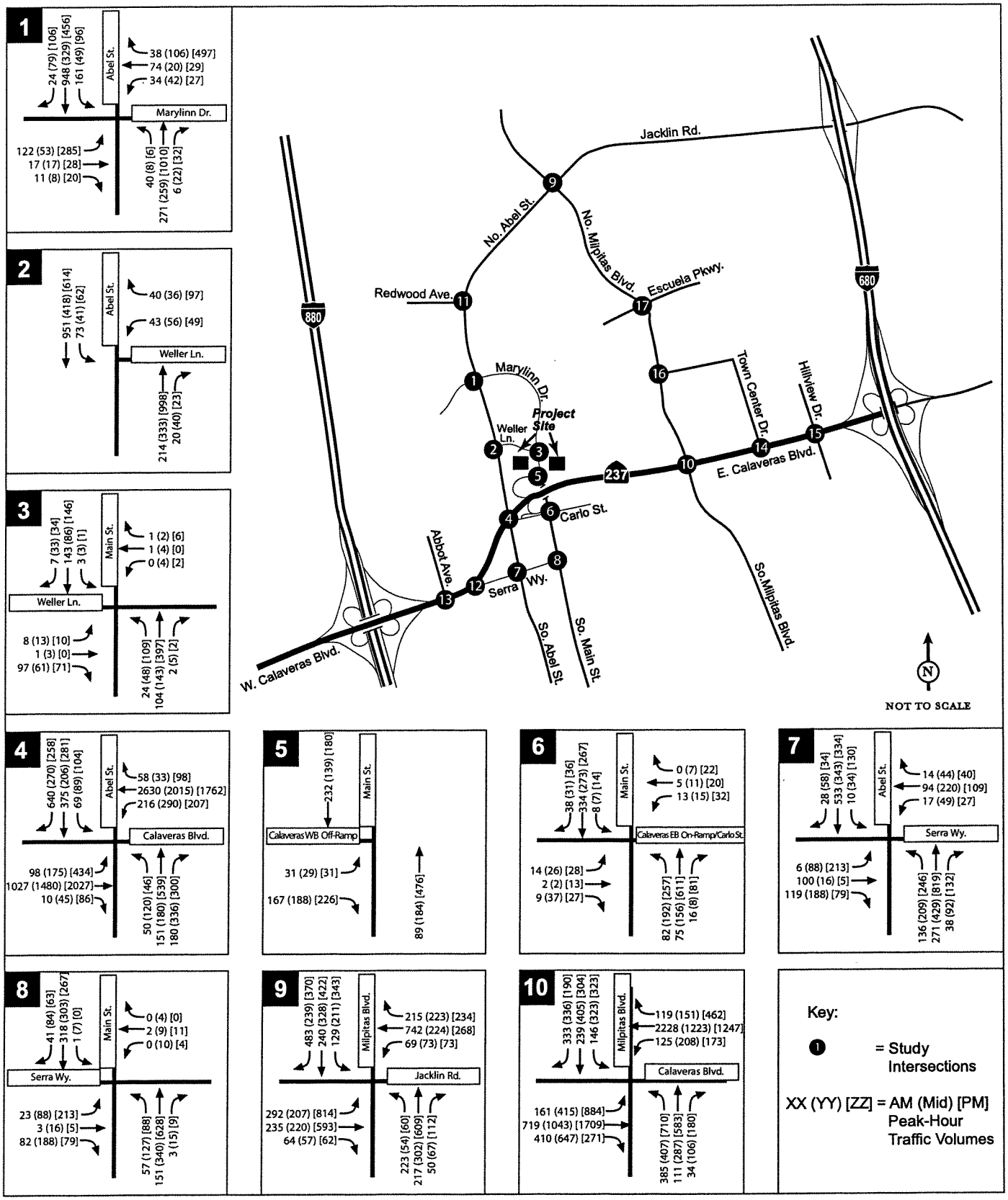
APPENDIX B-1

TRANSPORTATION AND CIRCULATION FIGURES



LSA

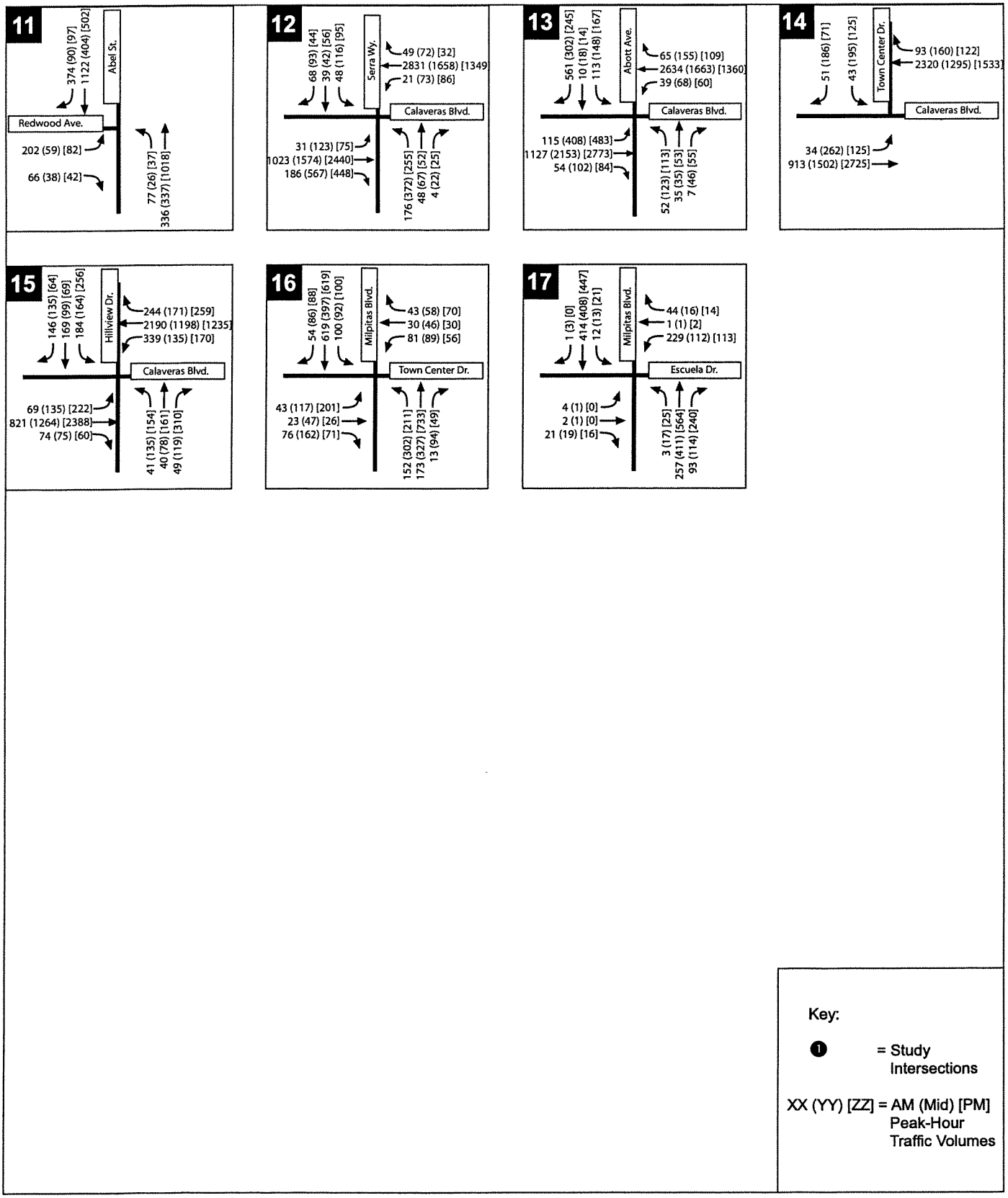
FIGURE IV.C-5a

North Main Street Development Project

Existing Peak-Hour Traffic Volumes

