45	4	1	20	25	199	538	34	771	620	124	104	848	545	1,232	0	1,777	3,421
5:00 - 6:00	4	1	19	24	179	552	29	760	625	158	96	879	499	1,340	0	1,839	3,502
Peak Volumes:	**4**	**1**	**19**	**24**	**179**	**552**	**29**	**760**	**625**	**158**	**96**	**879**	**499**	**1,340**	**0**	**1,839**	**3,502**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	96	158	625	19	1	4	0	1,340	499	29	552	179



AM Peak-Hour Volume Count Worksheet

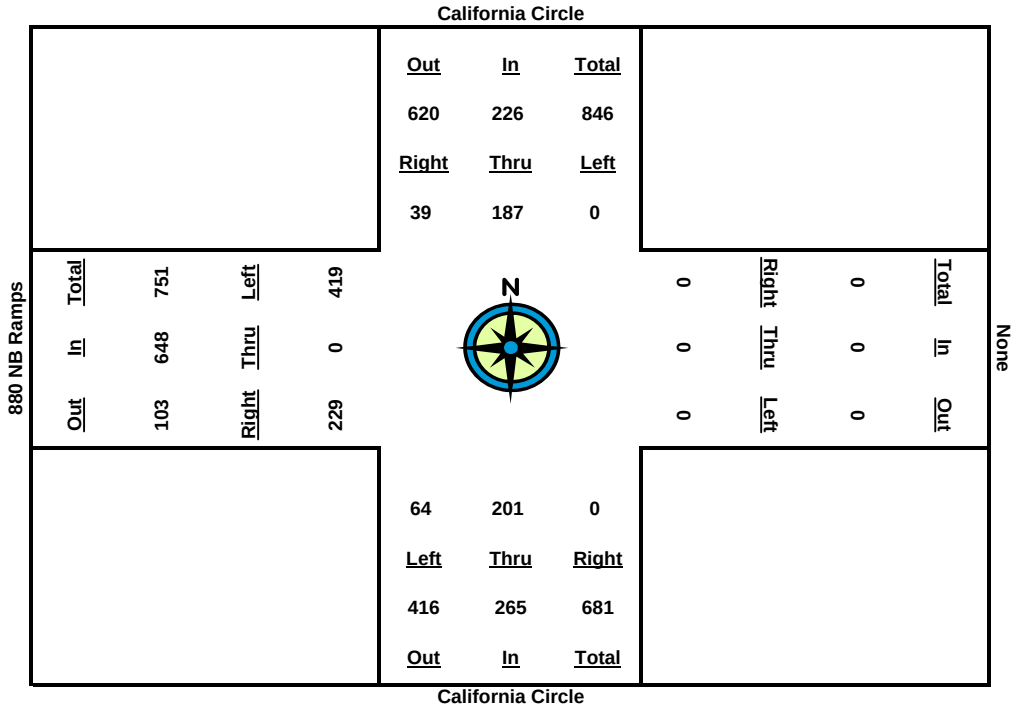
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 2/8/12
Counter: Shaun and Kristen
Intersection Name: California Circle and I-880 NB Ramps
Weather: Clear Milpitas 12BW01

	California Circle				None				California Circle				880 NB Ramps			
	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	2	29	0	31	0	0	0	0	0	34	8	42	47	0	59	106
7:30	7	59	0	66	0	0	0	0	0	77	24	101	94	0	150	244
7:45	16	100	0	116	0	0	0	0	0	124	46	170	167	0	261	428
8:00	24	150	0	174	0	0	0	0	0	175	64	239	209	0	383	592
8:15	36	200	0	236	0	0	0	0	0	218	77	295	263	0	481	744
8:30	46	246	0	292	0	0	0	0	0	278	88	366	323	0	569	892
8:45	51	274	0	325	0	0	0	0	0	314	104	418	362	0	648	1,010
9:00	55	306	0	361	0	0	0	0	0	374	119	493	410	0	736	1,146

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	24	150	0	174	0	0	0	0	0	175	64	239	209	0	383	592	1,005
7:15 - 8:15	34	171	0	205	0	0	0	0	0	184	69	253	216	0	422	638	1,096
7:30 - 8:30	39	187	0	226	0	0	0	0	0	201	64	265	229	0	419	648	1,139
7:45 - 8:45	35	174	0	209	0	0	0	0	0	190	58	248	195	0	387	582	1,039
8:00 - 9:00	31	156	0	187	0	0	0	0	0	199	55	254	201	0	353	554	995
Peak Volumes:	**39**	**187**	**0**	**226**	**0**	**0**	**0**	**0**	**0**	**201**	**64**	**265**	**229**	**0**	**419**	**648**	**1,139**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	64	201	0	0	187	39	419	0	229	0	0	0



PM Peak-Hour Volume Count Worksheet

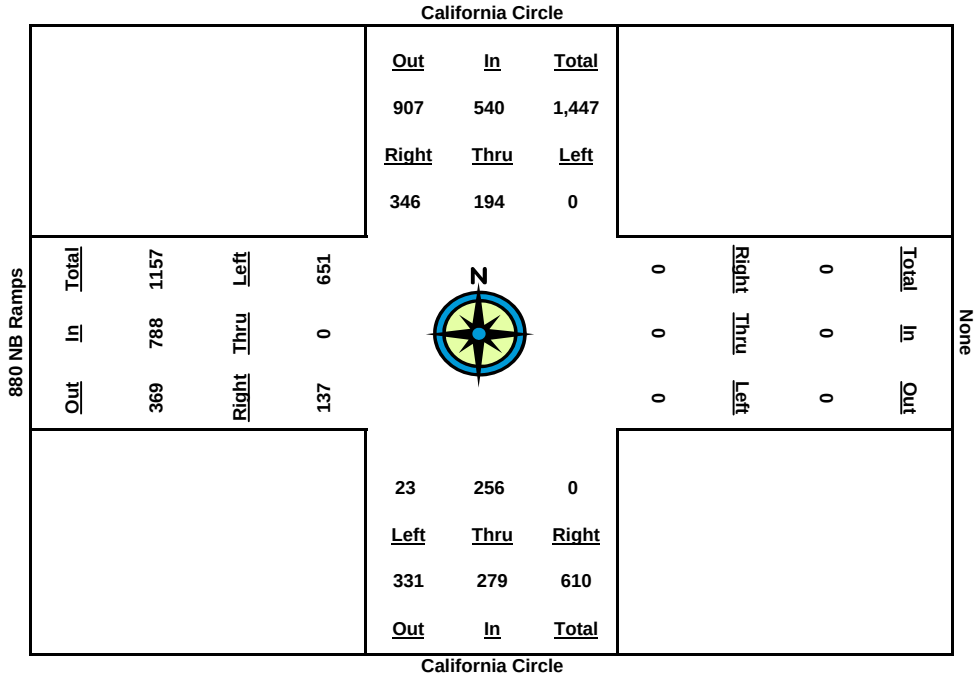
Date: 2/8/12
Counter: Kevin and Matt
Intersection Name: California Circle and I-880 NB Ramps
Weather: Clear Milpitas 12BW01

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

	California Circle				None				California Circle				880 NB Ramps			
	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	54	21	0	75	0	0	0	0	0	79	5	84	24	0	127	151
4:30	148	42	0	190	0	0	0	0	0	140	19	159	54	0	271	325
4:45	245	72	0	317	0	0	0	0	0	217	27	244	74	0	401	475
5:00	342	99	0	441	0	0	0	0	0	288	35	323	102	0	538	640
5:15	466	145	0	611	0	0	0	0	0	357	39	396	128	0	679	807
5:30	562	207	0	769	0	0	0	0	0	408	42	450	161	0	819	980
5:45	638	259	0	897	0	0	0	0	0	485	50	535	203	0	987	1,190
6:00	688	293	0	981	0	0	0	0	0	544	58	602	239	0	1,189	1,428

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	342	99	0	441	0	0	0	0	0	288	35	323	102	0	538	640	1,404
4:15 - 5:15	412	124	0	536	0	0	0	0	0	278	34	312	104	0	552	656	1,504
4:30 - 5:30	414	165	0	579	0	0	0	0	0	268	23	291	107	0	548	655	1,525
4:45 - 5:45	393	187	0	580	0	0	0	0	0	268	23	291	129	0	586	715	1,586
5:00 - 6:00	346	194	0	540	0	0	0	0	0	256	23	279	137	0	651	788	1,607
Peak Volumes:	**346**	**194**	**0**	**540**	**0**	**0**	**0**	**0**	**0**	**256**	**23**	**279**	**137**	**0**	**651**	**788**	**1,607**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	23	256	0	0	194	346	651	0	137	0	0	0



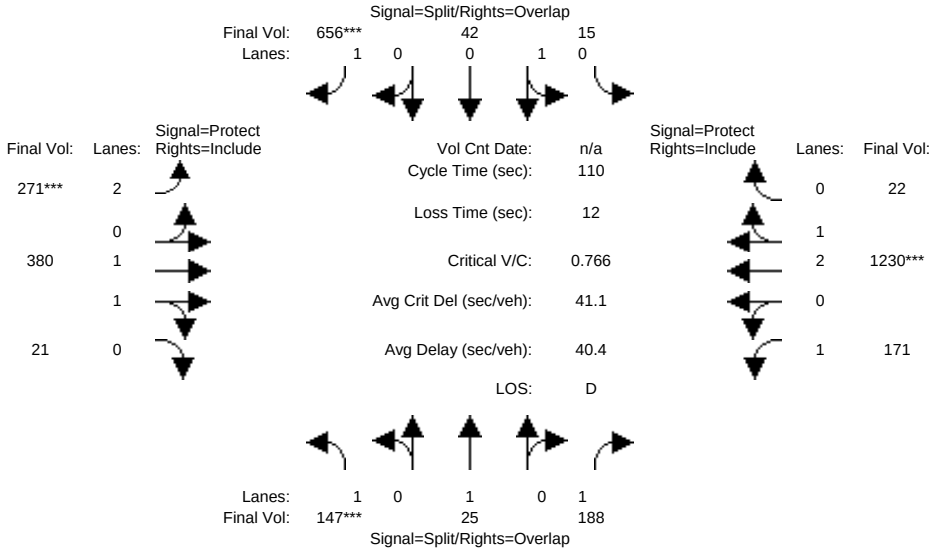
Appendix B

LOS Calculations

California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	25	188	15	42	656	271	380	21	171	1230	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	25	188	15	42	656	271	380	21	171	1230	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	25	188	15	42	656	271	380	21	171	1230	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	25	188	15	42	656	271	380	21	171	1230	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	25	188	15	42	656	271	380	21	171	1230	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	25	188	15	42	656	271	380	21	171	1230	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.26	0.74	1.00	2.00	1.89	0.11	1.00	2.95	0.05
Final Sat.:	1750	1900	1750	474	1326	1750	3150	3506	194	1750	5501	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.11	0.03	0.03	0.37	0.09	0.11	0.11	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	12.1	12.1	33.1	41.5	41.5	53.8	12.4	23.4	23.4	21.1	32.1	32.1
Volume/Cap:	0.77	0.12	0.36	0.08	0.08	0.77	0.77	0.51	0.51	0.51	0.77	0.77
Delay/Veh:	72.4	45.4	32.0	22.3	22.3	29.4	62.0	40.6	40.6	45.3	39.0	39.0
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:	72.4	45.4	32.0	22.3	22.3	29.4	62.0	40.6	40.6	45.3	39.0	39.0
LOS by Move:	E	D	C	C	C	C	E	D	D	D	D	D
DesignQueue:	9	1	9	2	2	25	9	10	10	9	20	20

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

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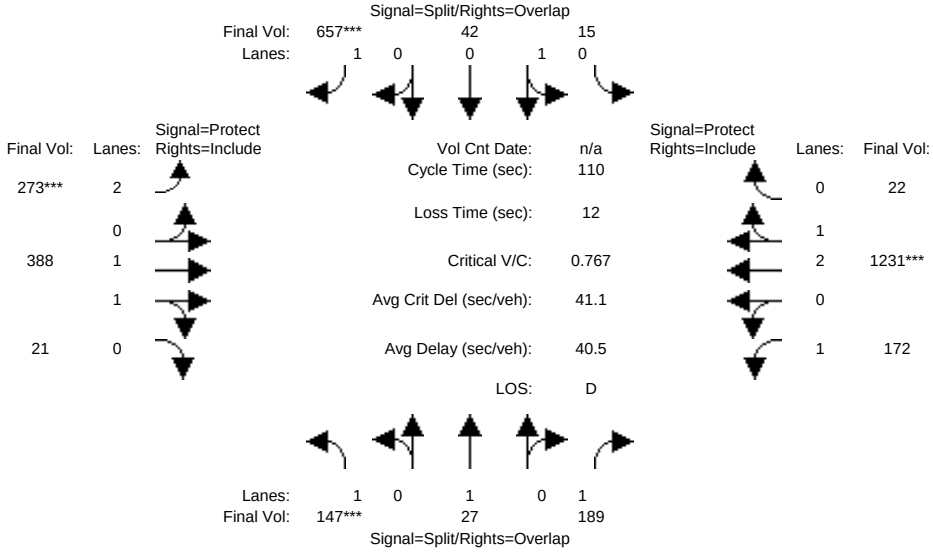
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	27	189	15	42	657	273	388	21	172	1231	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	27	189	15	42	657	273	388	21	172	1231	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	27	189	15	42	657	273	388	21	172	1231	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	27	189	15	42	657	273	388	21	172	1231	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	27	189	15	42	657	273	388	21	172	1231	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	27	189	15	42	657	273	388	21	172	1231	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.26	0.74	1.00	2.00	1.89	0.11	1.00	2.95	0.05
Final Sat.:	1750	1900	1750	474	1326	1750	3150	3510	190	1750	5502	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.11	0.03	0.03	0.38	0.09	0.11	0.11	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	12.0	12.0	33.0	41.4	41.4	53.9	12.4	23.6	23.6	21.0	32.1	32.1
Volume/Cap:	0.77	0.13	0.36	0.08	0.08	0.77	0.77	0.52	0.52	0.52	0.77	0.77
Delay/Veh:	72.6	45.5	32.1	22.3	22.3	29.4	62.0	40.6	40.6	45.6	39.0	39.0
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:	72.6	45.5	32.1	22.3	22.3	29.4	62.0	40.6	40.6	45.6	39.0	39.0
LOS by Move:	E	D	C	C	C	C	E	D	D	D	D	D
DesignQueue:	9	1	9	2	2	25	9	10	10	9	20	20

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

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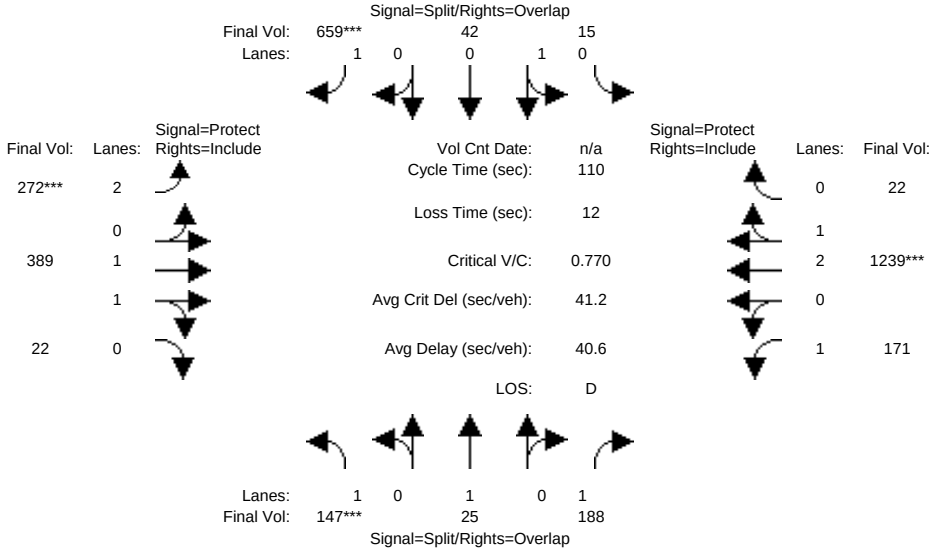
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	25	188	15	42	659	272	389	22	171	1239	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	25	188	15	42	659	272	389	22	171	1239	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	25	188	15	42	659	272	389	22	171	1239	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	25	188	15	42	659	272	389	22	171	1239	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	25	188	15	42	659	272	389	22	171	1239	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	25	188	15	42	659	272	389	22	171	1239	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.26	0.74	1.00	2.00	1.89	0.11	1.00	2.95	0.05
Final Sat.:	1750	1900	1750	474	1326	1750	3150	3502	198	1750	5502	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.11	0.03	0.03	0.38	0.09	0.11	0.11	0.10	0.23	0.23
Crit Moves:	****					****	****				****	
Green Time:	12.0	12.0	32.8	41.5	41.5	53.8	12.3	23.7	23.7	20.8	32.2	32.2
Volume/Cap:	0.77	0.12	0.36	0.08	0.08	0.77	0.77	0.52	0.52	0.52	0.77	0.77
Delay/Veh:	73.0	45.4	32.2	22.3	22.3	29.6	62.3	40.5	40.5	45.7	39.1	39.1
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:	73.0	45.4	32.2	22.3	22.3	29.6	62.3	40.5	40.5	45.7	39.1	39.1
LOS by Move:	E	D	C	C	C	C	E	D	D	D	D	D
DesignQueue:	9	1	9	2	2	25	9	10	10	9	20	20

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

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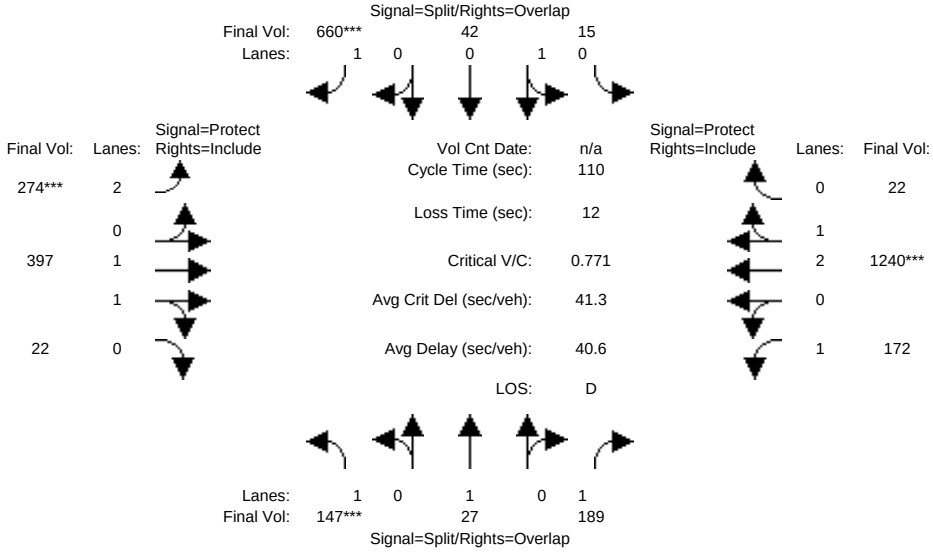
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	27	189	15	42	660	274	397	22	172	1240	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	27	189	15	42	660	274	397	22	172	1240	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	27	189	15	42	660	274	397	22	172	1240	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	27	189	15	42	660	274	397	22	172	1240	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	27	189	15	42	660	274	397	22	172	1240	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	27	189	15	42	660	274	397	22	172	1240	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.26	0.74	1.00	2.00	1.89	0.11	1.00	2.95	0.05
Final Sat.:	1750	1900	1750	474	1326	1750	3150	3506	194	1750	5502	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.11	0.03	0.03	0.38	0.09	0.11	0.11	0.10	0.23	0.23
Crit Moves:	****					****	****				****	
Green Time:	12.0	12.0	32.7	41.4	41.4	53.8	12.4	23.9	23.9	20.7	32.2	32.2
Volume/Cap:	0.77	0.13	0.36	0.08	0.08	0.77	0.77	0.52	0.52	0.52	0.77	0.77
Delay/Veh:	73.1	45.6	32.4	22.3	22.3	29.7	62.3	40.4	40.4	46.0	39.1	39.1
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:	73.1	45.6	32.4	22.3	22.3	29.7	62.3	40.4	40.4	46.0	39.1	39.1
LOS by Move:	E	D	C	C	C	C	E	D	D	D	D	D
DesignQueue:	9	1	9	2	2	25	9	11	11	10	20	20

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

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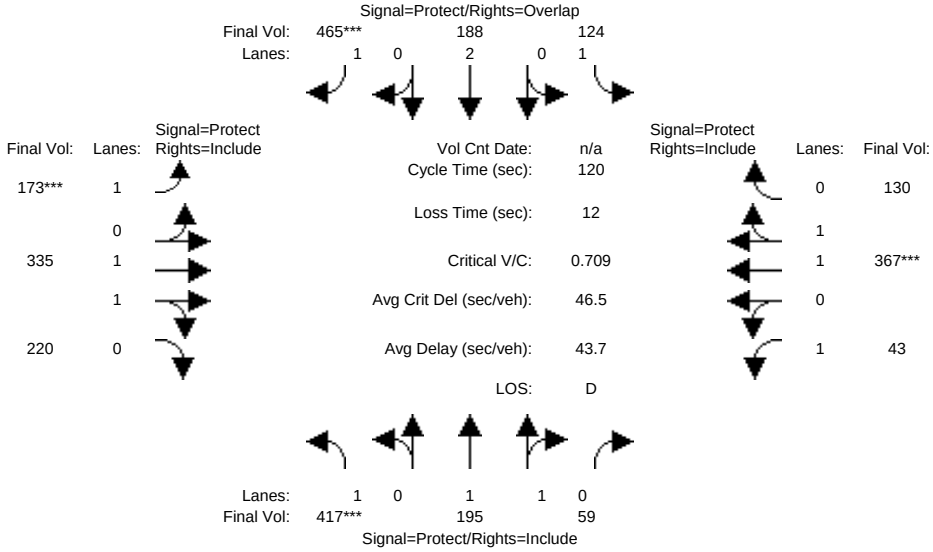
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	195	59	124	188	465	173	335	220	43	367	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	195	59	124	188	465	173	335	220	43	367	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	195	59	124	188	465	173	335	220	43	367	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	195	59	124	188	465	173	335	220	43	367	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	195	59	124	188	465	173	335	220	43	367	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	195	59	124	188	465	173	335	220	43	367	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.46	0.54
Final Sat.:	1750	2840	859	1750	3800	1750	1750	2232	1466	1750	2731	968
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.07	0.07	0.05	0.27	0.10	0.15	0.15	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green Time:	40.3	37.0	37.0	31.5	28.2	45.0	16.7	28.4	28.4	11.0	22.7	22.7
Volume/Cap:	0.71	0.22	0.22	0.27	0.21	0.71	0.71	0.63	0.63	0.27	0.71	0.71
Delay/Veh:	41.8	31.2	31.2	36.6	37.5	38.3	65.4	44.6	44.6	54.7	51.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	31.2	31.2	36.6	37.5	38.3	65.4	44.6	44.6	54.7	51.5	51.5
LOS by Move:	D	C	C	D	D	D	E	D	D	D	D	D
DesignQueue:	21	6	6	7	5	23	11	15	15	3	14	14

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

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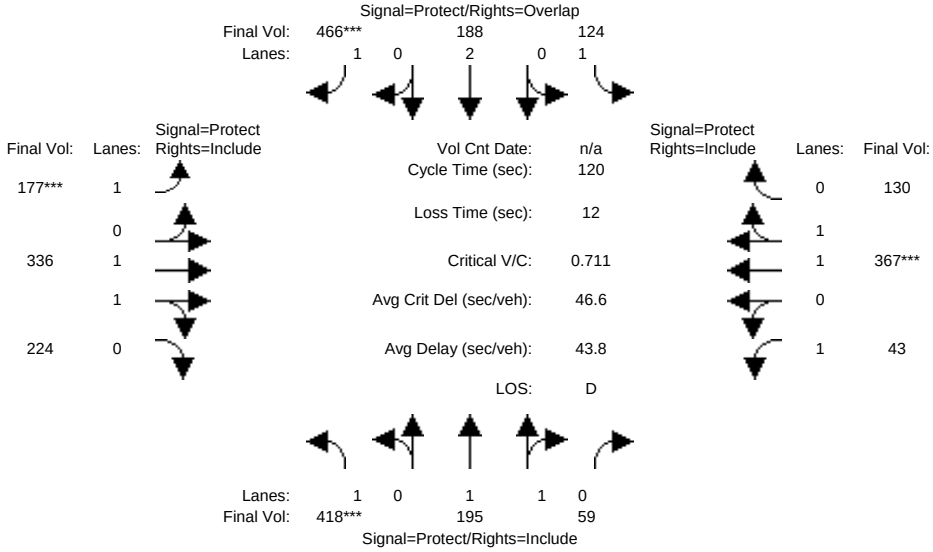
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	418	195	59	124	188	466	177	336	224	43	367	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	195	59	124	188	466	177	336	224	43	367	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	195	59	124	188	466	177	336	224	43	367	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	195	59	124	188	466	177	336	224	43	367	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	195	59	124	188	466	177	336	224	43	367	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	195	59	124	188	466	177	336	224	43	367	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.46	0.54
Final Sat.:	1750	2840	859	1750	3800	1750	1750	2219	1479	1750	2731	968
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.07	0.07	0.05	0.27	0.10	0.15	0.15	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green Time:	40.3	36.9	36.9	31.4	27.9	45.0	17.1	28.7	28.7	11.1	22.7	22.7
Volume/Cap:	0.71	0.22	0.22	0.27	0.21	0.71	0.71	0.63	0.63	0.27	0.71	0.71
Delay/Veh:	41.9	31.4	31.4	36.7	37.7	38.4	64.9	44.4	44.4	54.7	51.6	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	31.4	31.4	36.7	37.7	38.4	64.9	44.4	44.4	54.7	51.6	51.6
LOS by Move:	D	C	C	D	D	D	E	D	D	D	D	D
DesignQueue:	21	6	6	7	5	23	11	15	15	3	14	14

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

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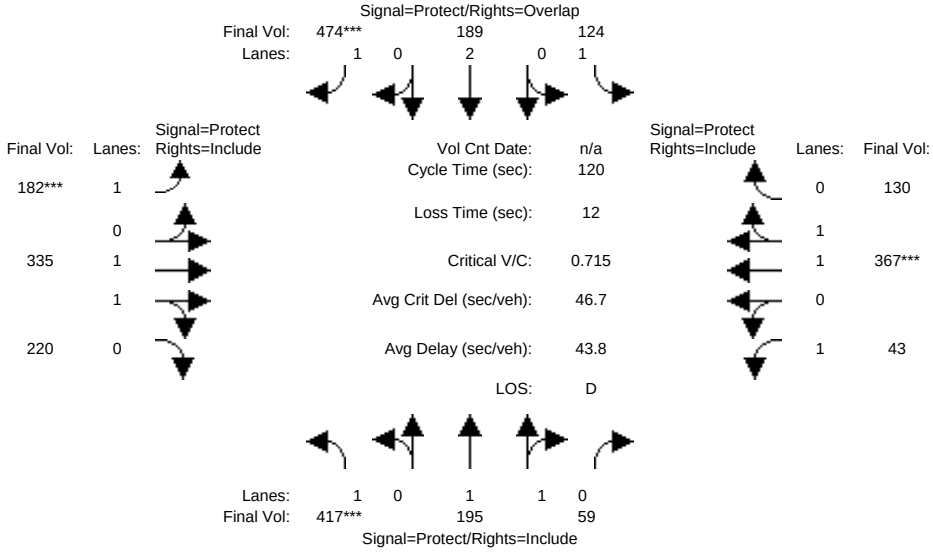
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	195	59	124	189	474	182	335	220	43	367	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	195	59	124	189	474	182	335	220	43	367	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	195	59	124	189	474	182	335	220	43	367	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	195	59	124	189	474	182	335	220	43	367	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	195	59	124	189	474	182	335	220	43	367	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	195	59	124	189	474	182	335	220	43	367	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.46	0.54
Final Sat.:	1750	2840	859	1750	3800	1750	1750	2232	1466	1750	2731	968
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.07	0.07	0.05	0.27	0.10	0.15	0.15	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green Time:	40.0	36.7	36.7	31.2	28.0	45.5	17.5	28.8	28.8	11.2	22.5	22.5
Volume/Cap:	0.72	0.22	0.22	0.27	0.21	0.72	0.72	0.63	0.63	0.26	0.72	0.72
Delay/Veh:	42.3	31.5	31.5	36.8	37.7	38.2	64.7	44.1	44.1	54.5	51.9	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:	42.3	31.5	31.5	36.8	37.7	38.2	64.7	44.1	44.1	54.5	51.9	51.9
LOS by Move:	D	C	C	D	D	D	E	D	D	D	D	D
DesignQueue:	21	6	6	7	5	23	12	15	15	3	14	14

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

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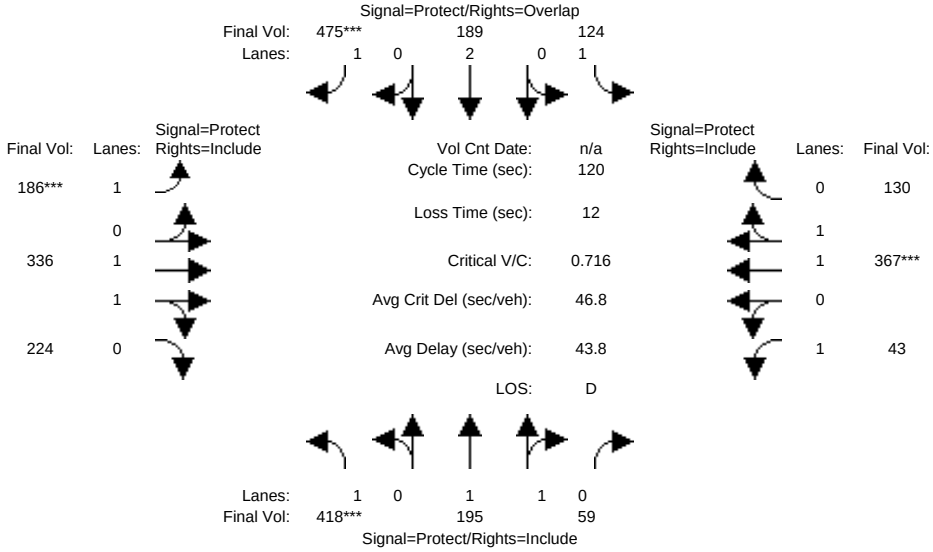
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	418	195	59	124	189	475	186	336	224	43	367	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	195	59	124	189	475	186	336	224	43	367	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	195	59	124	189	475	186	336	224	43	367	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	195	59	124	189	475	186	336	224	43	367	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	195	59	124	189	475	186	336	224	43	367	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	195	59	124	189	475	186	336	224	43	367	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.18	0.82	1.00	1.46	0.54
Final Sat.:	1750	2840	859	1750	3800	1750	1750	2219	1479	1750	2731	968
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.07	0.07	0.05	0.27	0.11	0.15	0.15	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green Time:	40.0	36.6	36.6	31.1	27.7	45.5	17.8	29.1	29.1	11.2	22.5	22.5
Volume/Cap:	0.72	0.23	0.23	0.27	0.22	0.72	0.72	0.62	0.62	0.26	0.72	0.72
Delay/Veh:	42.4	31.6	31.6	36.9	37.9	38.3	64.3	43.8	43.8	54.4	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	31.6	31.6	36.9	37.9	38.3	64.3	43.8	43.8	54.4	52.0	52.0
LOS by Move:	D	C	C	D	D	D	E	D	D	D	D	D
DesignQueue:	22	6	6	7	5	23	12	15	15	3	14	14

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

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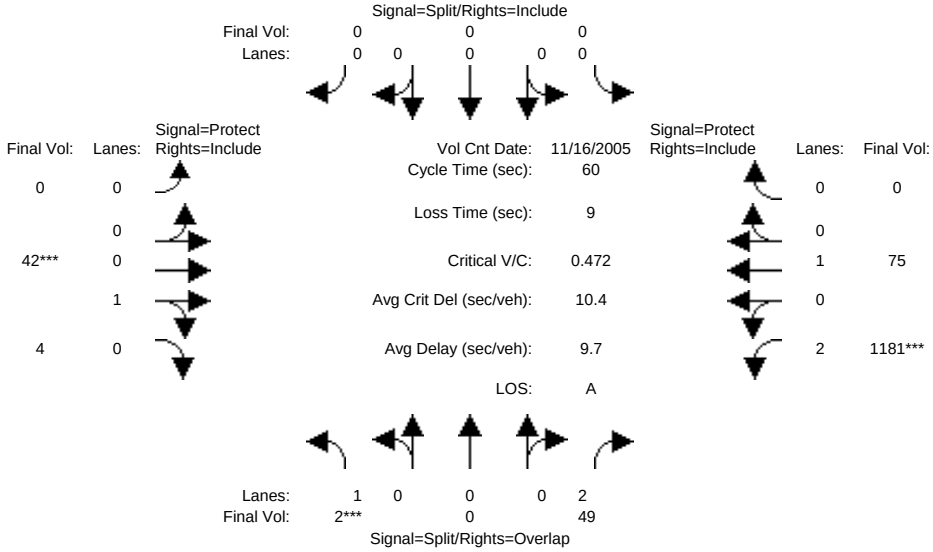
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2005 <<												
Base Vol:	2	0	49	0	0	0	0	42	4	1181	75	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	49	0	0	0	0	42	4	1181	75	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	49	0	0	0	0	42	4	1181	75	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	49	0	0	0	0	42	4	1181	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	49	0	0	0	0	42	4	1181	75	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	49	0	0	0	0	42	4	1181	75	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.91	0.09	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1643	157	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.37	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	7.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	34.0	44.0	0.0
Volume/Cap:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.66	0.05	0.00
Delay/Veh:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.0	2.2	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:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.0	2.2	0.0
LOS by Move:	C	A	A	A	A	A	A	C	C	A	A	A
DesignQueue:	0	0	0	0	0	0	0	1	1	11	1	0

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

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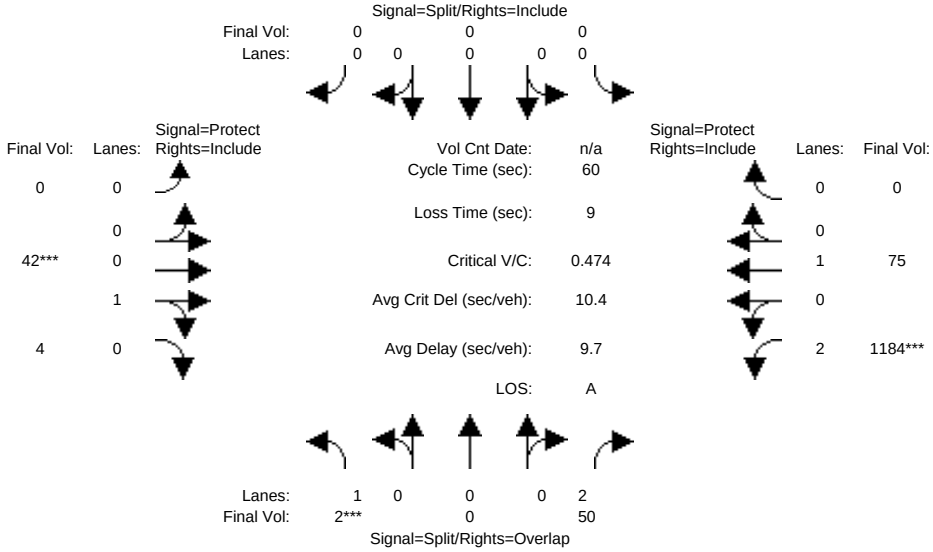
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	50	0	0	0	0	42	4	1184	75	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	50	0	0	0	0	42	4	1184	75	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	50	0	0	0	0	42	4	1184	75	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	50	0	0	0	0	42	4	1184	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	50	0	0	0	0	42	4	1184	75	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	50	0	0	0	0	42	4	1184	75	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.91	0.09	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1643	157	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.38	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	7.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	34.0	44.0	0.0
Volume/Cap:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.15	0.15	0.66	0.05	0.00
Delay/Veh:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.0	2.2	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:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.0	2.2	0.0
LOS by Move:	C	A	A	A	A	A	A	C	C	A	A	A
DesignQueue:	0	0	0	0	0	0	0	1	1	11	1	0

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

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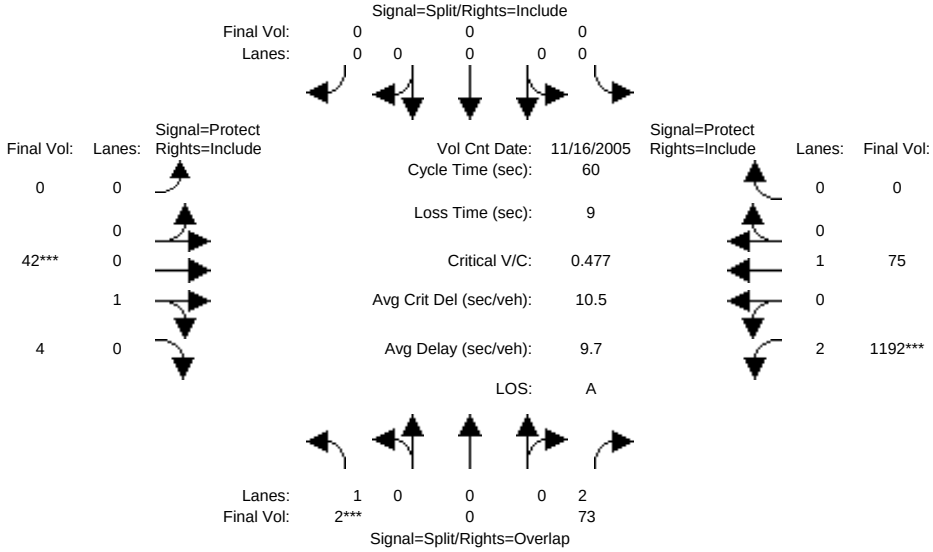
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2005 <<												
Base Vol:	2	0	73	0	0	0	0	42	4	1192	75	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	73	0	0	0	0	42	4	1192	75	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	73	0	0	0	0	42	4	1192	75	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	73	0	0	0	0	42	4	1192	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	73	0	0	0	0	42	4	1192	75	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	73	0	0	0	0	42	4	1192	75	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.91	0.09	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1643	157	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.38	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	7.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	34.0	44.0	0.0
Volume/Cap:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.15	0.15	0.67	0.05	0.00
Delay/Veh:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.0	2.2	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:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.0	2.2	0.0
LOS by Move:	C	A	A	A	A	A	A	C	C	B	A	A
DesignQueue:	0	0	0	0	0	0	0	1	1	12	1	0

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

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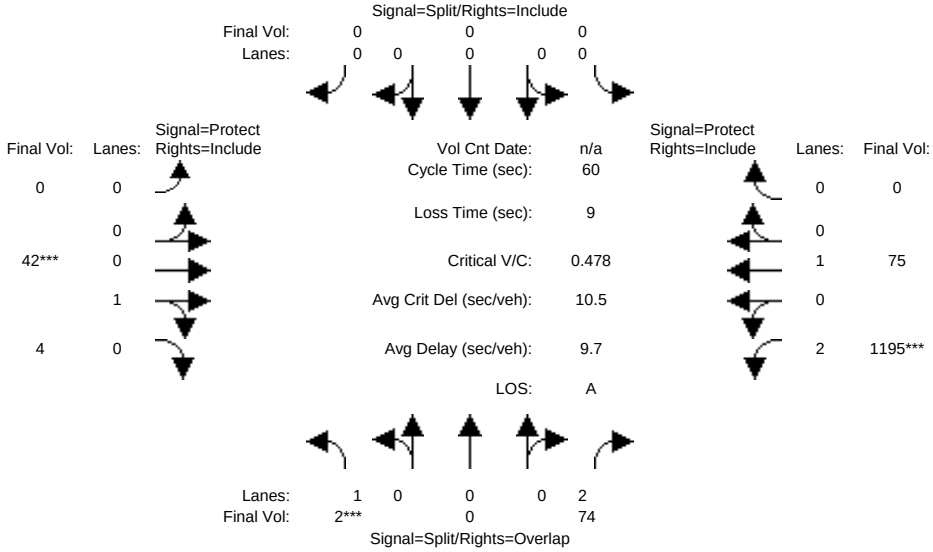
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	74	0	0	0	0	42	4	1195	75	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	74	0	0	0	0	42	4	1195	75	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	74	0	0	0	0	42	4	1195	75	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	74	0	0	0	0	42	4	1195	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	74	0	0	0	0	42	4	1195	75	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	74	0	0	0	0	42	4	1195	75	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.91	0.09	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1643	157	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.38	0.04	0.00
Crit Moves:	****							****		****		
Green Time:	7.0	0.0	41.0	0.0	0.0	0.0	0.0	10.0	10.0	34.0	44.0	0.0
Volume/Cap:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.15	0.15	0.67	0.05	0.00
Delay/Veh:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.1	2.2	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:	23.5	0.0	3.1	0.0	0.0	0.0	0.0	21.6	21.6	10.1	2.2	0.0
LOS by Move:	C	A	A	A	A	A	A	C	C	B	A	A
DesignQueue:	0	0	0	0	0	0	0	1	1	12	1	0