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC5a.ai (10/13/04)



LSA

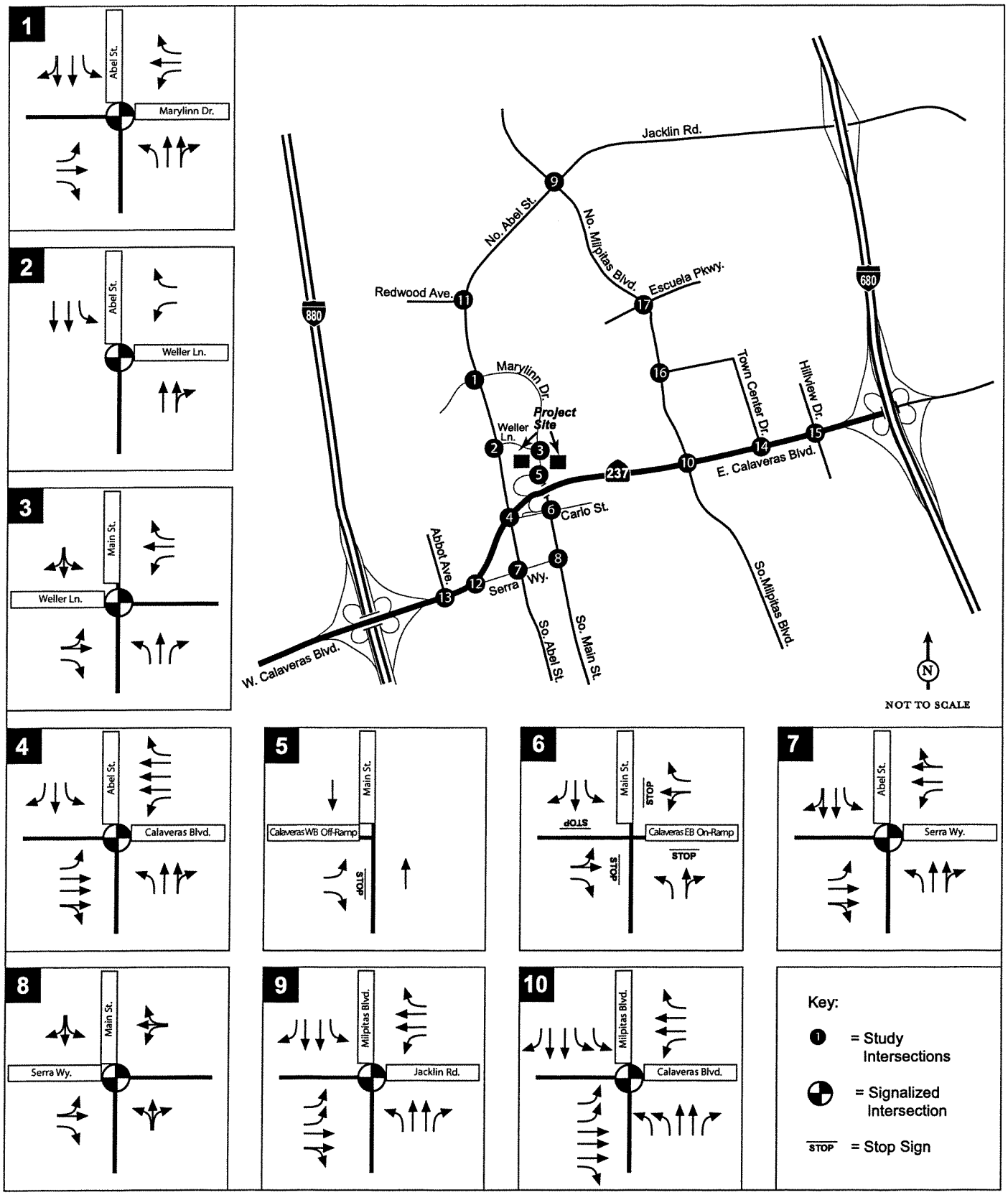
FIGURE IV.C-5b

North Main Street Development Project

Existing Peak-Hour Traffic Volumes

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC5b.ai (09/30/04)