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

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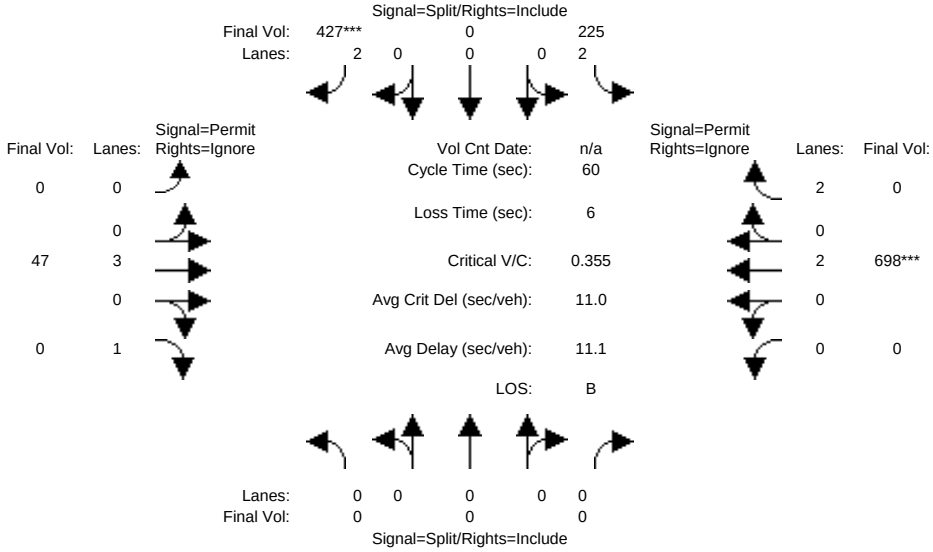
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	225	0	427	0	47	67	0	698	1058
Growth Adj:	1.00	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	225	0	427	0	47	67	0	698	1058
Added Vol:	0	0	0	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	225	0	427	0	47	67	0	698	1058
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	225	0	427	0	47	0	0	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	427	0	47	0	0	698	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	225	0	427	0	47	0	0	698	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	0.07	0.00	0.14	0.00	0.01	0.00	0.00	0.18	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	22.9	0.0	22.9	0.0	31.1	0.0	0.0	31.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.35	0.00	0.02	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	14.1	0.0	7.0	0.0	0.0	9.0	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	12.7	0.0	14.1	0.0	7.0	0.0	0.0	9.0	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	6	0	0	0	0	6	0

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

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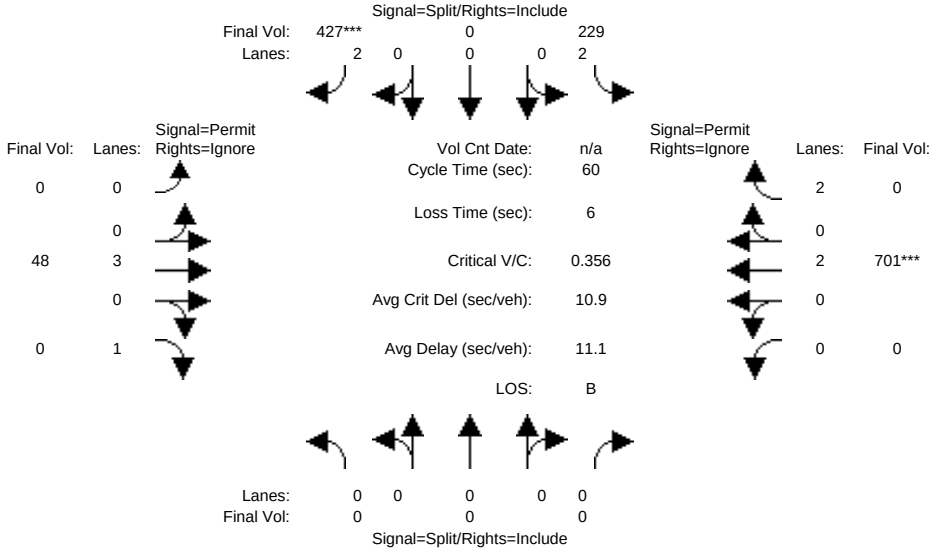
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	229	0	427	0	48	67	0	701	1077
Growth Adj:	1.00	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	229	0	427	0	48	67	0	701	1077
Added Vol:	0	0	0	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	229	0	427	0	48	67	0	701	1077
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	229	0	427	0	48	0	0	701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	229	0	427	0	48	0	0	701	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	229	0	427	0	48	0	0	701	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	0.07	0.00	0.14	0.00	0.01	0.00	0.00	0.18	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	22.9	0.0	22.9	0.0	31.1	0.0	0.0	31.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.36	0.00	0.02	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	14.1	0.0	7.0	0.0	0.0	9.0	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	12.7	0.0	14.1	0.0	7.0	0.0	0.0	9.0	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	6	0	0	0	0	6	0

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

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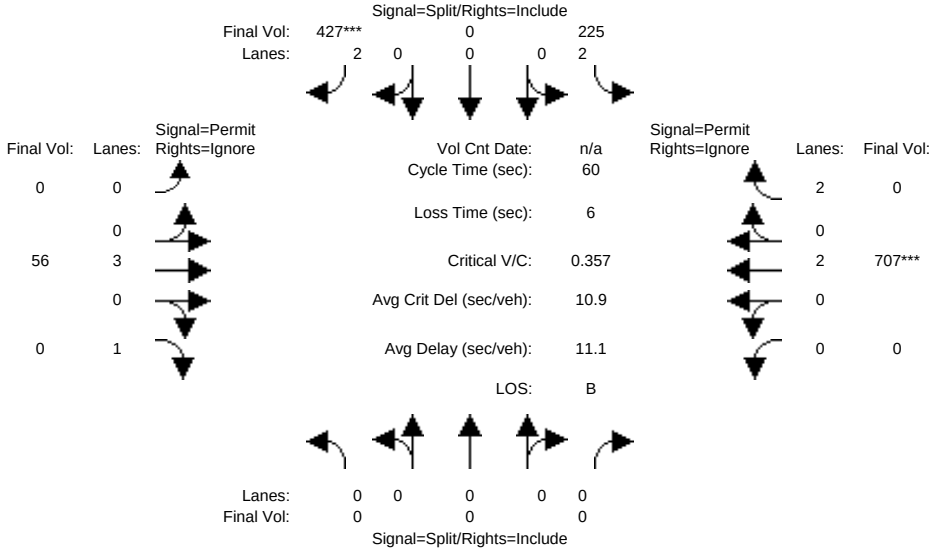
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	225	0	427	0	56	67	0	707	1063
Growth Adj:	1.00	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	225	0	427	0	56	67	0	707	1063
Added Vol:	0	0	0	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	225	0	427	0	56	67	0	707	1063
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	225	0	427	0	56	0	0	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	427	0	56	0	0	707	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	225	0	427	0	56	0	0	707	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	0.07	0.00	0.14	0.00	0.01	0.00	0.00	0.19	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	22.8	0.0	22.8	0.0	31.2	0.0	0.0	31.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.36	0.00	0.02	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	14.2	0.0	7.0	0.0	0.0	9.0	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	12.8	0.0	14.2	0.0	7.0	0.0	0.0	9.0	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	6	0	0	0	0	6	0

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

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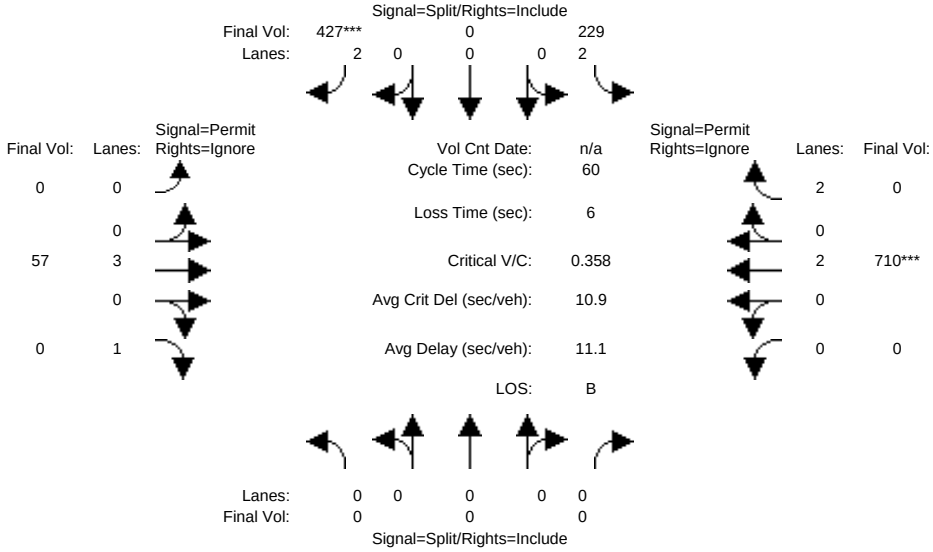
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	229	0	427	0	57	67	0	710	1082
Growth Adj:	1.00	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	229	0	427	0	57	67	0	710	1082
Added Vol:	0	0	0	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	229	0	427	0	57	67	0	710	1082
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	229	0	427	0	57	0	0	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	229	0	427	0	57	0	0	710	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	229	0	427	0	57	0	0	710	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	0.07	0.00	0.14	0.00	0.01	0.00	0.00	0.19	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	22.7	0.0	22.7	0.0	31.3	0.0	0.0	31.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.36	0.00	0.02	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	14.2	0.0	6.9	0.0	0.0	9.0	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	12.9	0.0	14.2	0.0	6.9	0.0	0.0	9.0	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	6	0	0	0	0	6	0

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

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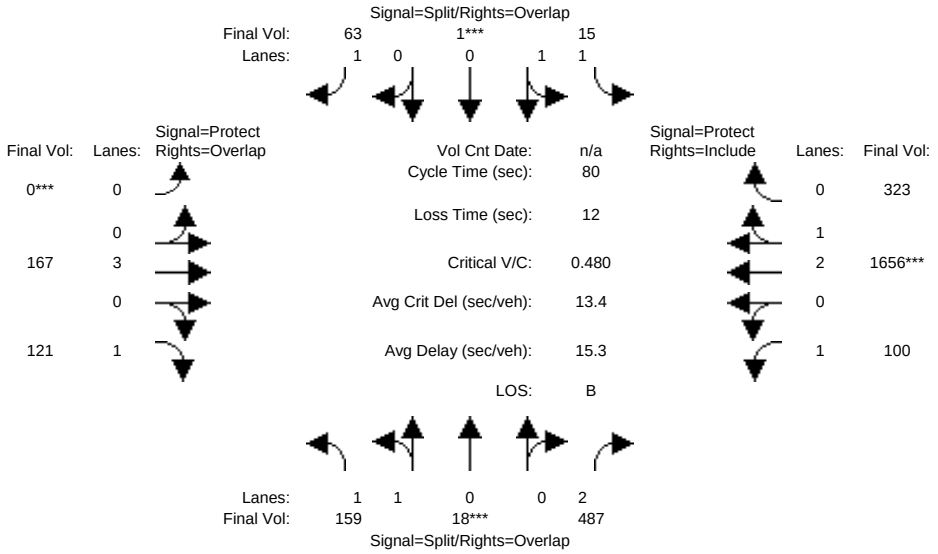
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	18	487	15	1	63	0	167	121	100	1656	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	18	487	15	1	63	0	167	121	100	1656	323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	18	487	15	1	63	0	167	121	100	1656	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	18	487	15	1	63	0	167	121	100	1656	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	18	487	15	1	63	0	167	121	100	1656	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	18	487	15	1	63	0	167	121	100	1656	323
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	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.80	0.20	2.00	1.88	0.12	1.00	0.00	3.00	1.00	1.00	2.49	0.51
Final Sat.:	3189	361	3150	3328	222	1750	0	5700	1750	1750	4685	914
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.15	0.00	0.00	0.04	0.00	0.03	0.07	0.06	0.35	0.35
Crit Moves:		****			****		****				****	
Green Time:	11.2	11.2	30.5	10.0	10.0	10.0	0.0	27.5	38.7	19.3	46.8	46.8
Volume/Cap:	0.36	0.36	0.41	0.04	0.04	0.29	0.00	0.09	0.14	0.24	0.60	0.60
Delay/Veh:	33.1	33.1	19.2	30.9	30.9	35.1	0.0	17.8	11.8	25.8	11.5	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:	33.1	33.1	19.2	30.9	30.9	35.1	0.0	17.8	11.8	25.8	11.5	11.5
LOS by Move:	C	C	B	C	C	D	A	B	B	C	B	B
DesignQueue:	4	4	8	0	0	3	0	2	3	4	14	14

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

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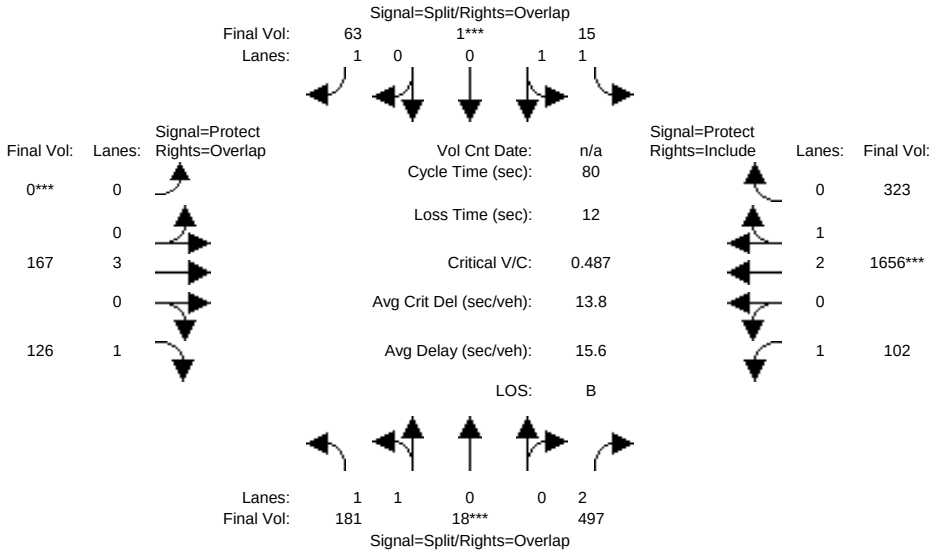
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	181	18	497	15	1	63	0	167	126	102	1656	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	18	497	15	1	63	0	167	126	102	1656	323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	18	497	15	1	63	0	167	126	102	1656	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	18	497	15	1	63	0	167	126	102	1656	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	18	497	15	1	63	0	167	126	102	1656	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	18	497	15	1	63	0	167	126	102	1656	323
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	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.82	0.18	2.00	1.88	0.12	1.00	0.00	3.00	1.00	1.00	2.49	0.51
Final Sat.:	3229	321	3150	3328	222	1750	0	5700	1750	1750	4685	914
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.16	0.00	0.00	0.04	0.00	0.03	0.07	0.06	0.35	0.35
Crit Moves:		****			****		****				****	
Green Time:	11.5	11.5	30.7	10.0	10.0	10.0	0.0	27.3	38.9	19.1	46.5	46.5
Volume/Cap:	0.39	0.39	0.41	0.04	0.04	0.29	0.00	0.09	0.15	0.24	0.61	0.61
Delay/Veh:	33.2	33.2	19.1	30.9	30.9	35.1	0.0	17.9	11.8	26.0	11.7	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:	33.2	33.2	19.1	30.9	30.9	35.1	0.0	17.9	11.8	26.0	11.7	11.7
LOS by Move:	C	C	B	C	C	D	A	B	B	C	B	B
DesignQueue:	4	4	9	0	0	3	0	2	3	4	14	14

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

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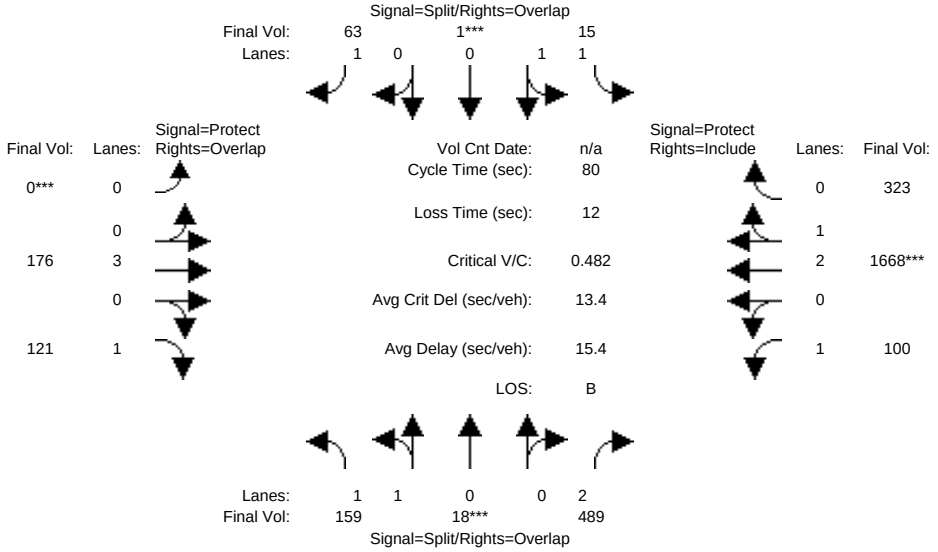
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	18	489	15	1	63	0	176	121	100	1668	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	18	489	15	1	63	0	176	121	100	1668	323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	18	489	15	1	63	0	176	121	100	1668	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	18	489	15	1	63	0	176	121	100	1668	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	18	489	15	1	63	0	176	121	100	1668	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	18	489	15	1	63	0	176	121	100	1668	323
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	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.80	0.20	2.00	1.88	0.12	1.00	0.00	3.00	1.00	1.00	2.50	0.50
Final Sat.:	3189	361	3150	3328	222	1750	0	5700	1750	1750	4690	908
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.16	0.00	0.00	0.04	0.00	0.03	0.07	0.06	0.36	0.36
Crit Moves:		****			****		****				****	
Green Time:	11.2	11.2	30.5	10.0	10.0	10.0	0.0	27.5	38.7	19.3	46.8	46.8
Volume/Cap:	0.36	0.36	0.41	0.04	0.04	0.29	0.00	0.09	0.14	0.24	0.61	0.61
Delay/Veh:	33.1	33.1	19.2	30.9	30.9	35.1	0.0	17.9	11.8	25.8	11.6	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:	33.1	33.1	19.2	30.9	30.9	35.1	0.0	17.9	11.8	25.8	11.6	11.6
LOS by Move:	C	C	B	C	C	D	A	B	B	C	B	B
DesignQueue:	4	4	8	0	0	3	0	2	3	4	14	14

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

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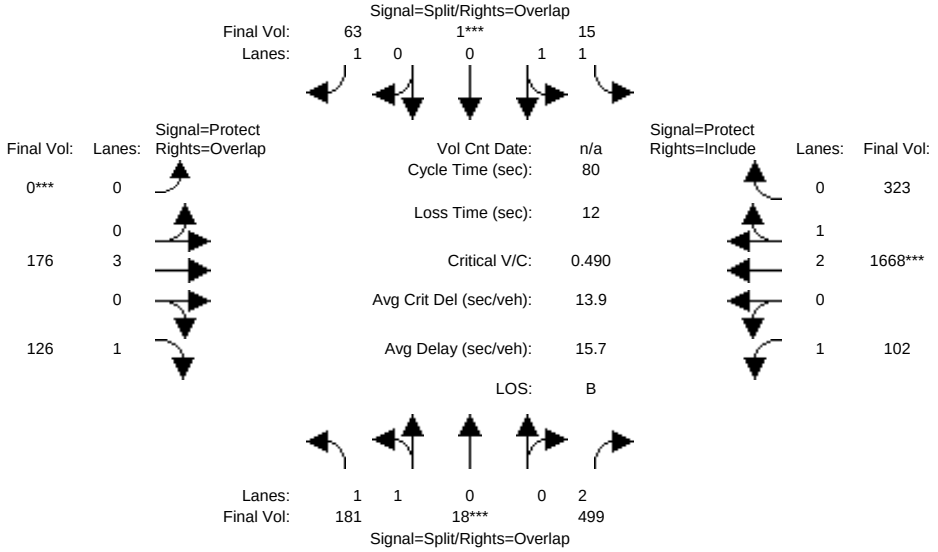
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	181	18	499	15	1	63	0	176	126	102	1668	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	18	499	15	1	63	0	176	126	102	1668	323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	18	499	15	1	63	0	176	126	102	1668	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	18	499	15	1	63	0	176	126	102	1668	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	18	499	15	1	63	0	176	126	102	1668	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	18	499	15	1	63	0	176	126	102	1668	323
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	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.82	0.18	2.00	1.88	0.12	1.00	0.00	3.00	1.00	1.00	2.50	0.50
Final Sat.:	3229	321	3150	3328	222	1750	0	5700	1750	1750	4690	908
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.16	0.00	0.00	0.04	0.00	0.03	0.07	0.06	0.36	0.36
Crit Moves:		****			****		****				****	
Green Time:	11.6	11.6	30.7	10.0	10.0	10.0	0.0	27.3	38.9	19.1	46.4	46.4
Volume/Cap:	0.39	0.39	0.41	0.04	0.04	0.29	0.00	0.09	0.15	0.24	0.61	0.61
Delay/Veh:	33.2	33.2	19.1	30.9	30.9	35.1	0.0	18.0	11.8	26.0	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.2	19.1	30.9	30.9	35.1	0.0	18.0	11.8	26.0	11.8	11.8
LOS by Move:	C	C	B	C	C	D	A	B	B	C	B	B
DesignQueue:	4	4	9	0	0	3	0	2	3	4	14	14

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

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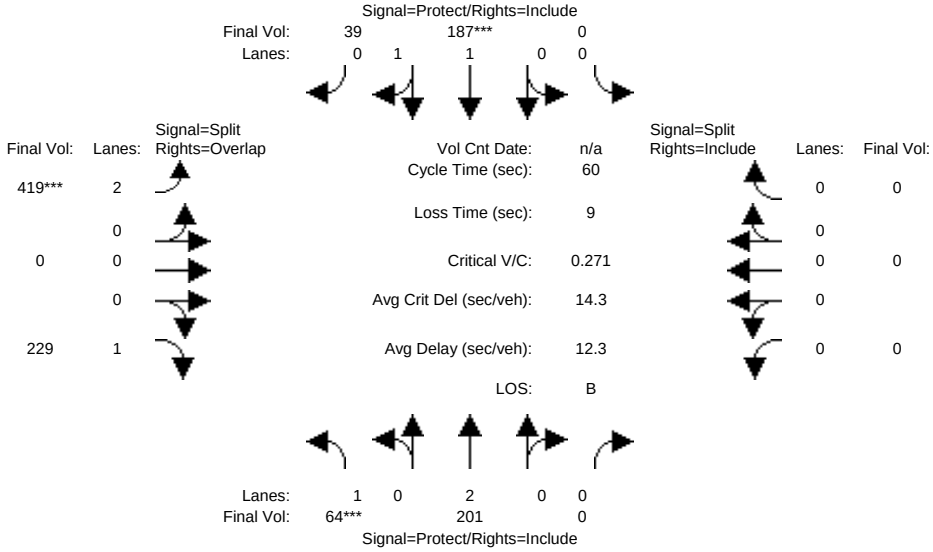
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	201	0	0	187	39	419	0	229	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:	64	201	0	0	187	39	419	0	229	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:	64	201	0	0	187	39	419	0	229	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:	64	201	0	0	187	39	419	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	201	0	0	187	39	419	0	229	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:	64	201	0	0	187	39	419	0	229	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	1.65	0.35	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3061	638	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.00	0.00	0.06	0.06	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.1	21.6	0.0	0.0	13.5	13.5	29.4	0.0	37.5	0.0	0.0	0.0
Volume/Cap:	0.27	0.15	0.00	0.00	0.27	0.27	0.27	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	26.1	13.2	0.0	0.0	20.0	20.0	9.4	0.0	5.3	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:	26.1	13.2	0.0	0.0	20.0	20.0	9.4	0.0	5.3	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	A	A	A	A	A	A
DesignQueue:	2	2	0	0	3	3	4	0	3	0	0	0

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

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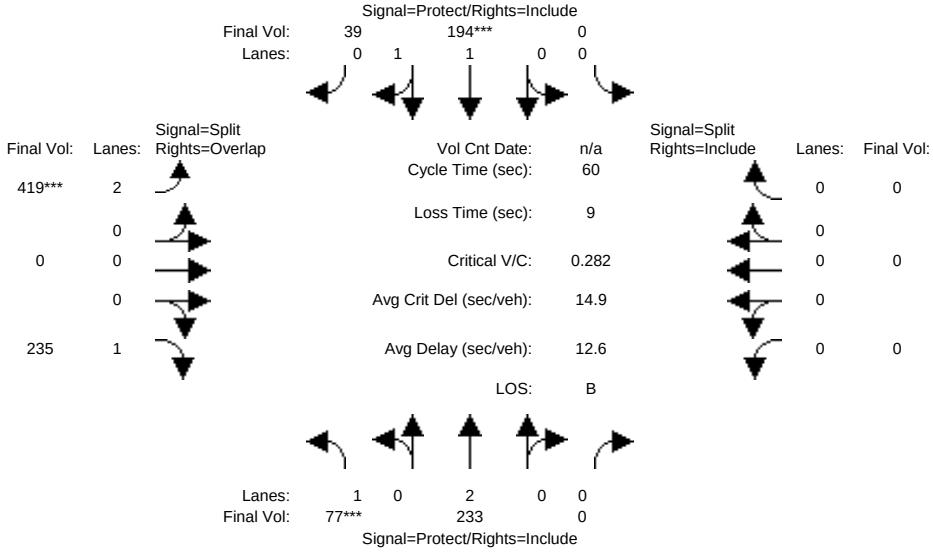
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	233	0	0	194	39	419	0	235	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:	77	233	0	0	194	39	419	0	235	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:	77	233	0	0	194	39	419	0	235	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:	77	233	0	0	194	39	419	0	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	233	0	0	194	39	419	0	235	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:	77	233	0	0	194	39	419	0	235	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	1.66	0.34	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3080	619	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.06	0.06	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	9.4	22.7	0.0	0.0	13.4	13.4	28.3	0.0	37.6	0.0	0.0	0.0
Volume/Cap:	0.28	0.16	0.00	0.00	0.28	0.28	0.28	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	24.9	12.6	0.0	0.0	20.2	20.2	10.2	0.0	5.3	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:	24.9	12.6	0.0	0.0	20.2	20.2	10.2	0.0	5.3	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	C	B	A	A	A	A	A
DesignQueue:	2	2	0	0	3	3	5	0	3	0	0	0

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

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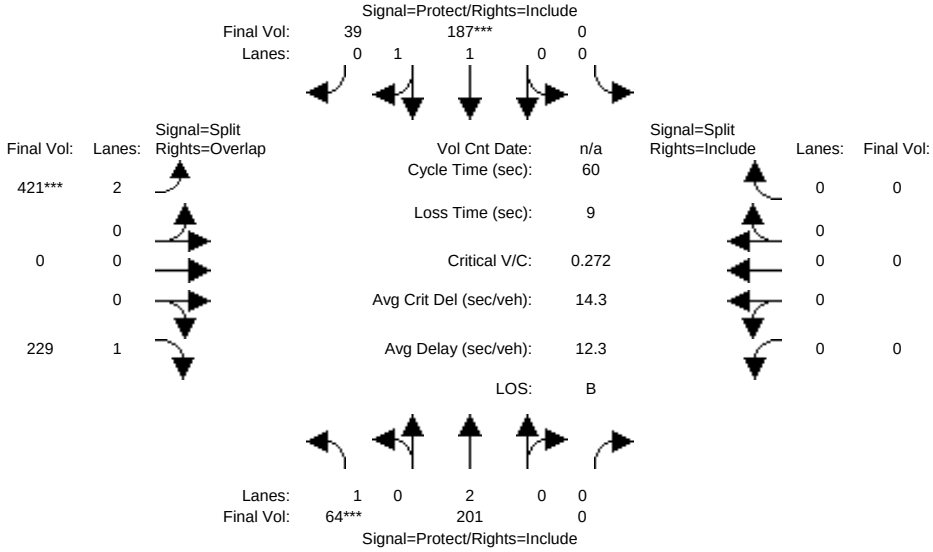
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	201	0	0	187	39	421	0	229	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:	64	201	0	0	187	39	421	0	229	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:	64	201	0	0	187	39	421	0	229	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:	64	201	0	0	187	39	421	0	229	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	201	0	0	187	39	421	0	229	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:	64	201	0	0	187	39	421	0	229	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	1.65	0.35	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3061	638	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.00	0.00	0.06	0.06	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.1	21.5	0.0	0.0	13.5	13.5	29.5	0.0	37.5	0.0	0.0	0.0
Volume/Cap:	0.27	0.15	0.00	0.00	0.27	0.27	0.27	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	26.2	13.2	0.0	0.0	20.0	20.0	9.4	0.0	5.3	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:	26.2	13.2	0.0	0.0	20.0	20.0	9.4	0.0	5.3	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	C	A	A	A	A	A	A
DesignQueue:	2	2	0	0	3	3	4	0	3	0	0	0

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

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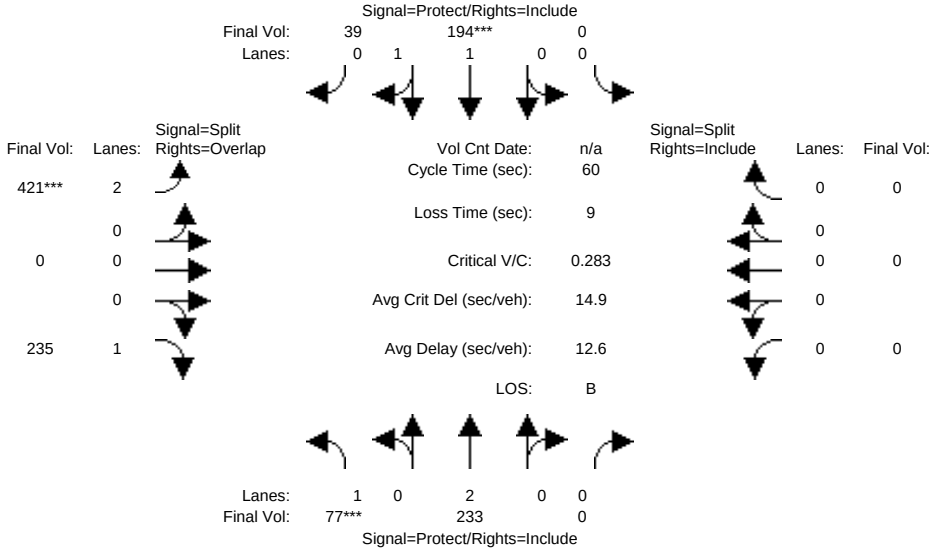
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	233	0	0	194	39	421	0	235	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:	77	233	0	0	194	39	421	0	235	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:	77	233	0	0	194	39	421	0	235	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:	77	233	0	0	194	39	421	0	235	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	233	0	0	194	39	421	0	235	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:	77	233	0	0	194	39	421	0	235	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	1.66	0.34	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3080	619	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.06	0.06	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	9.3	22.7	0.0	0.0	13.3	13.3	28.3	0.0	37.7	0.0	0.0	0.0
Volume/Cap:	0.28	0.16	0.00	0.00	0.28	0.28	0.28	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	25.0	12.6	0.0	0.0	20.2	20.2	10.1	0.0	5.3	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:	25.0	12.6	0.0	0.0	20.2	20.2	10.1	0.0	5.3	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	C	B	A	A	A	A	A
DesignQueue:	2	2	0	0	3	3	5	0	3	0	0	0

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

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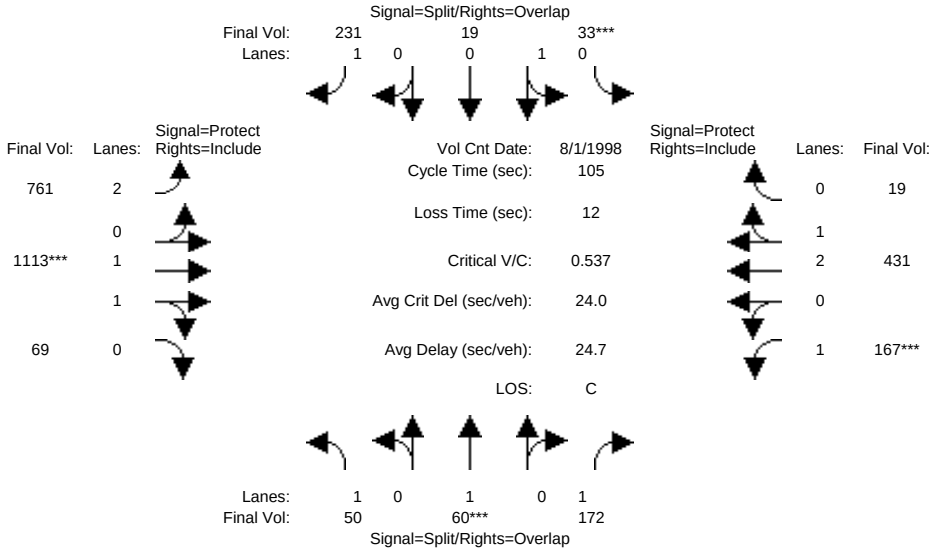
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Aug 1998 <<												
Base Vol:	50	60	172	33	19	231	761	1113	69	167	431	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	60	172	33	19	231	761	1113	69	167	431	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	60	172	33	19	231	761	1113	69	167	431	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	60	172	33	19	231	761	1113	69	167	431	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	60	172	33	19	231	761	1113	69	167	431	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	60	172	33	19	231	761	1113	69	167	431	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.63	0.37	1.00	2.00	1.88	0.12	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1142	658	1750	3150	3484	216	1750	5363	236
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.03	0.03	0.13	0.24	0.32	0.32	0.10	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	26.8	10.0	10.0	62.4	52.4	56.2	56.2	16.8	20.6	20.6
Volume/Cap:	0.30	0.33	0.39	0.30	0.30	0.22	0.48	0.60	0.60	0.60	0.41	0.41
Delay/Veh:	48.8	49.2	34.8	48.8	48.8	10.5	18.5	18.0	18.0	50.0	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	49.2	34.8	48.8	48.8	10.5	18.5	18.0	18.0	50.0	38.0	38.0
LOS by Move:	D	D	C	D	D	B	B	B	B	D	D	D
DesignQueue:	3	3	8	3	3	6	14	18	18	9	7	7

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

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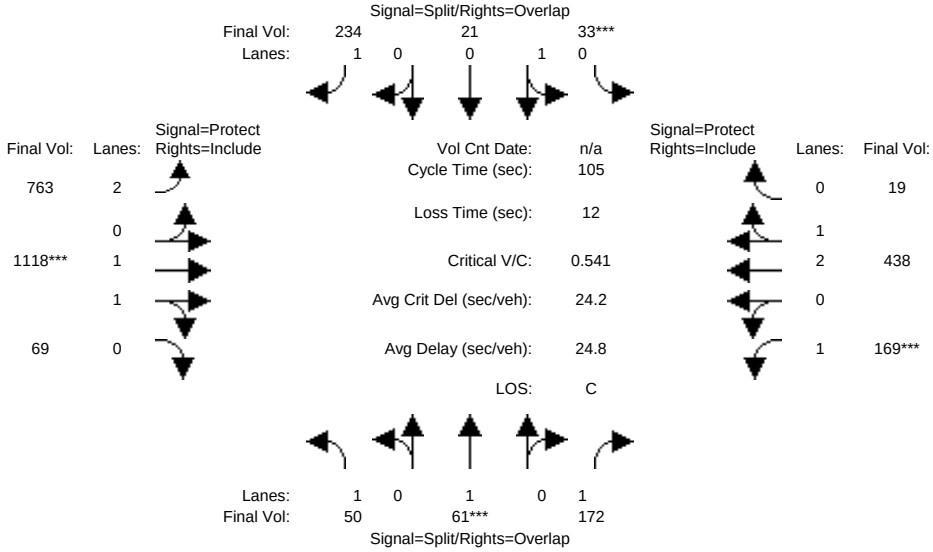
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	61	172	33	21	234	763	1118	69	169	438	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	61	172	33	21	234	763	1118	69	169	438	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	61	172	33	21	234	763	1118	69	169	438	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	61	172	33	21	234	763	1118	69	169	438	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	61	172	33	21	234	763	1118	69	169	438	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	61	172	33	21	234	763	1118	69	169	438	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.61	0.39	1.00	2.00	1.88	0.12	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1100	700	1750	3150	3485	215	1750	5367	233
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.03	0.03	0.13	0.24	0.32	0.32	0.10	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	26.9	10.0	10.0	62.4	52.4	56.1	56.1	16.9	20.6	20.6
Volume/Cap:	0.30	0.34	0.38	0.32	0.32	0.23	0.49	0.60	0.60	0.60	0.42	0.42
Delay/Veh:	48.8	49.4	34.7	49.1	49.1	10.5	18.5	18.1	18.1	50.1	38.1	38.1
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:	48.8	49.4	34.7	49.1	49.1	10.5	18.5	18.1	18.1	50.1	38.1	38.1
LOS by Move:	D	D	C	D	D	B	B	B	B	D	D	D
DesignQueue:	3	3	8	3	3	6	14	18	18	9	7	7

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

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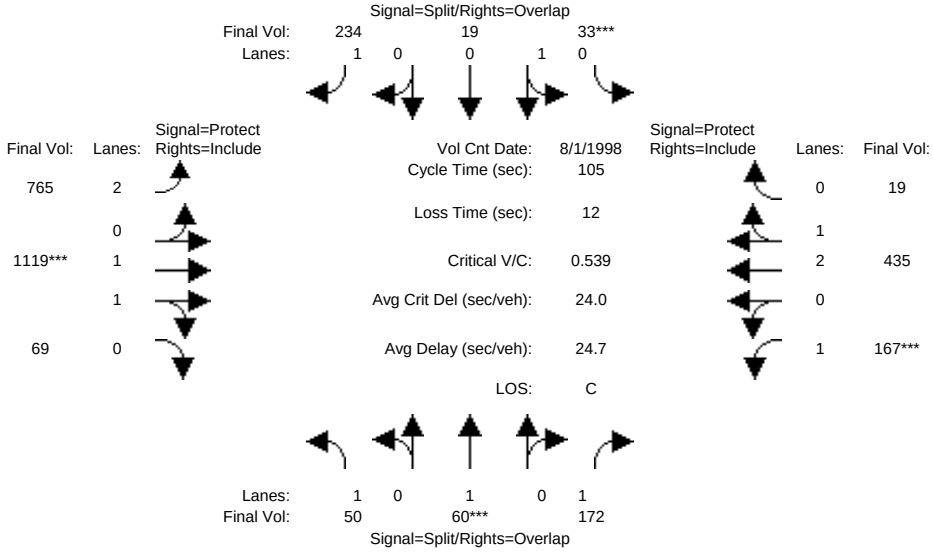
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Aug 1998 <<												
Base Vol:	50	60	172	33	19	234	765	1119	69	167	435	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	60	172	33	19	234	765	1119	69	167	435	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	60	172	33	19	234	765	1119	69	167	435	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	60	172	33	19	234	765	1119	69	167	435	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	60	172	33	19	234	765	1119	69	167	435	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	60	172	33	19	234	765	1119	69	167	435	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.63	0.37	1.00	2.00	1.88	0.12	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1142	658	1750	3150	3485	215	1750	5365	234
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.03	0.03	0.13	0.24	0.32	0.32	0.10	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	26.7	10.0	10.0	62.4	52.4	56.3	56.3	16.7	20.6	20.6
Volume/Cap:	0.30	0.33	0.39	0.30	0.30	0.22	0.49	0.60	0.60	0.60	0.41	0.41
Delay/Veh:	48.8	49.2	34.9	48.8	48.8	10.5	18.5	18.0	18.0	50.2	38.1	38.1
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:	48.8	49.2	34.9	48.8	48.8	10.5	18.5	18.0	18.0	50.2	38.1	38.1
LOS by Move:	D	D	C	D	D	B	B	B	B	D	D	D
DesignQueue:	3	3	8	3	3	6	14	18	18	9	7	7