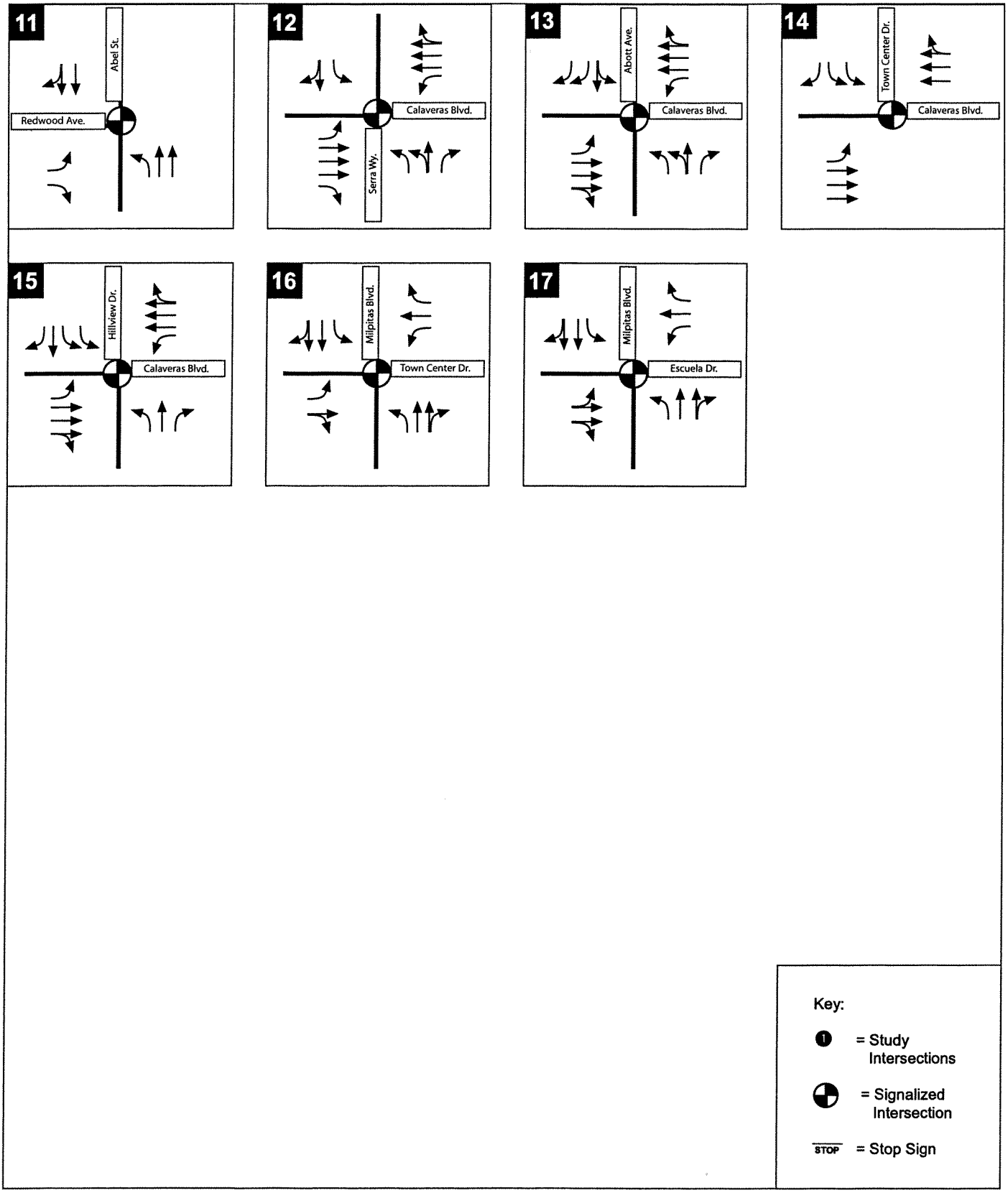
LSA

FIGURE IV.C-6a

North Main Street Development Project
Intersection Lane Configurations

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC6a.ai (09/15/04)



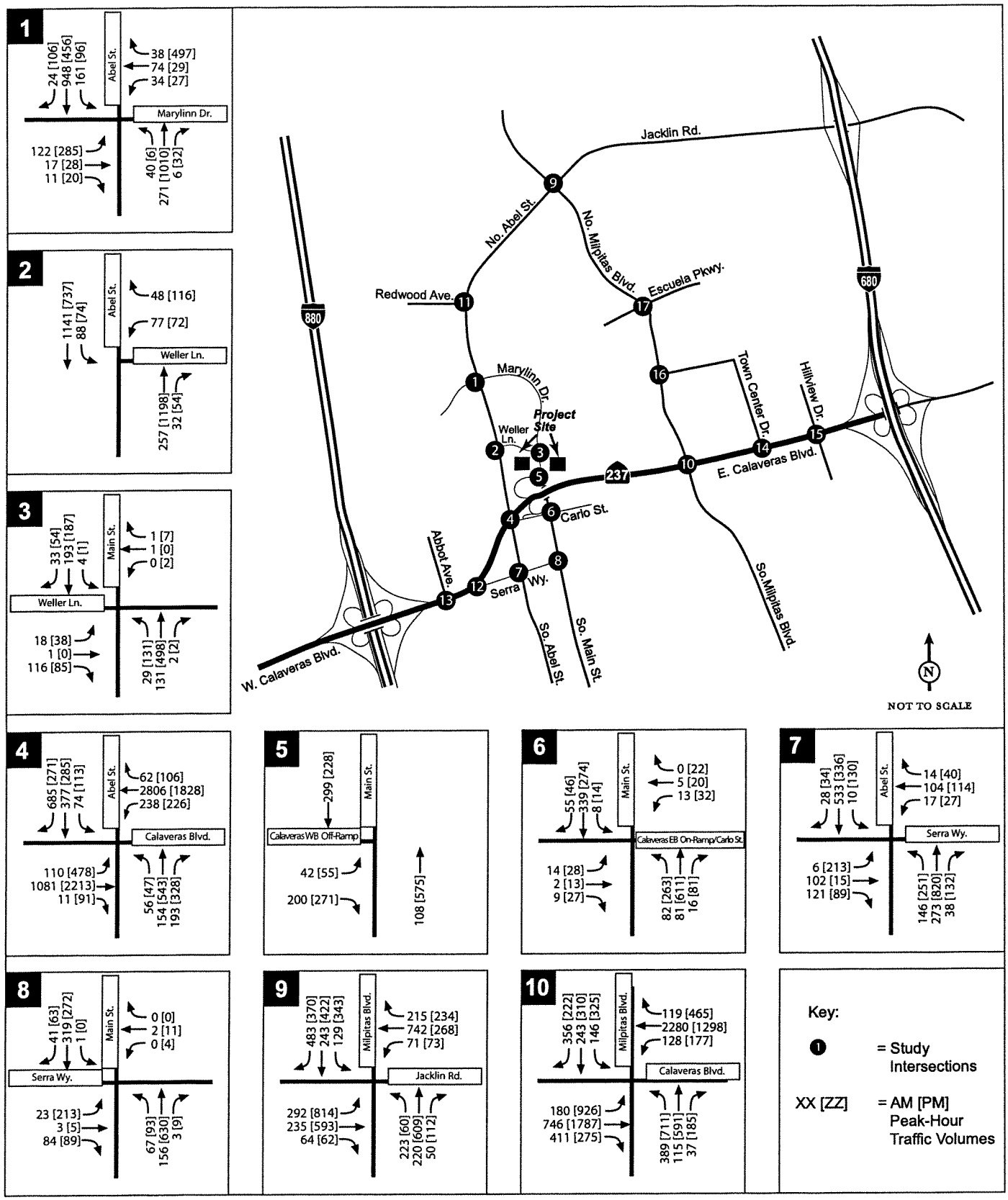
LSA

FIGURE IV.C-6b

North Main Street Development Project
Intersection Lane Configurations

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC6b.ai (09/15/04)