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

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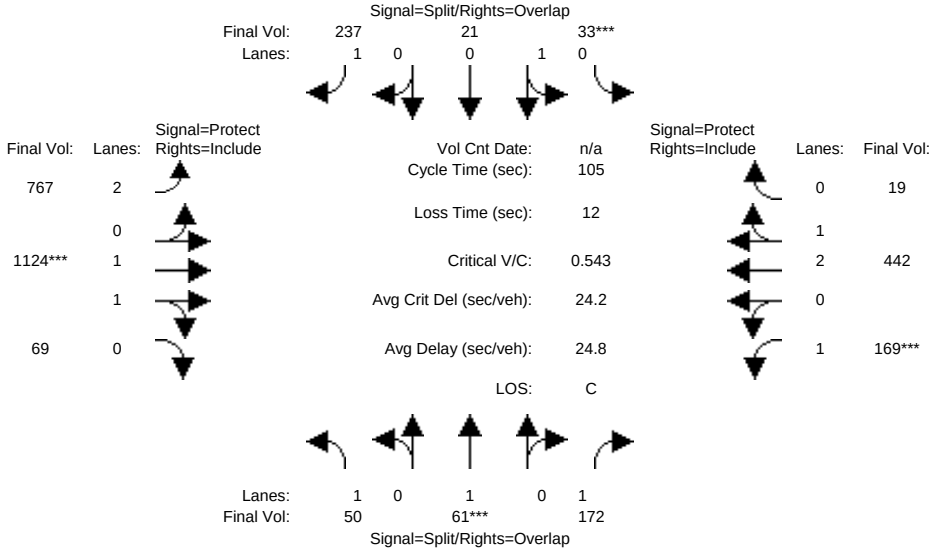
California Circle Residential TIA

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

Intersection #15: Milmont Drive / Dixon Landing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	61	172	33	21	237	767	1124	69	169	442	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	61	172	33	21	237	767	1124	69	169	442	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	61	172	33	21	237	767	1124	69	169	442	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	61	172	33	21	237	767	1124	69	169	442	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	61	172	33	21	237	767	1124	69	169	442	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	61	172	33	21	237	767	1124	69	169	442	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.61	0.39	1.00	2.00	1.88	0.12	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1100	700	1750	3150	3486	214	1750	5369	231
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.03	0.03	0.14	0.24	0.32	0.32	0.10	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	26.8	10.0	10.0	62.5	52.5	56.2	56.2	16.8	20.5	20.5
Volume/Cap:	0.30	0.34	0.38	0.32	0.32	0.23	0.49	0.60	0.60	0.60	0.42	0.42
Delay/Veh:	48.8	49.4	34.8	49.1	49.1	10.5	18.4	18.1	18.1	50.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	49.4	34.8	49.1	49.1	10.5	18.4	18.1	18.1	50.2	38.2	38.2
LOS by Move:	D	D	C	D	D	B	B	B	B	D	D	D
DesignQueue:	3	3	8	3	3	6	14	18	18	9	8	8

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

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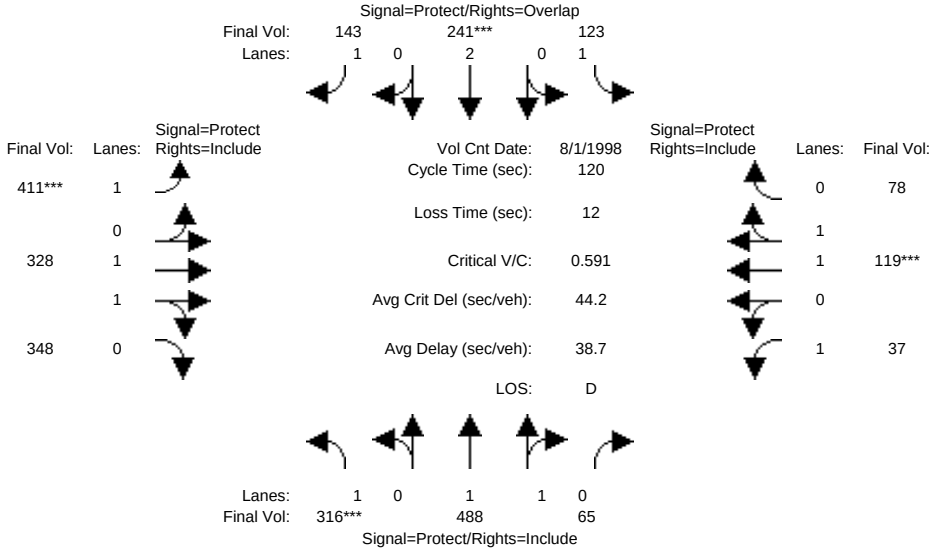
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Aug 1998 <<												
Base Vol:	316	488	65	123	241	143	411	328	348	37	119	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:	316	488	65	123	241	143	411	328	348	37	119	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:	316	488	65	123	241	143	411	328	348	37	119	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	488	65	123	241	143	411	328	348	37	119	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	488	65	123	241	143	411	328	348	37	119	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:	316	488	65	123	241	143	411	328	348	37	119	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	3265	435	1750	3800	1750	1750	1900	1750	1750	2234	1464
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.07	0.06	0.08	0.23	0.17	0.20	0.02	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	36.6	33.7	33.7	15.8	12.9	60.5	47.7	45.2	45.2	13.3	10.8	10.8
Volume/Cap:	0.59	0.53	0.53	0.53	0.59	0.16	0.59	0.46	0.53	0.19	0.59	0.59
Delay/Veh:	40.1	38.5	38.5	57.2	57.2	16.4	32.2	29.2	30.6	50.7	60.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	38.5	38.5	57.2	57.2	16.4	32.2	29.2	30.6	50.7	60.0	60.0
LOS by Move:	D	D	D	E	E	B	C	C	C	D	E	E
DesignQueue:	17	14	14	8	7	5	19	14	17	2	6	6

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

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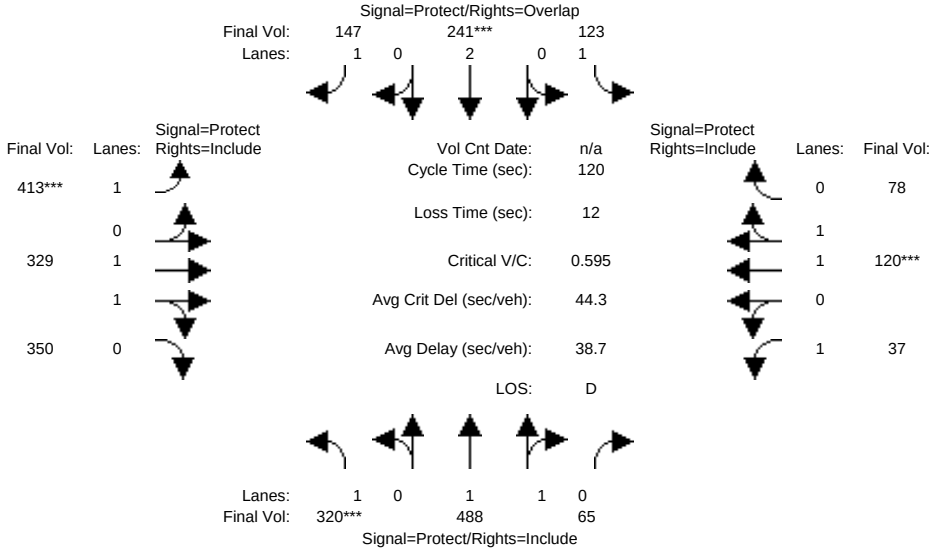
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	488	65	123	241	147	413	329	350	37	120	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:	320	488	65	123	241	147	413	329	350	37	120	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:	320	488	65	123	241	147	413	329	350	37	120	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	488	65	123	241	147	413	329	350	37	120	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	488	65	123	241	147	413	329	350	37	120	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:	320	488	65	123	241	147	413	329	350	37	120	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	3265	435	1750	3800	1750	1750	1900	1750	1750	2241	1457
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.07	0.06	0.08	0.24	0.17	0.20	0.02	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	36.9	33.8	33.8	15.9	12.8	60.4	47.6	45.2	45.2	13.2	10.8	10.8
Volume/Cap:	0.60	0.53	0.53	0.53	0.60	0.17	0.60	0.46	0.53	0.19	0.60	0.60
Delay/Veh:	40.0	38.4	38.4	57.1	57.5	16.6	32.4	29.2	30.7	50.8	60.1	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	38.4	38.4	57.1	57.5	16.6	32.4	29.2	30.7	50.8	60.1	60.1
LOS by Move:	D	D	D	E	E	B	C	C	C	D	E	E
DesignQueue:	17	14	14	8	7	5	19	14	17	2	6	6

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

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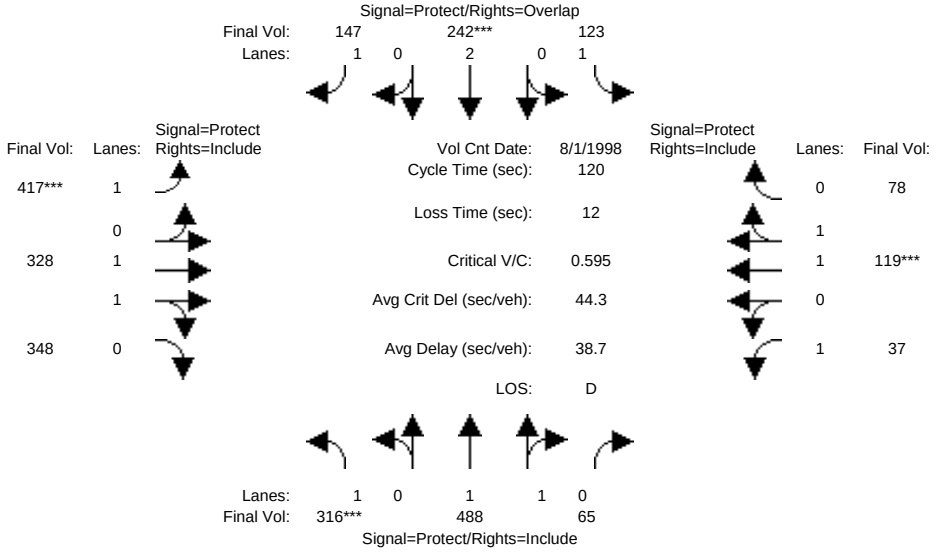
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Aug 1998 <<												
Base Vol:	316	488	65	123	242	147	417	328	348	37	119	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:	316	488	65	123	242	147	417	328	348	37	119	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:	316	488	65	123	242	147	417	328	348	37	119	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	488	65	123	242	147	417	328	348	37	119	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	488	65	123	242	147	417	328	348	37	119	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:	316	488	65	123	242	147	417	328	348	37	119	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	3265	435	1750	3800	1750	1750	1900	1750	1750	2234	1464
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.07	0.06	0.08	0.24	0.17	0.20	0.02	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	36.4	33.5	33.5	15.7	12.8	60.9	48.0	45.4	45.4	13.3	10.7	10.7
Volume/Cap:	0.60	0.54	0.54	0.54	0.60	0.17	0.60	0.46	0.53	0.19	0.60	0.60
Delay/Veh:	40.4	38.7	38.7	57.4	57.4	16.3	32.0	29.0	30.5	50.6	60.2	60.2
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:	40.4	38.7	38.7	57.4	57.4	16.3	32.0	29.0	30.5	50.6	60.2	60.2
LOS by Move:	D	D	D	E	E	B	C	C	C	D	E	E
DesignQueue:	17	14	14	8	7	5	19	14	17	2	6	6

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

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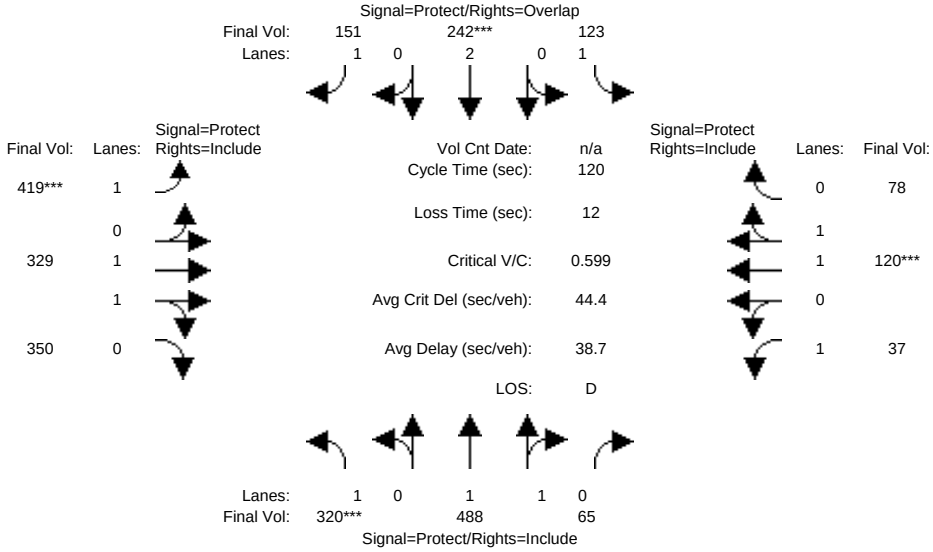
California Circle Residential TIA

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

Intersection #1004: Milpitas Blvd/Warm Springs Rd & Dixon Landing Rd



Street Name:	Milpitas Blvd/Warm Springs Rd						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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	488	65	123	242	151	419	329	350	37	120	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:	320	488	65	123	242	151	419	329	350	37	120	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:	320	488	65	123	242	151	419	329	350	37	120	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	488	65	123	242	151	419	329	350	37	120	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	488	65	123	242	151	419	329	350	37	120	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:	320	488	65	123	242	151	419	329	350	37	120	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	3265	435	1750	3800	1750	1750	1900	1750	1750	2241	1457
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.07	0.06	0.09	0.24	0.17	0.20	0.02	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	36.6	33.6	33.6	15.8	12.7	60.7	47.9	45.4	45.4	13.2	10.7	10.7
Volume/Cap:	0.60	0.53	0.53	0.53	0.60	0.17	0.60	0.46	0.53	0.19	0.60	0.60
Delay/Veh:	40.4	38.6	38.6	57.3	57.6	16.5	32.2	29.1	30.5	50.7	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	38.6	38.6	57.3	57.6	16.5	32.2	29.1	30.5	50.7	60.4	60.4
LOS by Move:	D	D	D	E	E	B	C	C	C	D	E	E
DesignQueue:	17	14	14	8	7	6	19	14	17	2	6	6

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

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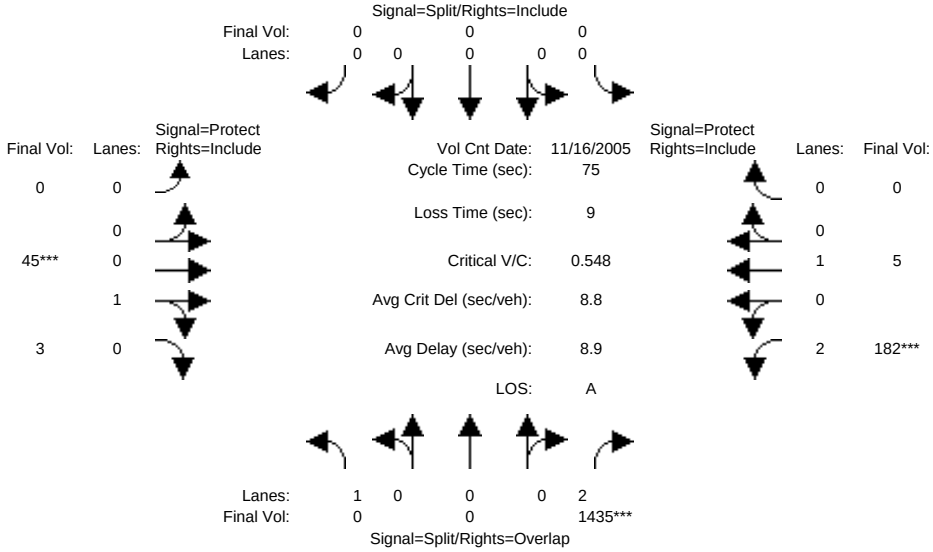
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2005 <<												
Base Vol:	0	0	1435	0	0	0	0	45	3	182	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:	0	0	1435	0	0	0	0	45	3	182	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:	0	0	1435	0	0	0	0	45	3	182	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:	0	0	1435	0	0	0	0	45	3	182	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1435	0	0	0	0	45	3	182	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:	0	0	1435	0	0	0	0	45	3	182	5	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1687	112	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.00	0.00
Crit Moves:			****					****		****		
Green Time:	0.0	0.0	56.0	0.0	0.0	0.0	0.0	10.0	10.0	7.7	17.7	0.0
Volume/Cap:	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.20	0.20	0.56	0.01	0.00
Delay/Veh:	0.0	0.0	4.9	0.0	0.0	0.0	0.0	29.4	29.4	34.3	22.0	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	4.9	0.0	0.0	0.0	0.0	29.4	29.4	34.3	22.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	10	0	0	0	0	2	2	4	0	0

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

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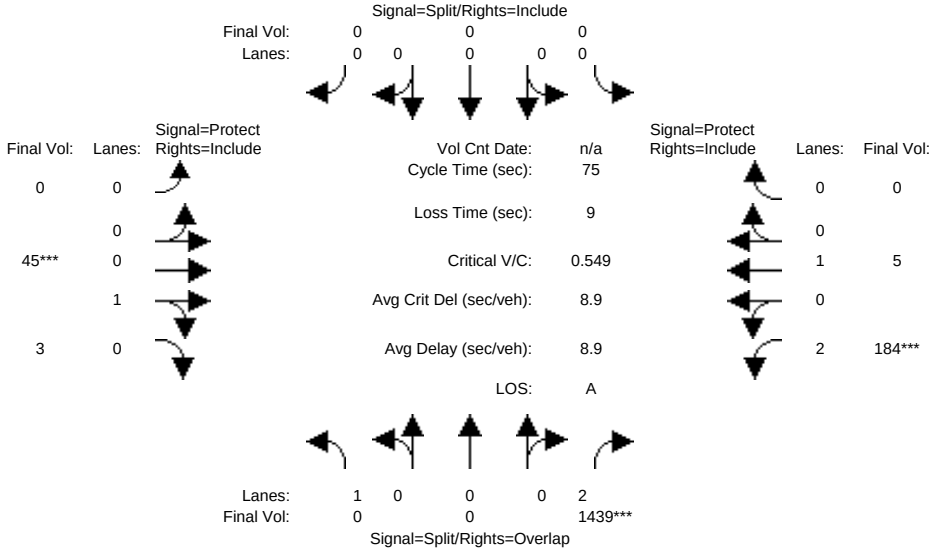
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	1439	0	0	0	0	45	3	184	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:	0	0	1439	0	0	0	0	45	3	184	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:	0	0	1439	0	0	0	0	45	3	184	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:	0	0	1439	0	0	0	0	45	3	184	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1439	0	0	0	0	45	3	184	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:	0	0	1439	0	0	0	0	45	3	184	5	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1687	112	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.00	0.00
Crit Moves:			****					****		****		
Green Time:	0.0	0.0	56.0	0.0	0.0	0.0	0.0	10.0	10.0	7.8	17.8	0.0
Volume/Cap:	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.20	0.20	0.57	0.01	0.00
Delay/Veh:	0.0	0.0	4.9	0.0	0.0	0.0	0.0	29.4	29.4	34.3	21.9	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	4.9	0.0	0.0	0.0	0.0	29.4	29.4	34.3	21.9	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	10	0	0	0	0	2	2	4	0	0

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

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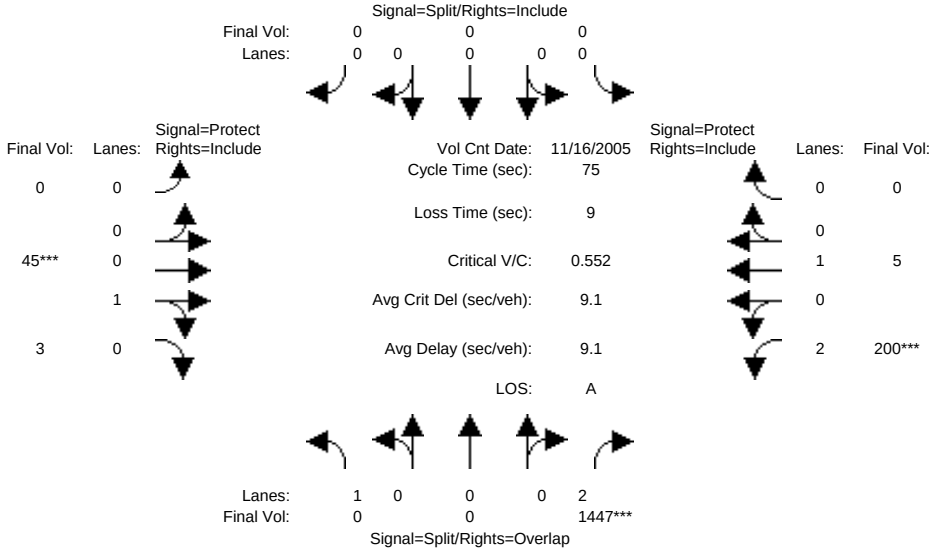
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2005 <<												
Base Vol:	0	0	1447	0	0	0	0	45	3	200	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:	0	0	1447	0	0	0	0	45	3	200	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:	0	0	1447	0	0	0	0	45	3	200	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:	0	0	1447	0	0	0	0	45	3	200	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1447	0	0	0	0	45	3	200	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:	0	0	1447	0	0	0	0	45	3	200	5	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1687	112	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.00	0.00
Crit Moves:			****					****		****		
Green Time:	0.0	0.0	56.0	0.0	0.0	0.0	0.0	10.0	10.0	8.3	18.3	0.0
Volume/Cap:	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.20	0.20	0.58	0.01	0.00
Delay/Veh:	0.0	0.0	4.9	0.0	0.0	0.0	0.0	29.4	29.4	34.0	21.5	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	4.9	0.0	0.0	0.0	0.0	29.4	29.4	34.0	21.5	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	10	0	0	0	0	2	2	5	0	0

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

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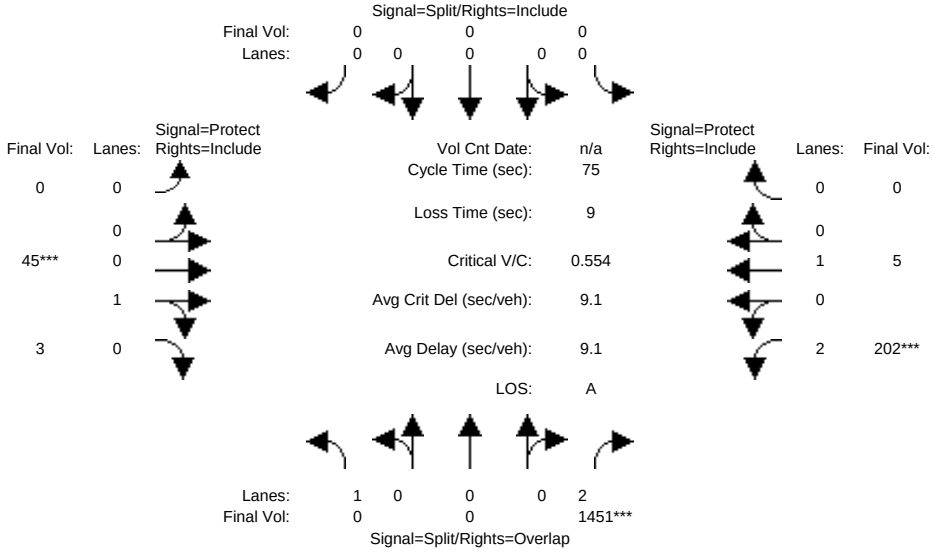
California Circle Residential TIA

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

Intersection #1005: McCarthy Blvd & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	1451	0	0	0	0	45	3	202	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:	0	0	1451	0	0	0	0	45	3	202	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:	0	0	1451	0	0	0	0	45	3	202	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:	0	0	1451	0	0	0	0	45	3	202	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1451	0	0	0	0	45	3	202	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:	0	0	1451	0	0	0	0	45	3	202	5	0
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	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1687	112	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.00	0.00
Crit Moves:			****					****		****		
Green Time:	0.0	0.0	56.0	0.0	0.0	0.0	0.0	10.0	10.0	8.3	18.3	0.0
Volume/Cap:	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.20	0.20	0.58	0.01	0.00
Delay/Veh:	0.0	0.0	5.0	0.0	0.0	0.0	0.0	29.4	29.4	34.1	21.5	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	5.0	0.0	0.0	0.0	0.0	29.4	29.4	34.1	21.5	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	11	0	0	0	0	2	2	5	0	0

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

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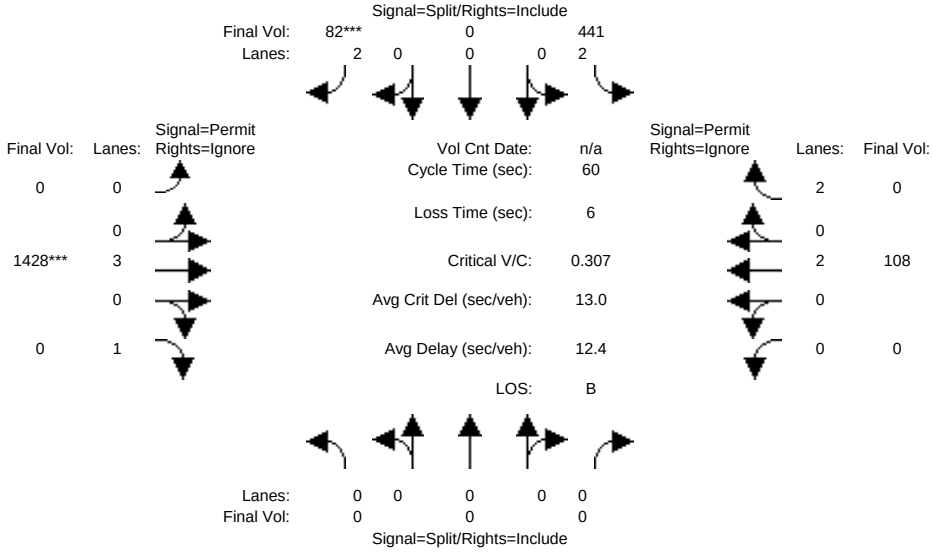
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	441	0	82	0	1428	57	0	108	530
Growth Adj:	1.00	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	441	0	82	0	1428	57	0	108	530
Added Vol:	0	0	0	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	441	0	82	0	1428	57	0	108	530
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	441	0	82	0	1428	0	0	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	441	0	82	0	1428	0	0	108	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	441	0	82	0	1428	0	0	108	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	0.14	0.00	0.03	0.00	0.25	0.00	0.00	0.03	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	27.3	0.0	27.3	0.0	26.7	0.0	0.0	26.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.06	0.00	0.56	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	9.2	0.0	13.3	0.0	0.0	9.6	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:	0.0	0.0	0.0	10.9	0.0	9.2	0.0	13.3	0.0	0.0	9.6	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	A	A
DesignQueue:	0	0	0	5	0	1	0	9	0	0	1	0

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

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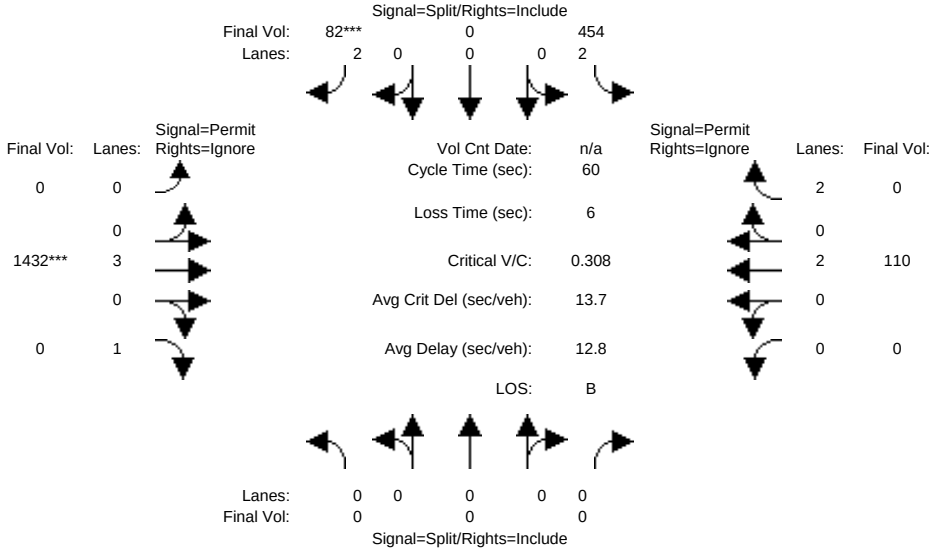
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	454	0	82	0	1432	57	0	110	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	454	0	82	0	1432	57	0	110	541
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	454	0	82	0	1432	57	0	110	541
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	454	0	82	0	1432	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	454	0	82	0	1432	0	0	110	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	454	0	82	0	1432	0	0	110	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	0.14	0.00	0.03	0.00	0.25	0.00	0.00	0.03	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	28.1	0.0	28.1	0.0	25.9	0.0	0.0	25.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.06	0.00	0.58	0.00	0.00	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	8.8	0.0	13.9	0.0	0.0	10.0	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	10.5	0.0	8.8	0.0	13.9	0.0	0.0	10.0	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	5	0	1	0	10	0	0	1	0

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

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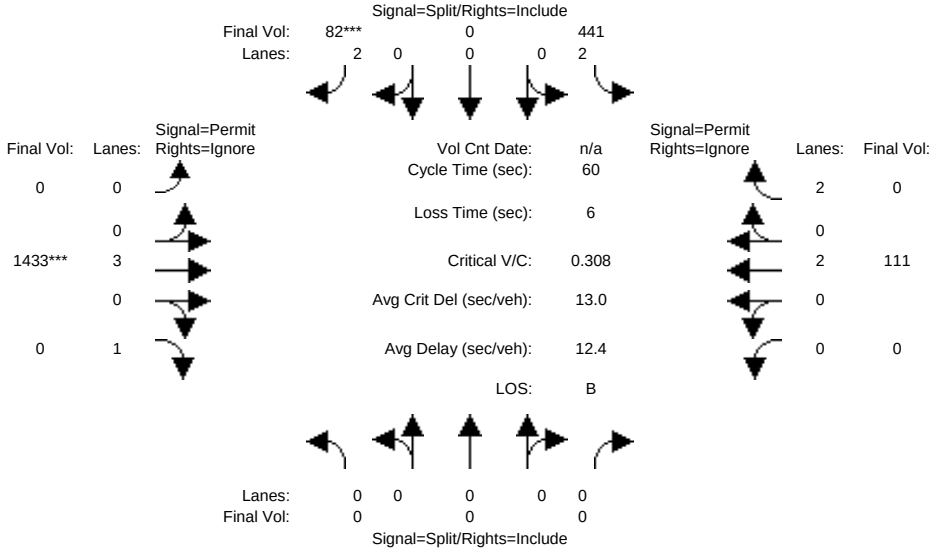
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	441	0	82	0	1433	57	0	111	534
Growth Adj:	1.00	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	441	0	82	0	1433	57	0	111	534
Added Vol:	0	0	0	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	441	0	82	0	1433	57	0	111	534
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	441	0	82	0	1433	0	0	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	441	0	82	0	1433	0	0	111	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	441	0	82	0	1433	0	0	111	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	0.14	0.00	0.03	0.00	0.25	0.00	0.00	0.03	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	27.2	0.0	27.2	0.0	26.8	0.0	0.0	26.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.06	0.00	0.56	0.00	0.00	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	9.3	0.0	13.2	0.0	0.0	9.6	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:	0.0	0.0	0.0	11.0	0.0	9.3	0.0	13.2	0.0	0.0	9.6	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	A	A
DesignQueue:	0	0	0	5	0	1	0	9	0	0	1	0

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

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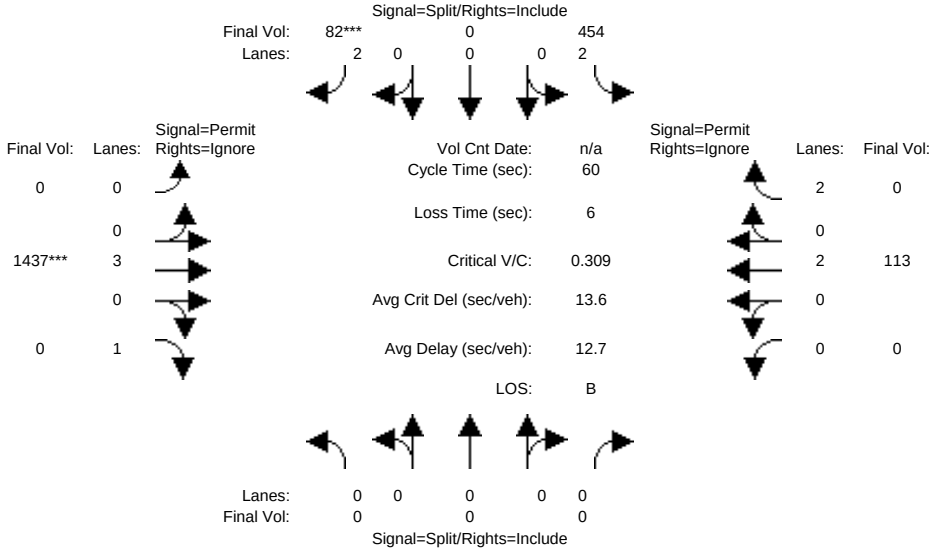
California Circle Residential TIA

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

Intersection #1006: I-880 SB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	454	0	82	0	1437	57	0	113	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	454	0	82	0	1437	57	0	113	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	454	0	82	0	1437	57	0	113	545
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	454	0	82	0	1437	0	0	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	454	0	82	0	1437	0	0	113	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	454	0	82	0	1437	0	0	113	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	0.14	0.00	0.03	0.00	0.25	0.00	0.00	0.03	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	28.0	0.0	28.0	0.0	26.0	0.0	0.0	26.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.06	0.00	0.58	0.00	0.00	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	8.8	0.0	13.9	0.0	0.0	10.0	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	10.5	0.0	8.8	0.0	13.9	0.0	0.0	10.0	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	A	A
DesignQueue:	0	0	0	5	0	1	0	10	0	0	1	0

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

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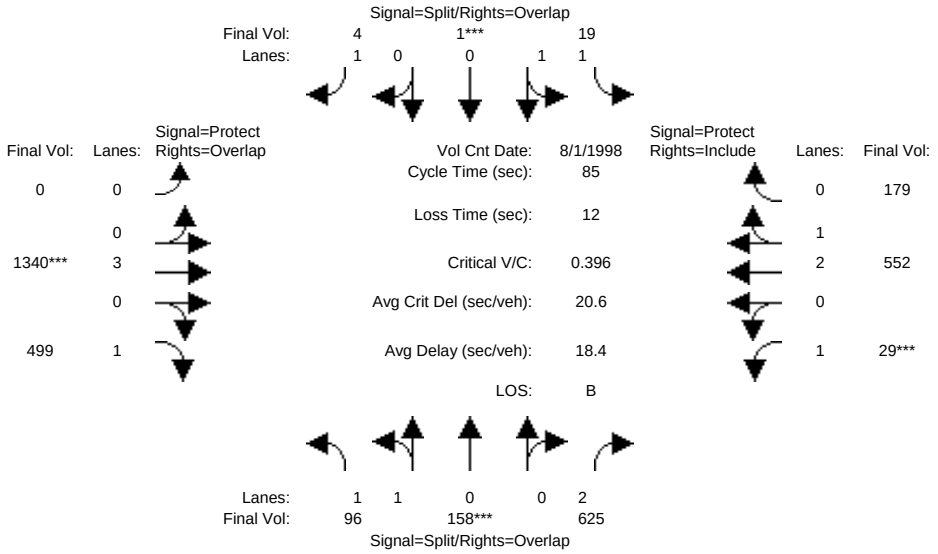
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Aug 1998 <<												
Base Vol:	96	158	625	19	1	4	0	1340	499	29	552	179
Growth Adj:	1.00	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	158	625	19	1	4	0	1340	499	29	552	179
Added Vol:	0	0	0	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	158	625	19	1	4	0	1340	499	29	552	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	158	625	19	1	4	0	1340	499	29	552	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	158	625	19	1	4	0	1340	499	29	552	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	158	625	19	1	4	0	1340	499	29	552	179
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	1.90	0.10	1.00	0.00	3.00	1.00	1.00	2.24	0.76
Final Sat.:	1750	1900	3150	3372	177	1750	0	5700	1750	1750	4227	1371
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.20	0.01	0.01	0.00	0.00	0.24	0.29	0.02	0.13	0.13
Crit Moves:		****			****			****		****		
Green Time:	18.5	18.5	25.5	10.0	10.0	10.0	0.0	37.5	56.0	7.0	44.5	44.5
Volume/Cap:	0.25	0.38	0.66	0.05	0.05	0.02	0.00	0.53	0.43	0.20	0.25	0.25
Delay/Veh:	28.1	30.0	29.6	33.5	33.5	33.3	0.0	18.2	8.1	39.5	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	30.0	29.6	33.5	33.5	33.3	0.0	18.2	8.1	39.5	11.3	11.3
LOS by Move:	C	C	C	C	C	C	A	B	A	D	B	B
DesignQueue:	4	6	13	0	0	0	0	13	9	1	6	6

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

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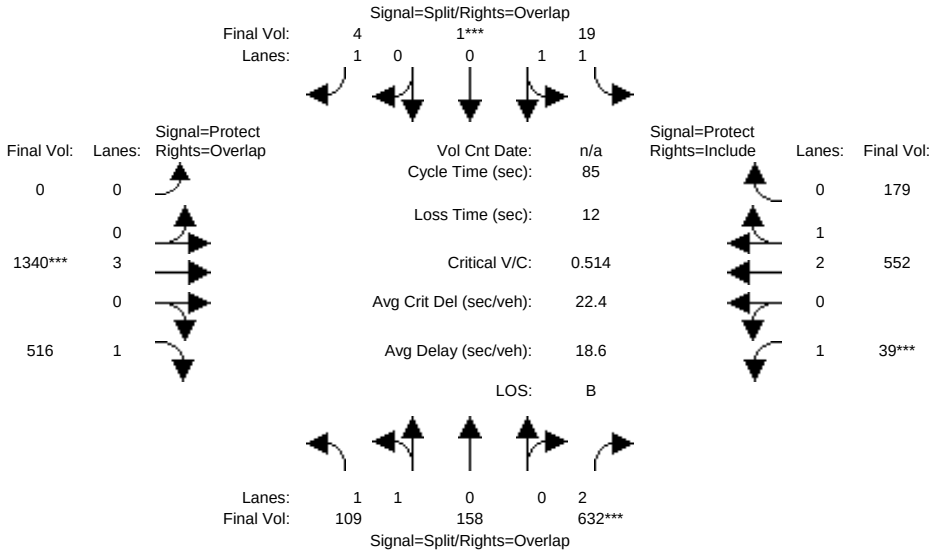
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	158	632	19	1	4	0	1340	516	39	552	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	158	632	19	1	4	0	1340	516	39	552	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	158	632	19	1	4	0	1340	516	39	552	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	158	632	19	1	4	0	1340	516	39	552	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	158	632	19	1	4	0	1340	516	39	552	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	158	632	19	1	4	0	1340	516	39	552	179
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	1.90	0.10	1.00	0.00	3.00	1.00	1.00	2.24	0.76
Final Sat.:	1750	1900	3150	3372	177	1750	0	5700	1750	1750	4227	1371
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.20	0.01	0.01	0.00	0.00	0.24	0.29	0.02	0.13	0.13
Crit Moves:			****		****			****		****		
Green Time:	18.7	18.7	25.7	10.0	10.0	10.0	0.0	37.3	56.0	7.0	44.3	44.3
Volume/Cap:	0.28	0.38	0.66	0.05	0.05	0.02	0.00	0.54	0.45	0.27	0.25	0.25
Delay/Veh:	28.3	29.7	29.5	33.5	33.5	33.3	0.0	18.4	8.3	41.2	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	29.7	29.5	33.5	33.5	33.3	0.0	18.4	8.3	41.2	11.4	11.4
LOS by Move:	C	C	C	C	C	C	A	B	A	D	B	B
DesignQueue:	4	6	13	0	0	0	0	13	10	2	6	6