LSA

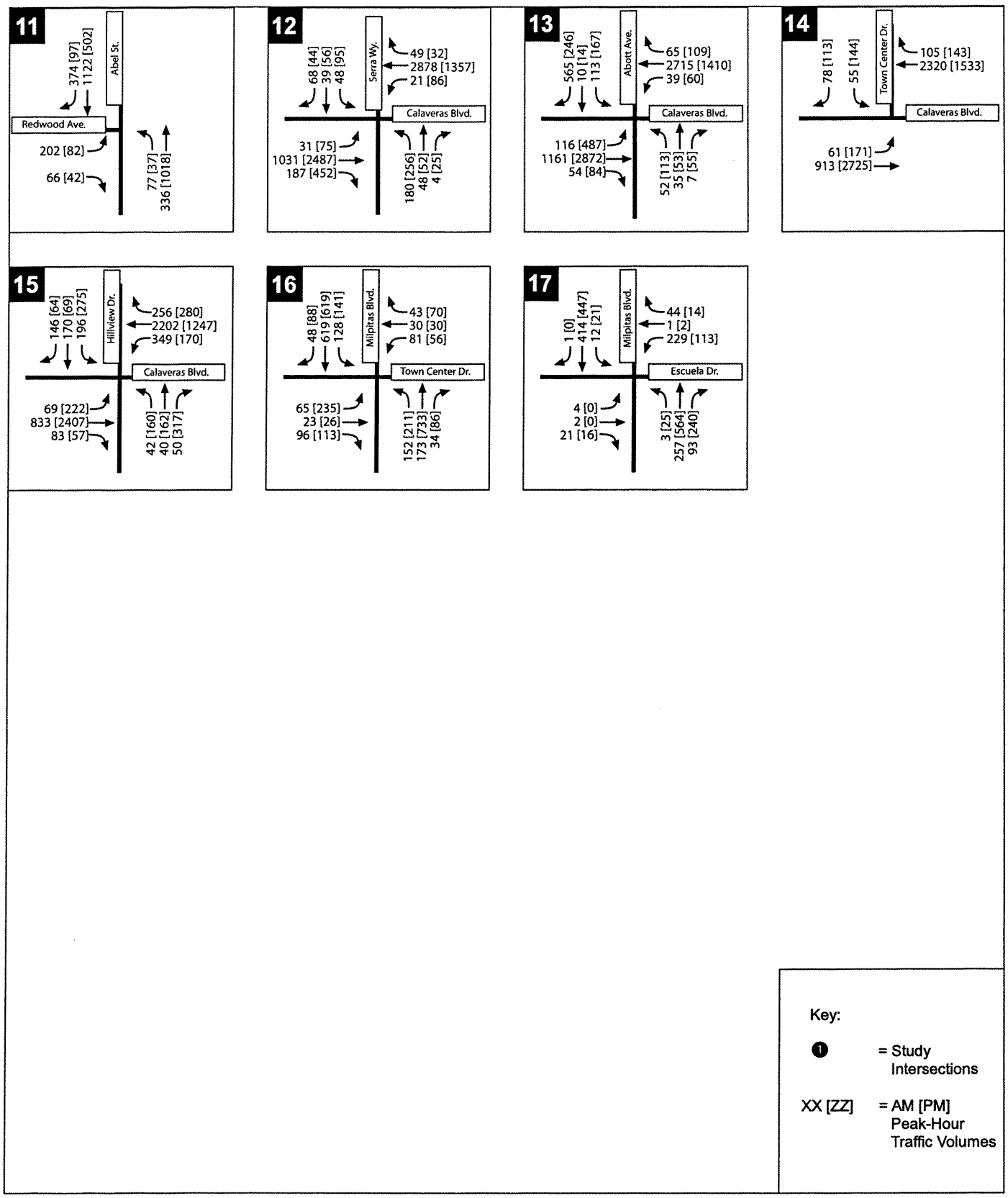
FIGURE IV.C-7a

North Main Street Development Project

Baseline Peak-Hour Traffic Volumes

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC7a.ai (10/13/04)



LSA

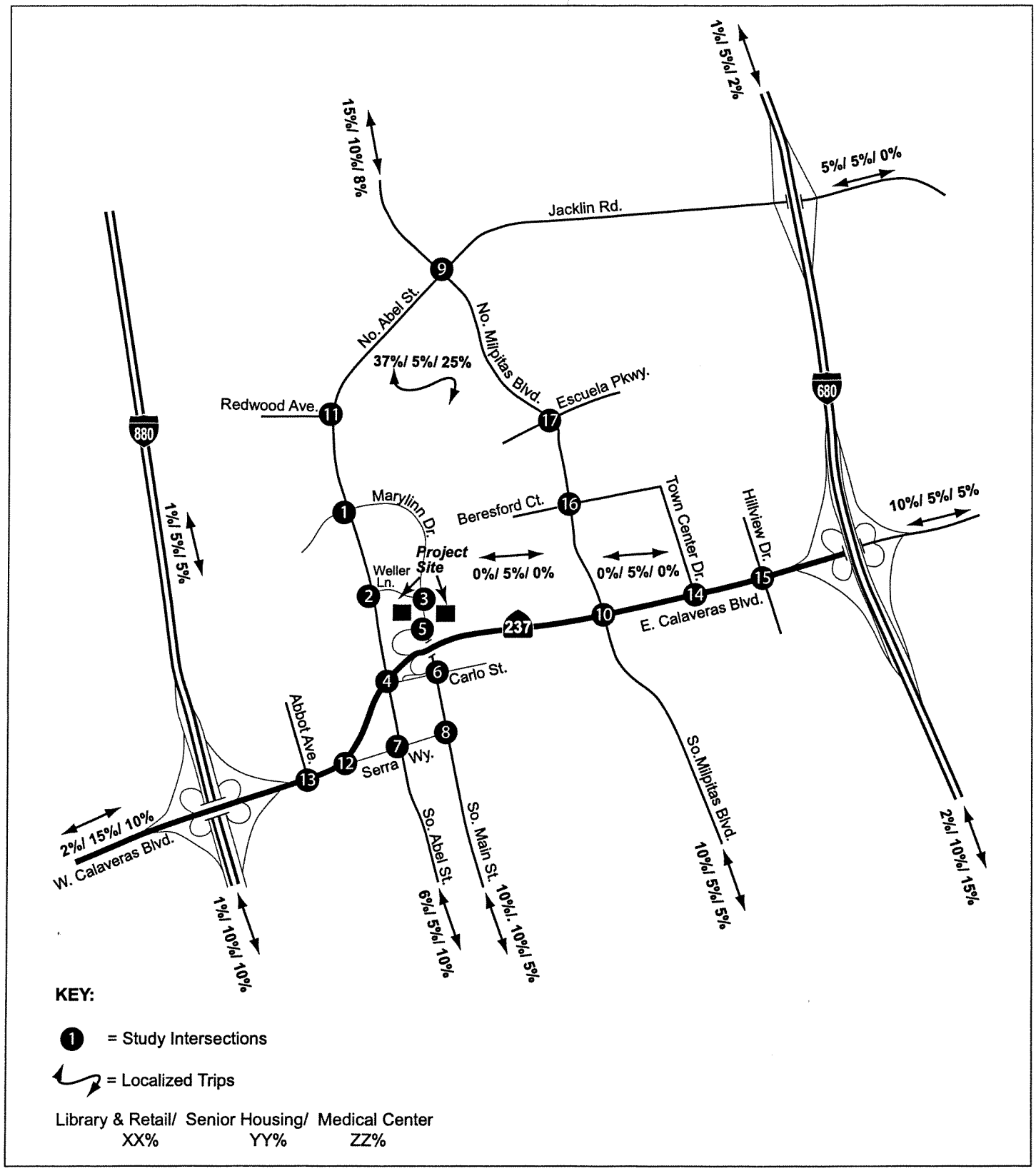
FIGURE IV.C-7b

North Main Street Development Project

Baseline Peak-Hour Traffic Volumes

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC7b.ai (09/21/04)



LSA

FIGURE IV.C-8

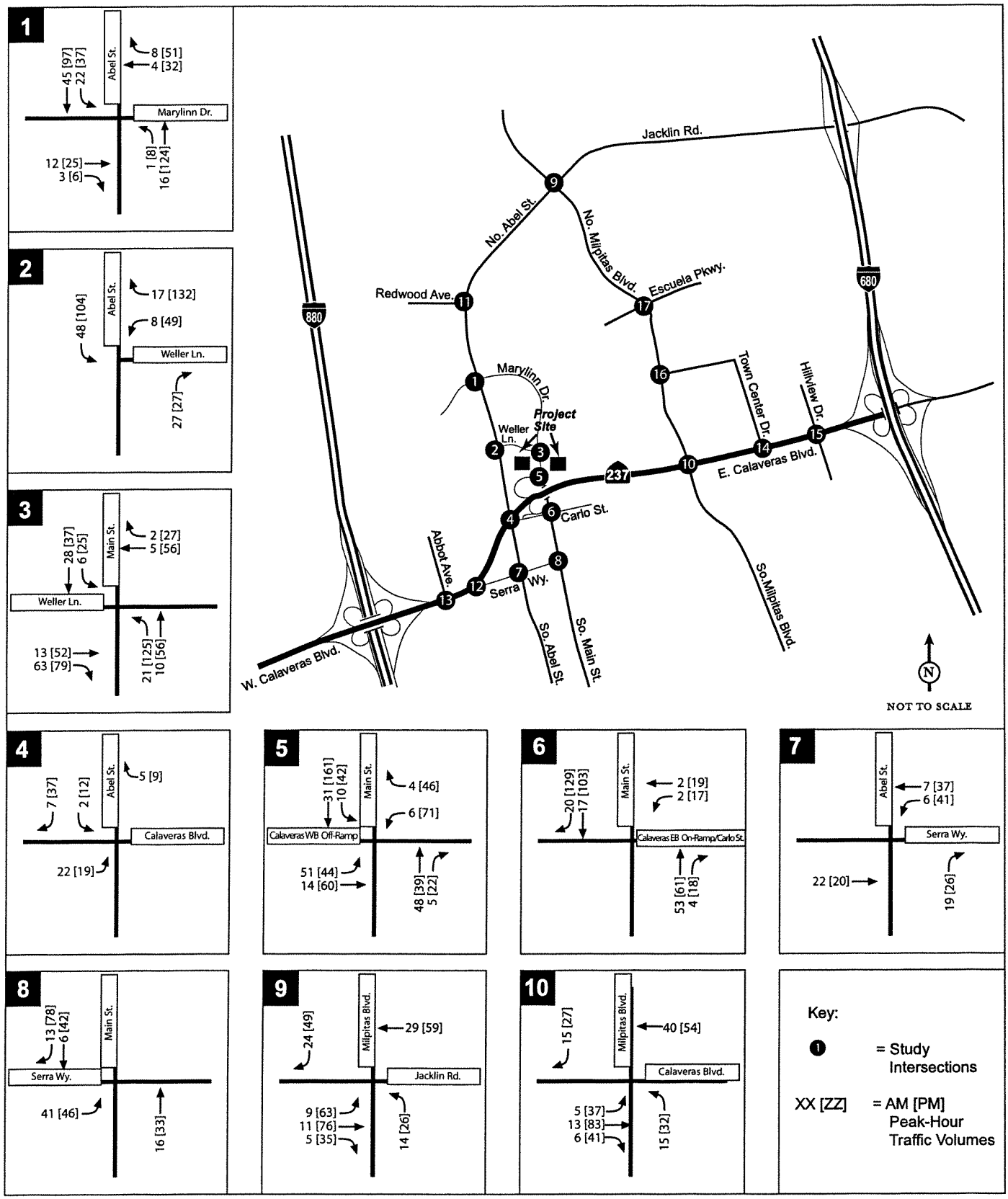
North Main Street Development Project

Trip Distribution

NOT TO SCALE

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC8.ai (09/15/04)