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

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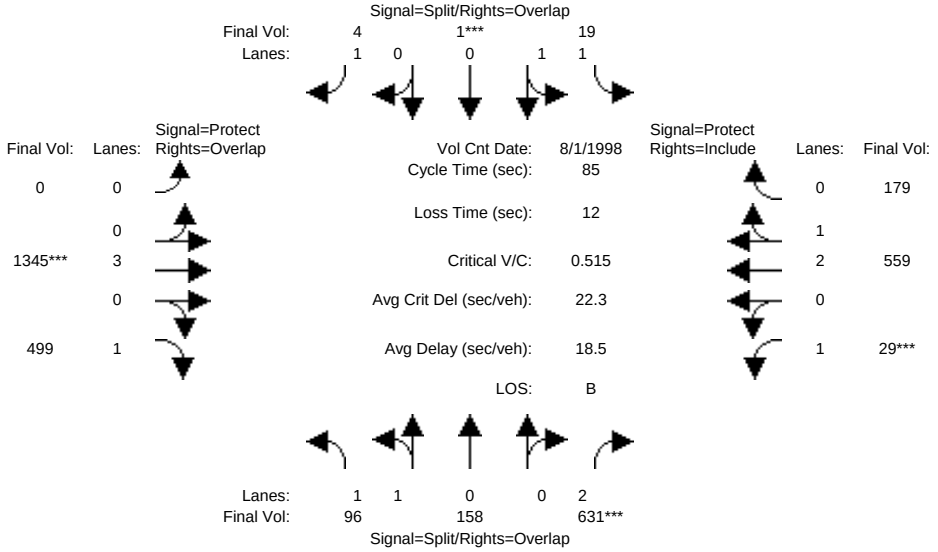
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Aug 1998 <<												
Base Vol:	96	158	631	19	1	4	0	1345	499	29	559	179
Growth Adj:	1.00	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	158	631	19	1	4	0	1345	499	29	559	179
Added Vol:	0	0	0	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	158	631	19	1	4	0	1345	499	29	559	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	158	631	19	1	4	0	1345	499	29	559	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	158	631	19	1	4	0	1345	499	29	559	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	158	631	19	1	4	0	1345	499	29	559	179
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	1.90	0.10	1.00	0.00	3.00	1.00	1.00	2.25	0.75
Final Sat.:	1750	1900	3150	3372	177	1750	0	5700	1750	1750	4240	1358
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.20	0.01	0.01	0.00	0.00	0.24	0.29	0.02	0.13	0.13
Crit Moves:			****		****			****		****		
Green Time:	18.7	18.7	25.7	10.0	10.0	10.0	0.0	37.3	56.0	7.0	44.3	44.3
Volume/Cap:	0.25	0.38	0.66	0.05	0.05	0.02	0.00	0.54	0.43	0.20	0.25	0.25
Delay/Veh:	28.0	29.9	29.5	33.5	33.5	33.3	0.0	18.3	8.1	39.5	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	29.9	29.5	33.5	33.5	33.3	0.0	18.3	8.1	39.5	11.4	11.4
LOS by Move:	C	C	C	C	C	C	A	B	A	D	B	B
DesignQueue:	4	6	13	0	0	0	0	13	9	1	6	6

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

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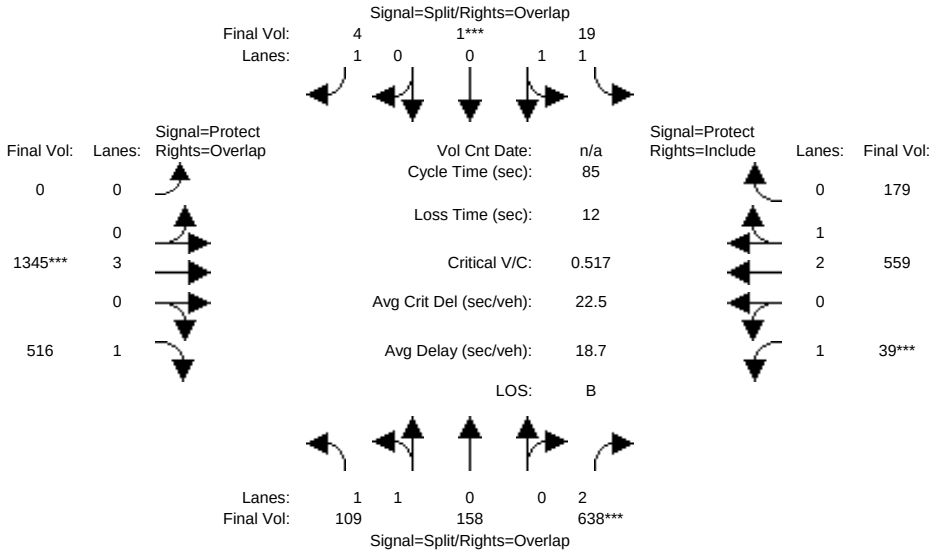
California Circle Residential TIA

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

Intersection #1007: I-880 NB Ramps & Dixon Landing Rd



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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	158	638	19	1	4	0	1345	516	39	559	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	158	638	19	1	4	0	1345	516	39	559	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	158	638	19	1	4	0	1345	516	39	559	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	158	638	19	1	4	0	1345	516	39	559	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	158	638	19	1	4	0	1345	516	39	559	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	158	638	19	1	4	0	1345	516	39	559	179
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	1.90	0.10	1.00	0.00	3.00	1.00	1.00	2.25	0.75
Final Sat.:	1750	1900	3150	3372	177	1750	0	5700	1750	1750	4240	1358
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.20	0.01	0.01	0.00	0.00	0.24	0.29	0.02	0.13	0.13
Crit Moves:			****		****			****		****		
Green Time:	18.9	18.9	25.9	10.0	10.0	10.0	0.0	37.1	56.0	7.0	44.1	44.1
Volume/Cap:	0.28	0.37	0.66	0.05	0.05	0.02	0.00	0.54	0.45	0.27	0.25	0.25
Delay/Veh:	28.1	29.5	29.4	33.5	33.5	33.3	0.0	18.5	8.3	41.2	11.5	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:	28.1	29.5	29.4	33.5	33.5	33.3	0.0	18.5	8.3	41.2	11.5	11.5
LOS by Move:	C	C	C	C	C	C	A	B	A	D	B	B
DesignQueue:	4	6	13	0	0	0	0	13	10	2	6	6

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

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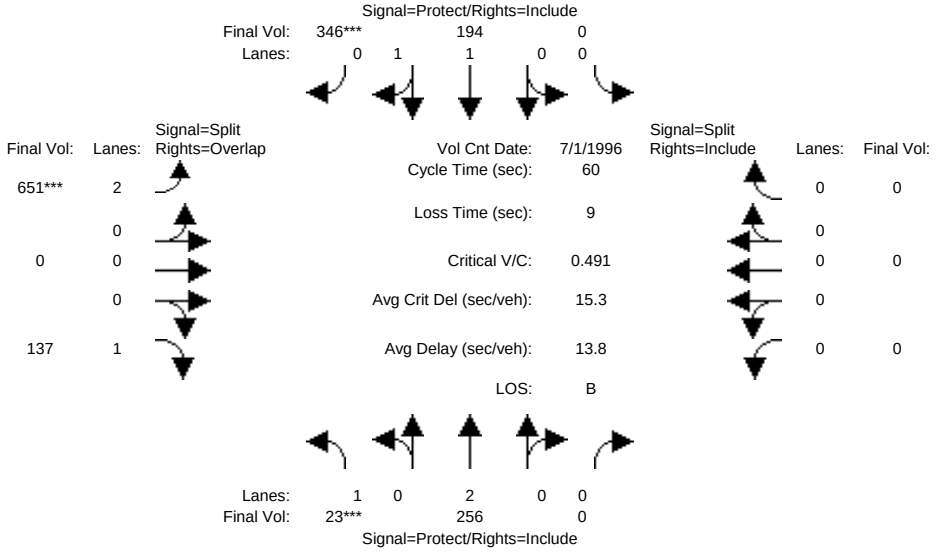
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jul 1996 <<												
Base Vol:	23	256	0	0	194	346	651	0	137	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	256	0	0	194	346	651	0	137	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	256	0	0	194	346	651	0	137	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	256	0	0	194	346	651	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	256	0	0	194	346	651	0	137	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	256	0	0	194	346	651	0	137	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	0.07	0.00	0.00	0.10	0.20	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	1.6	25.8	0.0	0.0	24.2	24.2	25.2	0.0	26.8	0.0	0.0	0.0
Volume/Cap:	0.49	0.16	0.00	0.00	0.25	0.49	0.49	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	61.3	10.7	0.0	0.0	12.2	14.9	14.0	0.0	10.4	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:	61.3	10.7	0.0	0.0	12.2	14.9	14.0	0.0	10.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	B	A	B	A	A	A
DesignQueue:	1	2	0	0	4	8	8	0	3	0	0	0

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

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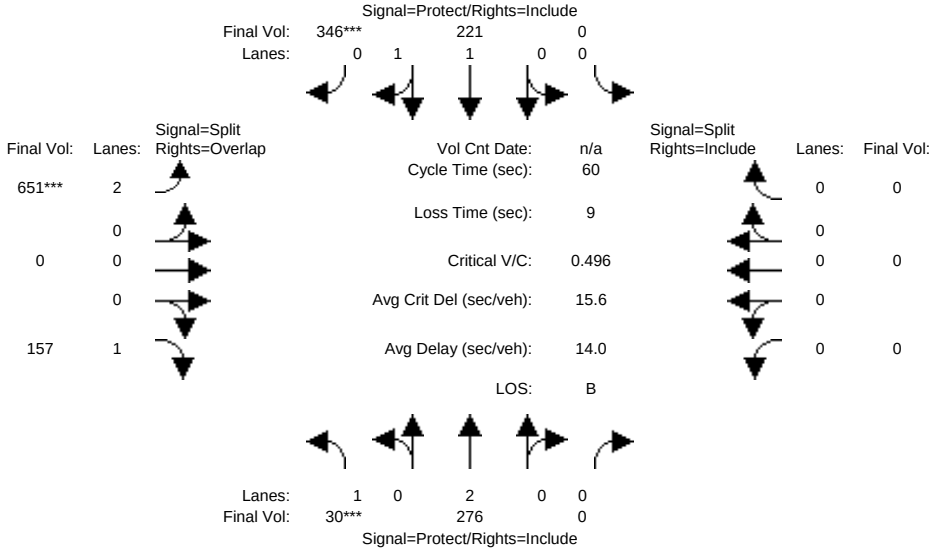
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	276	0	0	221	346	651	0	157	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:	30	276	0	0	221	346	651	0	157	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:	30	276	0	0	221	346	651	0	157	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:	30	276	0	0	221	346	651	0	157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	276	0	0	221	346	651	0	157	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:	30	276	0	0	221	346	651	0	157	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:	0.02	0.07	0.00	0.00	0.12	0.20	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	2.1	26.0	0.0	0.0	23.9	23.9	25.0	0.0	27.1	0.0	0.0	0.0
Volume/Cap:	0.50	0.17	0.00	0.00	0.29	0.50	0.50	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	54.7	10.6	0.0	0.0	12.7	15.1	14.2	0.0	10.5	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:	54.7	10.6	0.0	0.0	12.7	15.1	14.2	0.0	10.5	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	B	A	B	A	A	A
DesignQueue:	1	3	0	0	5	8	8	0	3	0	0	0

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

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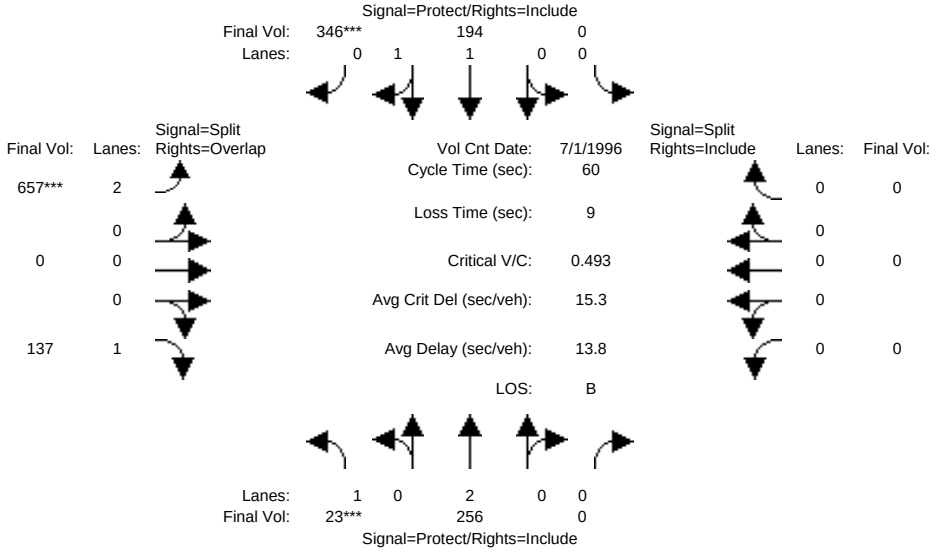
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jul 1996 <<												
Base Vol:	23	256	0	0	194	346	657	0	137	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	256	0	0	194	346	657	0	137	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	256	0	0	194	346	657	0	137	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	256	0	0	194	346	657	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	256	0	0	194	346	657	0	137	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	256	0	0	194	346	657	0	137	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	0.07	0.00	0.00	0.10	0.20	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	1.6	25.6	0.0	0.0	24.0	24.0	25.4	0.0	27.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.16	0.00	0.00	0.25	0.49	0.49	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	61.7	10.8	0.0	0.0	12.3	15.0	13.9	0.0	10.4	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:	61.7	10.8	0.0	0.0	12.3	15.0	13.9	0.0	10.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	B	A	B	A	A	A
DesignQueue:	1	2	0	0	4	8	8	0	3	0	0	0

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

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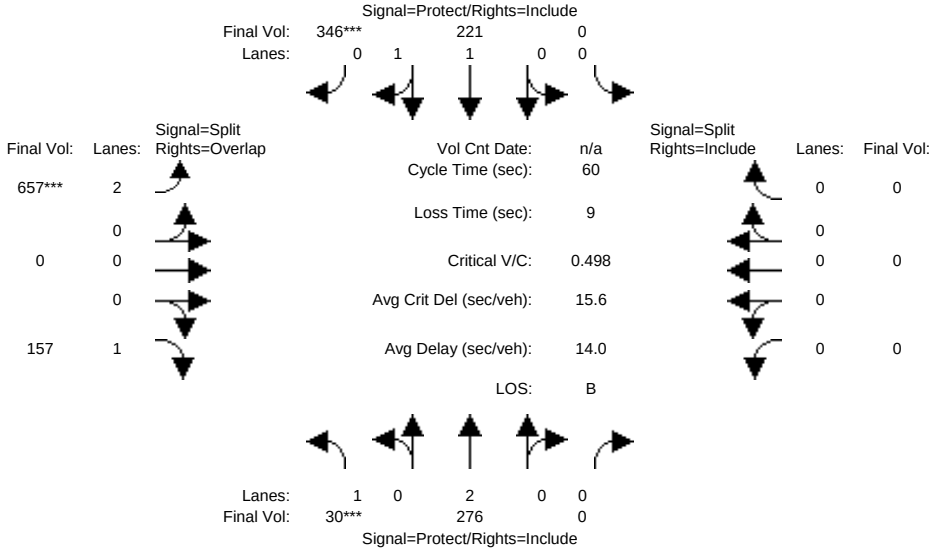
California Circle Residential TIA

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

Intersection #1008: California Cir & I-880 NB Ramps



Street Name:	California Cir						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:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	276	0	0	221	346	657	0	157	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:	30	276	0	0	221	346	657	0	157	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:	30	276	0	0	221	346	657	0	157	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:	30	276	0	0	221	346	657	0	157	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	276	0	0	221	346	657	0	157	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:	30	276	0	0	221	346	657	0	157	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:	0.02	0.07	0.00	0.00	0.12	0.20	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	2.1	25.9	0.0	0.0	23.8	23.8	25.1	0.0	27.2	0.0	0.0	0.0
Volume/Cap:	0.50	0.17	0.00	0.00	0.29	0.50	0.50	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	55.0	10.7	0.0	0.0	12.7	15.2	14.2	0.0	10.4	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:	55.0	10.7	0.0	0.0	12.7	15.2	14.2	0.0	10.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	B	A	B	A	A	A
DesignQueue:	1	3	0	0	5	8	8	0	3	0	0	0

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

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Appendix C

Approved Trips

City of Milpitas Approved Trip Inventory

Date of Last Update: 2/2/2012

MASTER LIST

Num.	Approved Projects	Units in TIA	% Included	Units in ATI Database	Notes
1	Shea Residential	204	100%	204	Main/Abel (204 Residential Units)
2	Sinclair Horizon Residential Project	82	100%	82	Sinclair Frontage Road (82 Residential Units)
3	Walmart Expansion	150,000	100%	150,000	McCarthy Blvd/Ranch Dr (150,000 S.F)
4	Robson Homes	88	100%	88	Los Coches St, W/O I-680 (88 Res. Units)
5	Piper Montague	942	100%	942	Btwn Piper Dr & Milpitas Blvd (942 Res Units)
6	Murphy Ranch Residential Project	659	100%	659	Murphy Ranch Road (659 Residential Units)
7	Landmark Towers Mixed Use Project	523	100%	523	Barber Lane, S/O Bellew (375 Condo Units, 148 ksf retail)
8	Contour	134	100%	134	300 Montague Expressway (134 Units)
9	Elmwood Residential & Comercial	902	36%	328	Elmwood Road (722 res units & 180 ksf auto dealer)
10			0%		
11			0%		
12			0%		
13			0%		
14			0%		
15			0%		
16			0%		
17			0%		
18			0%		
19			0%		
20			0%		
21			0%		
22			0%		
23			0%		
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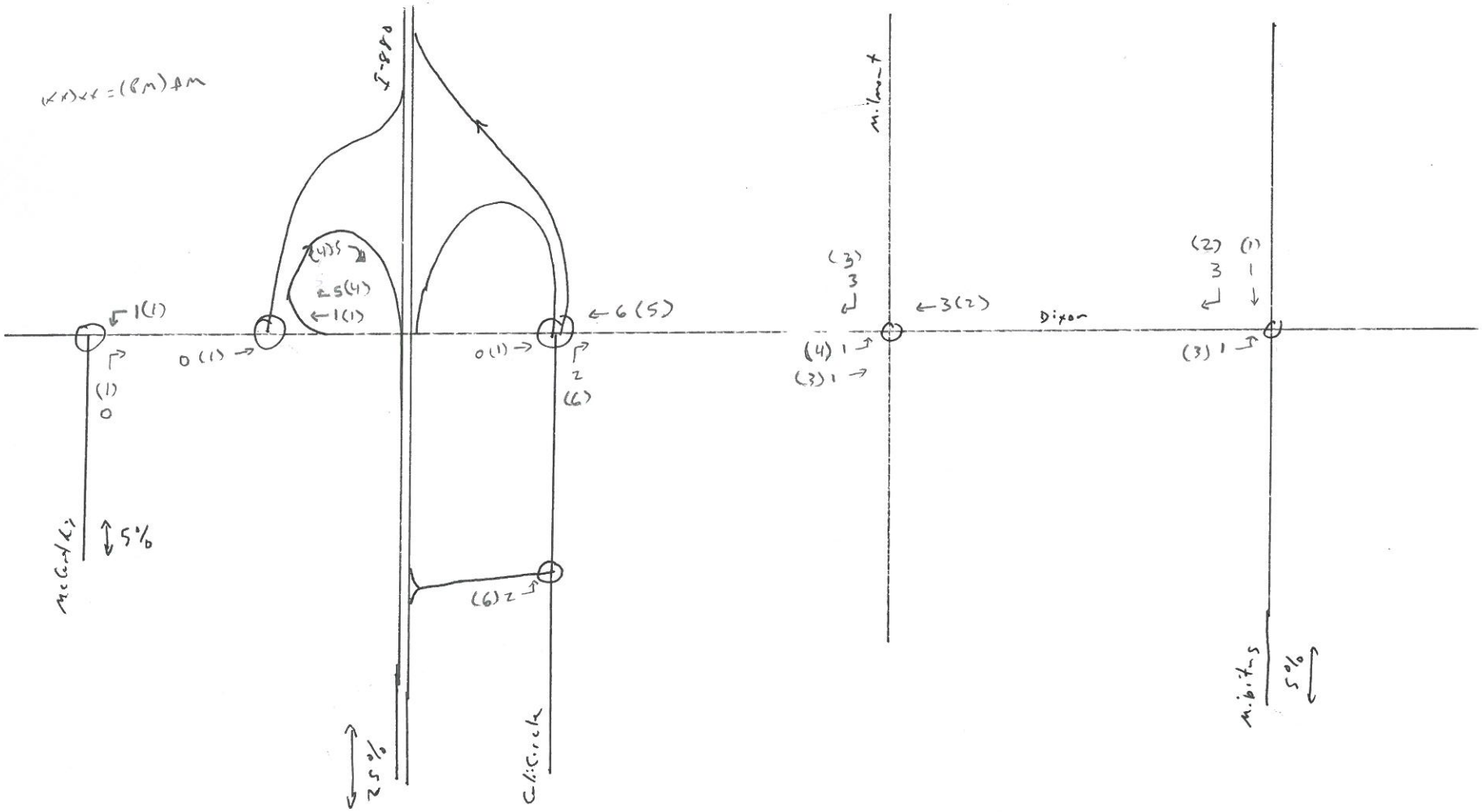
36			0%		
37			0%		
38			0%		
39			0%		
40			0%		
41			0%		
42			0%		
43			0%		
44			0%		
45			0%		
46			0%		
47			0%		
48			0%		
49			0%		
50			0%		

Table 1
Hackamore Project Trip Generation Estimates

Land Use	Size	ITE Code	Daily Rate [1]	Daily Total	AM Peak Hour Rate [1]	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Rate [1]	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Use												
Single Family Homes	38 DU	210	9.57	364	0.75	29	7	22	1.01	38	24	14

[1] Rates Per ITE *Trip Generation* Manual, 8th Edition, 2008

[2] Trips measured directly from the site. Daily trip generation estimated from PM peak hour count using ITE data.



City of Fremont Approved Project

Memorandum

Date: January 28, 2013

To: City of Milpitas

From: Brett Walinski P.E.

Subject: Supplemental Traffic Analysis for the California Circle Residential Development in Milpitas, California

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Hexagon Transportation Consultants previously completed a Transportation Impact Analysis (TIA) for the California Circle Residential development dated February 22, 2012. The report analyzed the impacts to intersections, roadway segments, and freeway segments for the development of 46 single family homes and 62 townhomes. Since that time, the project description has been revised to include 84 single family homes (and no townhomes). In addition, the City of Milpitas has requested that the year 2030 link level General Plan Amendment analysis in the prior TIA be updated to include land use changes on adjacent parcels. The purpose of this memorandum is to (1) compare the trip generation for the prior and proposed land uses and (2) provide the supplemental General Plan Analysis requested by the City.

Trip Generation Comparison

The amount of traffic generated by the proposed project was estimated by applying the appropriate trip generation rates to the size of the development. The trip generation rates used to estimate project traffic in the prior TIA were those from the publication entitled *Trip Generation, 8th Edition,* by the Institute of Transportation Engineers (ITE).

Based on the ITE rates, the prior project description (46 single family homes/62 townhomes) would generate 800 daily vehicle trips, with 62 trips occurring during the AM peak hour and 79 trips occurring during the PM peak hour. The current project description (84 single family homes) would generate 803 daily vehicle trips, with 63 trips occurring during the AM peak hour and 85 trips occurring during the PM peak hour. Thus, the current project description would generate 1 additional AM peak hour trip and 6 additional PM peak hour trips (see Table 1).

Because the current project description would generate slightly more project trips, Hexagon reviewed the level of service calculations to determine whether the current project description would result in additional level of service impacts. From this review, it was determined that the current project description would not result in any additional roadway or intersection level of service impacts. The number of additional project trips is too few to materially change the level of service results of the prior study. For this reason, no further level of service analysis is necessary.

Table 1
Trip Generation Comparison

Land Use	Size	ITE Code	Daily Rate [1]	Daily Total	AM Peak Hour Rate [1]	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Rate [1]	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Prior Use												
Single Family Homes	46 DU	210	9.57	440	0.75	35	9	26	1.01	46	29	17
Townhomes	62 DU	230	5.81	360	0.44	27	5	22	0.52	32	22	10
[b] Subtotal	108 DU			800		62	14	48		79	51	28
Proposed Use												
[a] Single Family Homes	84 DU	210	9.57	803	0.75	63	16	47	1.01	85	53	32
Difference [a] - [b]				**3**		**1**	**2**	**-1**		**6**	**2**	**4**

[1] Rates Per ITE *Trip Generation* Manual, 8th Edition, 2008

2030 Link Analysis

The City of Milpitas requested that the year 2030 link level analysis in the prior TIA be updated to reflect General Plan changes at the project site and at several adjacent parcels. The current General Plan designations in the project area are MP (industrial park) for APNs: 22-037-011, 22-037-012, 22-037-019, 22-037-040, 22-037-045, 22-037-046, 22-037-047, 22-037-049. The proposed General Plan would change the following parcels to R1-2.5 (residential): 22-037-011, 22-037-012, 22-037-019. In addition, it would change the following parcels to C2 (commercial): 22-037-040, 22-037-045, 22-037-046, 22-037-047, 22-037-049 (see Figure 1).

For the purposes of estimating the effect of the proposed land use change, the traffic impacts of the proposed General Plan change were evaluated relative to the existing land use. The net project traffic volumes for the year 2030 analysis were calculated using a three-step process as follows:

- **Traffic Generation.** A comparison of the trip generation between the proposed General Plan and existing General Plan land uses is shown in Table 2. The proposed change in land use would decrease the trip generation from the sites by 675 trips during the AM peak hour and 635 trips during the PM peak hour.
- **Traffic Distribution & Assignment.** The directions of approach and departure of the proposed and existing land uses were estimated along major travel corridors. Because traffic from the industrial/commercial and residential land uses have different origins and destinations, separate trip distributions were developed for each use. The peak hour trips generated by the proposed and existing land uses were assigned to specific street segments in accordance with their respective trip distributions.

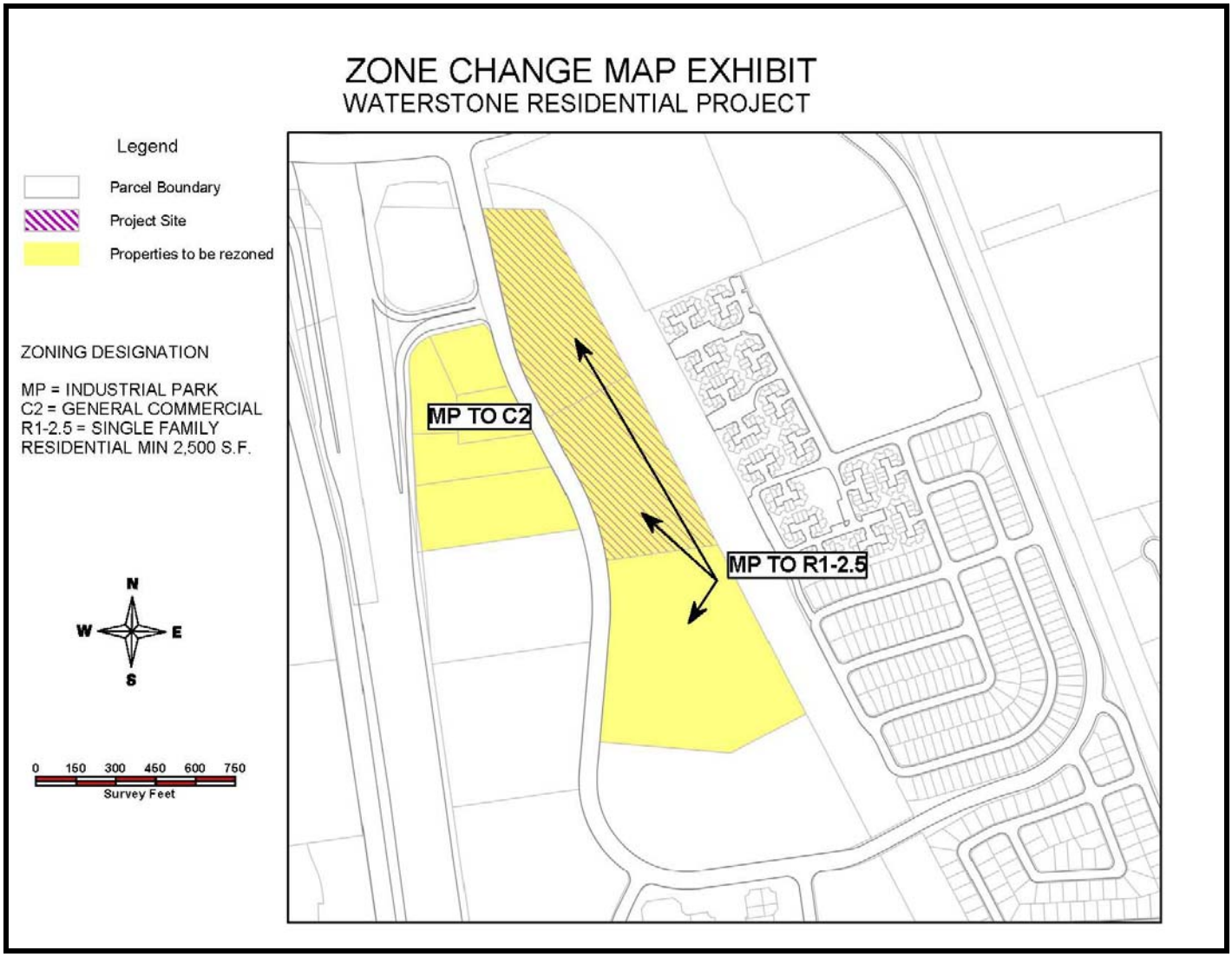

Figure 1
General Plan Designation Change

Table 2
Year 2030 Trip Generation

Land Use	APN #s 22-037-	Size	ITE Code	Daily Rate[1]	Daily Total	AM Peak Hour Rate[1]	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Rate[1]	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Use													
Single Family Homes	011, 012, 019	236 DU	210	9.57	2,259	0.75	177	44	133	1.01	238	150	88
Shopping Center	040, 049	50.53 KSF	820	42.94	2,170	1.00	51	31	20	3.73	188	92	96
Hotel	047	120 Rooms	310	8.92	1,070	0.67	80	47	33	0.70	84	41	43
Office	045, 046	60.11 KSF	710	11.01	662	1.55	93	82	11	1.49	90	15	75
Pass-by Trips[2]					-434		0	0	0		-38	-18	-19
[a] Subtotal					**5,727**		**401**	**204**	**197**		**563**	**280**	**283**
Existing Uses													
Industrial Park	011, 012, 019	819.4 KSF	130	6.96	5,703	0.84	688	564	124	0.86	705	148	557
Shopping Center	049	48.96 KSF	820	42.94	2,102	1.00	49	30	19	3.73	183	89	94
Service Station[3]	040	12 Pumps	946	152.84	1,834	11.93	143	73	70	13.94	167	85	82
Hotel	047	120 Rooms	310	8.92	1,070	0.67	80	47	33	0.70	84	41	43
Office	045, 046	120.23 KSF	710	11.01	1,324	1.55	186	164	22	1.49	179	30	149
Pass-by Trips[4]					-1,338		-72	-37	-35		-120	-60	-60
[b] Subtotal					**10,696**		**1,076**	**842**	**234**		**1,198**	**333**	**865**
[a] - [b] Net Project Trips:					**-4,970**		**-675**	**-638**	**-37**		**-635**	**-53**	**-582**

[1] Rates Per ITE *Trip Generation* Manual, 8th Edition, 2008

[2] 20% Pass-by Rate Assumed for Shopping Center Uses for PM peak hour. ITE Trip Generation Handbook, 2nd Generation shows shopping center Pass-by rates of up to 34%

[3] Includes Convenience Market and Car Wash

[4] 20% Pass-by Rate Assumed for Shopping Center Uses for PM peak hour. 50% Pass-by Rate Assumed for Service station uses for AM and PM peak hours. ITE Trip Generation Handbook, 2nd Edition shows Pass-by rates of between 62% and 66% for Service Stations.

Note: Whole numbers may not add due to rounding.

- **Traffic Volume Tabulation.** For each roadway link, the projected peak hour traffic volumes with the proposed General Plan were estimated by subtracting the trips generated by the existing land use from year 2030 traffic volumes, and adding the estimated traffic generated by the proposed General Plan.

The analysis of year 2030 conditions was conducted based on projected roadway link volumes from the City of Milpitas Travel Demand Forecast (TDF) model, which is a sub-area model of the Valley Transportation Authority Congestion Management Program TDF model. For roadway segments, the traffic operations were evaluated based on volume-to-capacity (v/c) ratios. A project is said to adversely impact a roadway segment if:

- The roadway segment is projected to operate below its LOS standard under existing General Plan conditions and the proposed General Plan is projected to cause an increase in traffic of at least one percent of its capacity. **Or**

- The roadway segment is projected to operate at or better than its LOS standard under existing General Plan conditions and the proposed General Plan is projected to degrade the level of service to less than acceptable levels.

Year 2030 conditions with the proposed General Plan were evaluated relative to year 2030 conditions with the existing General Plan in order to determine potential impacts. The impacts of the proposed land use change are summarized in Tables 3 and 4 for the AM and PM peak hours, respectively. Although many of the study segments are projected to operate at LOS E or F during the AM and PM peak hours, according to the City of Milpitas roadway segment impact criteria, the proposed land use change would not result in any significant impacts to roadway segments. The proposed land use change would reduce traffic on all of the surrounding roadways.

Conclusion

The change in the project description from 46 single family homes and 62 townhomes to 84 single family homes (and no townhomes) would not create any additional impacts to intersections, surface streets, or freeway segments. In addition, the proposed changes to the General Plan, which would replace industrial land uses with commercial and residential uses, would not result in any traffic impacts. Overall, the proposed General Plan change would generate fewer overall vehicle trips.

Table 3
Year 2030 - AM Peak Hour Volumes and LOS

				LOS	Volumes		Project Trips		Capacity		v/c		LOS		Adverse
Segment	From	To	Direction	Standard	No Project	Project	abs	% /a/	No Project	Project	No Project	Project	No Project	Project	Impact ?
Dixon Landing Road															
	McCarthy Boulevard	I-880	EB	D	1,103	991	-112	-4.1%	2,700	2,700	0.41	0.37	A	A	no
	I-880	Milmont Drive	EB	D	1,327	1,290	-37	-2.1%	1,800	1,800	0.74	0.72	C	C	no
	Milmont Drive	N. Milpitas Boulevard	EB	D	1,325	1,295	-30	-1.7%	1,800	1,800	0.74	0.72	C	C	no
	McCarthy Boulevard	I-880	WB	D	2,371	2,324	-47	-1.7%	2,700	2,700	0.88	0.86	D	D	no
	I-880	Milmont Drive	WB	D	2,147	1,997	-150	-8.3%	1,800	1,800	1.19	1.11	F	F	no
	Milmont Drive	N. Milpitas Boulevard	WB	D	2,180	2,057	-123	-6.8%	1,800	1,800	1.21	1.14	F	F	no
McCarthy Boulevard															
	Dixon Landing Road	McCarthy Ranch	NB	D	504	490	-14	-0.8%	1,800	1,800	0.28	0.27	A	A	no
	McCarthy Ranch	Ranch Drive (North)	NB	D	952	938	-14	-0.8%	1,800	1,800	0.53	0.52	A	A	no
	Dixon Landing Road	McCarthy Ranch	SB	D	2,028	2,025	-3	-0.2%	1,800	1,800	1.13	1.13	F	F	no
	McCarthy Ranch	Ranch Drive (North)	SB	D	1,806	1,803	-3	-0.2%	1,800	1,800	1.00	1.00	F	F	no
Milpitas Boulevard															
	Scott Creek Road	Dixon Landing Road	NB	D	1,573	1,565	-8	-0.4%	1,800	1,800	0.87	0.87	D	D	no
	Dixon Landing Road	Jacklin Road	NB	D	1,892	1,824	-68	-3.8%	1,800	1,800	1.05	1.01	F	F	no
	Scott Creek Road	Dixon Landing Road	SB	D	1,998	1,964	-34	-1.9%	1,800	1,800	1.11	1.09	F	F	no
	Dixon Landing Road	Jacklin Road	SB	D	1,692	1,675	-17	-0.9%	1,800	1,800	0.94	0.93	E	E	no

/a/ project trips as a percent of roadway capacity

Table 4
Year 2030 - PM Peak Hour Volumes and LOS

				LOS	Volumes		Project Trips		Capacity		v/c		LOS		Adverse
Segment	From	To	Direction	Standard	No Project	Project	abs	% /a/	No Project	Project	No Project	Project	No Project	Project	Impact ?
Dixon Landing Road															
	McCarthy Boulevard	I-880	EB	D	1,380	1,347	-33	-1.2%	2,700	2,700	0.51	0.50	A	A	no
	I-880	Milmont Drive	EB	D	2,293	2,145	-148	-8.2%	1,800	1,800	1.27	1.19	F	F	no
	Milmont Drive	N. Milpitas Boulevard	EB	D	2,304	2,183	-121	-6.7%	1,800	1,800	1.28	1.21	F	F	no
	McCarthy Boulevard	I-880	WB	D	727	539	-188	-7.0%	2,700	2,700	0.27	0.20	A	A	no
	I-880	Milmont Drive	WB	D	1,663	1,618	-45	-2.5%	1,800	1,800	0.92	0.90	E	D	no
	Milmont Drive	N. Milpitas Boulevard	WB	D	1,571	1,534	-37	-2.1%	1,800	1,800	0.87	0.85	D	D	no
McCarthy Boulevard															
	Dixon Landing Road	McCarthy Ranch	NB	D	2,081	2,077	-4	-0.2%	1,800	1,800	1.16	1.15	F	F	no
	McCarthy Ranch	Ranch Drive (North)	NB	D	1,936	1,932	-4	-0.2%	1,800	1,800	1.08	1.07	F	F	no
	Dixon Landing Road	McCarthy Ranch	SB	D	787	774	-13	-0.7%	1,800	1,800	0.44	0.43	A	A	no
	McCarthy Ranch	Ranch Drive (North)	SB	D	1,254	1,241	-13	-0.7%	1,800	1,800	0.70	0.69	B	B	no
Milpitas Boulevard															
	Scott Creek Road	Dixon Landing Road	NB	D	2,058	2,025	-33	-1.8%	1,800	1,800	1.14	1.13	F	F	no
	Dixon Landing Road	Jacklin Road	NB	D	1,911	1,891	-20	-1.1%	1,800	1,800	1.06	1.05	F	F	no
	Scott Creek Road	Dixon Landing Road	SB	D	1,795	1,784	-11	-0.6%	1,800	1,800	1.00	0.99	E	E	no
	Dixon Landing Road	Jacklin Road	SB	D	2,069	2,002	-67	-3.7%	1,800	1,800	1.15	1.11	F	F	no

/a/ project trips as a percent of roadway capacity