LSA

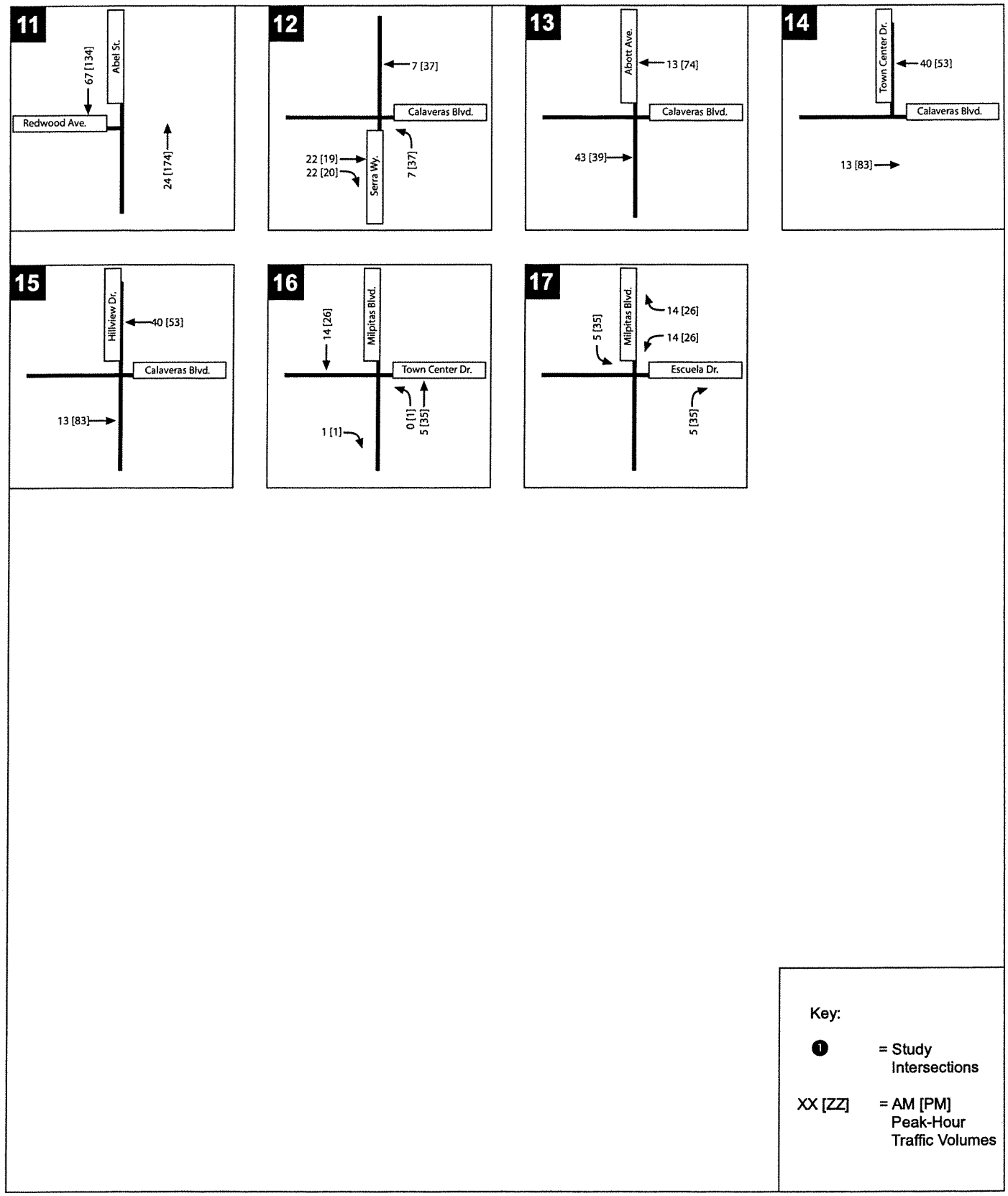
FIGURE IV.C-9a

North Main Street Development Project

Project Trip Assignment

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC9a.ai (10/13/04)



LSA

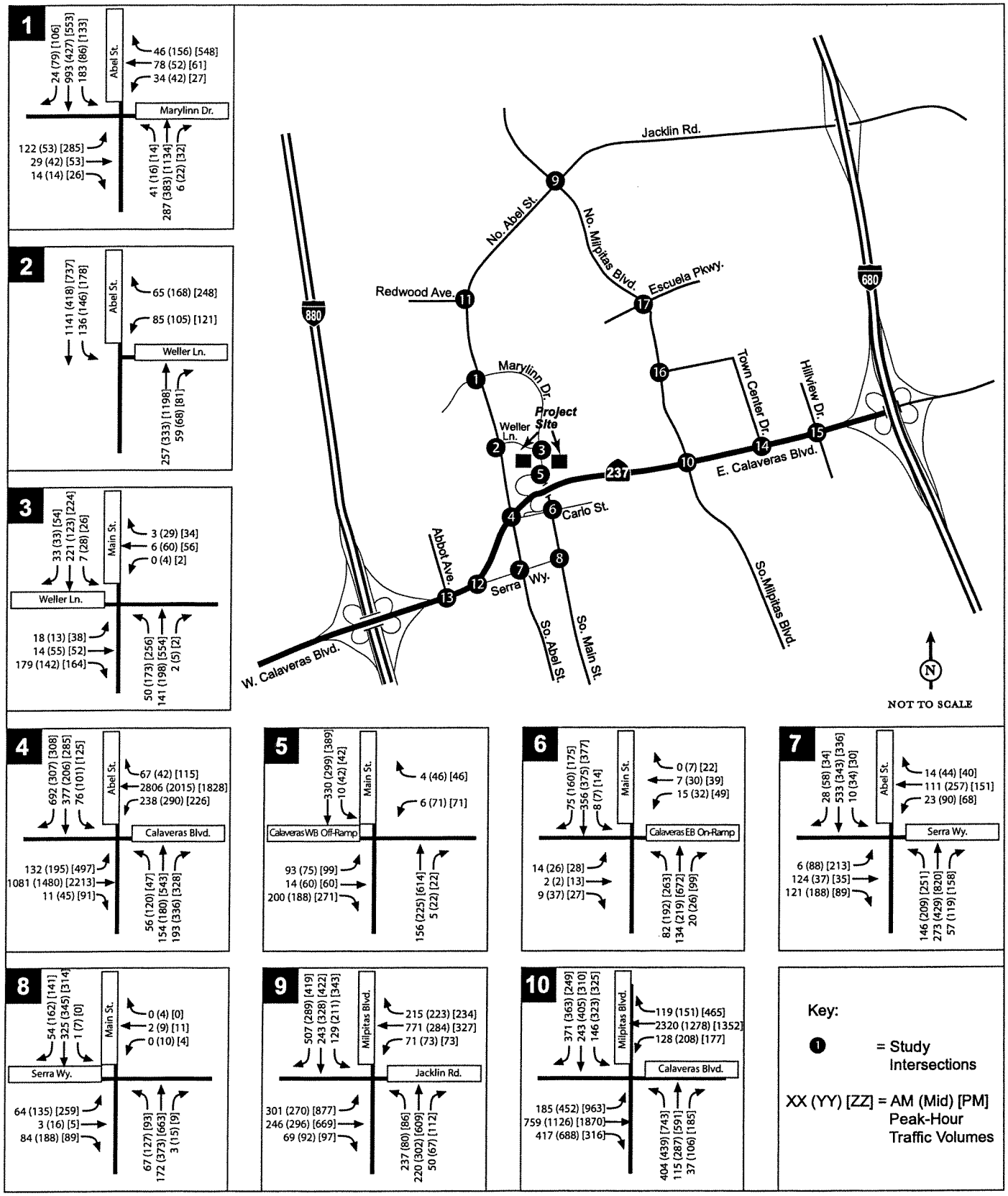
FIGURE IV.C-9b

North Main Street Development Project

Project Trip Assignment

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC9b.ai (09/15/04)



LSA

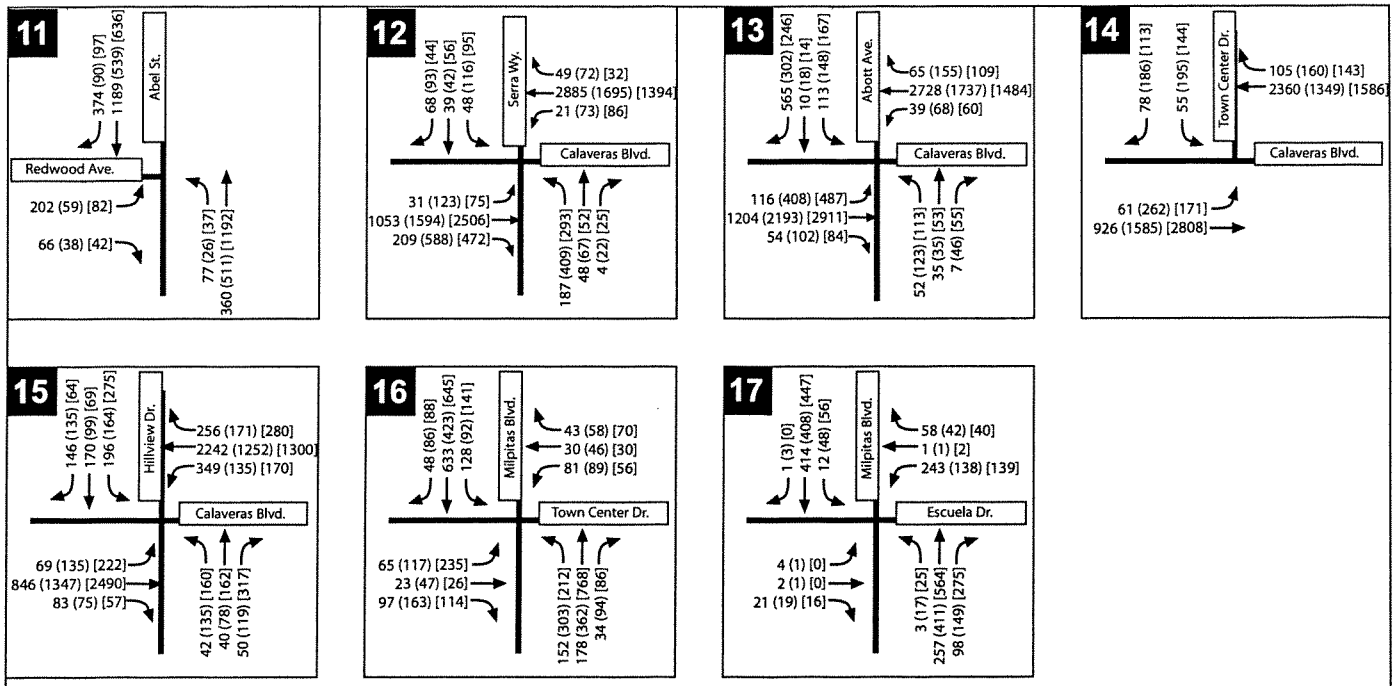
FIGURE IV.C-10a

North Main Street Development Project

Project Peak-Hour Traffic Volumes

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC10a.ai (09/30/04)



Key:

❶ = Study Intersections

XX (YY) [ZZ] = AM (Mid) [PM] Peak-Hour Traffic Volumes

LSA

FIGURE IV.C-10b

North Main Street Development Project

Project Peak-Hour Traffic Volumes

SOURCE: FEHR AND PEERS, 2004.

I:\MLP430 milpitas\figures\Fig_IVC10b.ai (09/30/04)

APPENDIX B-2

TRAFFIC COUNTS

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 1FINAL
Site Code : 00000001
Start Date : 09/14/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MAIN ST Southbound Left	Thru	Right	App. Total	WELLER LN Westbound Left	Thru	Right	App. Total	MAIN ST Northbound Left	Thru	Right	App. Total	WELLER LN Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	20	5	25	0	0	0	0	4	22	0	26	0	0	12	12	63
07:15 AM	0	25	11	36	0	0	0	0	4	25	1	30	3	1	18	22	88
07:30 AM	0	24	7	31	0	0	0	0	5	17	0	22	0	0	22	22	75
07:45 AM	1	41	2	44	0	0	0	0	3	32	0	35	0	0	32	32	111
Total	1	110	25	136	0	0	0	0	16	96	1	113	3	1	84	88	337
08:00 AM	0	37	2	39	0	0	1	1	9	26	2	37	2	0	26	28	105
08:15 AM	0	38	1	39	0	0	0	0	4	23	0	27	4	0	16	20	86
08:30 AM	0	27	2	29	0	1	0	1	8	23	0	31	2	1	23	26	87
08:45 AM	1	24	8	33	0	0	1	1	3	25	0	28	0	0	43	43	105
Total	1	126	13	140	0	1	2	3	24	97	2	123	8	1	108	117	383
Grand Total	2	236	38	276	0	1	2	3	40	193	3	236	11	2	192	205	720
Apprch %	0.7	85.5	13.8		0.0	33.3	66.7		16.9	81.8	1.3		5.4	1.0	93.7		
Total %	0.3	32.8	5.3	38.3	0.0	0.1	0.3	0.4	5.6	26.8	0.4	32.8	1.5	0.3	26.7	28.5	

Start Time	MAIN ST Southbound Left	Thru	Right	App. Total	WELLER LN Westbound Left	Thru	Right	App. Total	MAIN ST Northbound Left	Thru	Right	App. Total	WELLER LN Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	1	143	7	151	0	1	1	2	24	104	2	130	8	1	97	106	389
Percent	0.7	94.7	4.6		0.0	50.0	50.0		18.5	80.0	1.5		7.5	0.9	91.5		
07:45 Volume	1	41	2	44	0	0	0	0	3	32	0	35	0	0	32	32	111
Peak Factor																	0.876
High Int.	07:45 AM				08:00 AM				08:00 AM				07:45 AM				
Volume	1	41	2	44	0	0	1	1	9	26	2	37	0	0	32	32	
Peak Factor				0.858				0.500				0.878				0.828	

Traffic Data Service
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File Name : 2FINAL
Site Code : 00000002
Start Date : 09/14/2004
Page No : 1

Groups Printed- Unshifted

Start Time	ABEL ST Southbound Left	Thru	Right	App. Total	SERRA WAY Westbound Left	Thru	Right	App. Total	ABEL ST Northbound Left	Thru	Right	App. Total	SERRA WAY Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	140	6	148	3	19	3	25	25	54	8	87	2	26	29	57	317
07:15 AM	2	150	11	163	5	24	4	33	39	101	16	156	2	24	30	56	408
07:30 AM	4	125	2	131	5	24	4	33	36	66	13	115	2	21	32	55	334
07:45 AM	2	118	9	129	4	27	3	34	36	50	1	87	0	29	28	57	307
Total	10	533	28	571	17	94	14	125	136	271	38	445	6	100	119	225	1366
08:00 AM	3	123	18	144	3	27	2	32	19	49	2	70	5	22	32	59	305
08:15 AM	4	126	9	139	4	33	1	38	52	37	3	92	4	26	26	56	325
08:30 AM	7	122	14	143	3	27	6	36	33	54	7	94	1	24	44	69	342
08:45 AM	4	91	9	104	7	28	4	39	22	59	7	88	1	30	23	54	285
Total	18	462	50	530	17	115	13	145	126	199	19	344	11	102	125	238	1257
Grand Total	28	995	78	1101	34	209	27	270	262	470	57	789	17	202	244	463	2623
Apprch %	2.5	90.4	7.1		12.6	77.4	10.0		33.2	59.6	7.2		3.7	43.6	52.7		
Total %	1.1	37.9	3.0	42.0	1.3	8.0	1.0	10.3	10.0	17.9	2.2	30.1	0.6	7.7	9.3	17.7	

Start Time	ABEL ST Southbound Left	Thru	Right	App. Total	SERRA WAY Westbound Left	Thru	Right	App. Total	ABEL ST Northbound Left	Thru	Right	App. Total	SERRA WAY Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:00 AM																	
Volume	10	533	28	571	17	94	14	125	136	271	38	445	6	100	119	225	1366
Percent	1.8	93.3	4.9		13.6	75.2	11.2		30.6	60.9	8.5		2.7	44.4	52.9		
07:15 Volume	2	150	11	163	5	24	4	33	39	101	16	156	2	24	30	56	408
Peak Factor																	0.837
High Int.	07:15 AM				07:45 AM				07:15 AM				07:00 AM				
Volume	2	150	11	163	4	27	3	34	39	101	16	156	2	26	29	57	
Peak Factor				0.876				0.919				0.713				0.967	

Traffic Data Service
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File Name : 3FINAL
Site Code : 00000003
Start Date : 09/14/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MILPITAS BLVD Southbound Left	Thru	Right	App. Total	JACKLIN RD Westbound Left	Thru	Right	App. Total	MILPITAS BLVD Northbound Left	Thru	Right	App. Total	JACKLIN RD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	17	20	53	90	10	94	41	145	19	24	8	51	23	46	5	74	360
07:15 AM	30	37	77	144	16	126	35	176	20	32	12	64	45	54	4	103	487
07:30 AM	21	43	86	150	32	167	36	235	11	66	32	109	116	91	12	219	713
07:45 AM	29	60	120	209	21	184	71	276	32	66	11	109	100	62	3	165	759
Total	97	160	336	593	78	571	183	832	82	188	63	333	284	253	24	561	2319
08:00 AM	36	53	131	220	18	189	51	258	24	60	16	100	76	46	5	127	705
08:15 AM	37	63	120	220	9	184	46	239	66	44	9	119	65	60	20	145	723
08:30 AM	27	64	112	203	21	185	47	253	101	47	14	162	51	67	36	154	772
08:45 AM	25	60	126	211	19	148	47	214	20	46	11	77	42	42	33	117	619
Total	125	240	489	854	67	706	191	964	211	197	50	458	234	215	94	543	2819
Grand Total	222	400	825	1447	145	1277	374	1796	293	385	113	791	518	468	118	1104	5138
Apprch %	15.3	27.6	57.0		8.1	71.1	20.8		37.0	48.7	14.3		46.9	42.4	10.7		
Total %	4.3	7.8	16.1	28.2	2.8	24.9	7.3	35.0	5.7	7.5	2.2	15.4	10.1	9.1	2.3	21.5	

Start Time	MILPITAS BLVD Southbound Left	Thru	Right	App. Total	JACKLIN RD Westbound Left	Thru	Right	App. Total	MILPITAS BLVD Northbound Left	Thru	Right	App. Total	JACKLIN RD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	129	240	483	852	69	742	216	1026	223	217	50	490	292	236	64	591	2959
Percent	15.1	28.2	56.7		6.7	72.3	21.0		45.5	44.3	10.2		49.4	39.8	10.8		
08:30 Volume	27	64	112	203	21	185	47	253	101	47	14	162	51	67	36	154	772
Peak Factor																	0.958
High Int.	08:00 AM				07:45 AM				08:30 AM				07:45 AM				
Volume	36	53	131	220	21	184	71	276	101	47	14	162	100	62	3	165	
Peak Factor				0.968				0.929				0.756				0.895	

Traffic Data Service
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File Name : 4FINAL
Site Code : 00000004
Start Date : 09/14/2004
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	ABBOTT AVE Southbound Left	Thru	Right	App. Total	CALAVERAS BLVD Westbound Left	Thru	Right	App. Total	ABBOTT AVE Northbound Left	Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	10	1	98	109	4	729	20	753	19	4	1	24	13	192	34	239	1125
07:15 AM	17	0	141	158	8	692	18	718	22	0	2	24	24	226	9	259	1159
07:30 AM	18	0	138	156	6	717	16	739	14	2	3	19	28	198	3	229	1143
07:45 AM	20	1	135	156	4	778	16	798	11	2	0	13	26	306	9	341	1308
Total	65	2	512	579	22	2916	70	3008	66	8	6	80	91	922	55	1068	4735
08:00 AM	24	1	150	175	5	518	6	529	14	7	1	22	29	289	6	324	1050
08:15 AM	24	1	118	143	18	769	24	811	4	3	4	11	32	285	22	339	1304
08:30 AM	45	7	158	210	12	569	19	600	23	23	2	48	28	247	17	292	1160
08:45 AM	31	6	155	192	9	634	16	659	10	4	0	14	42	276	12	330	1195
Total	124	15	581	720	44	2490	65	2599	51	37	7	95	131	1097	57	1285	4699
Grand Total	189	17	1093	1299	66	5406	135	5607	117	45	13	175	222	2019	112	2353	9434
Apprch %	14.5	1.3	84.1		1.2	96.4	2.4		66.9	25.7	7.4		9.4	85.8	4.8		
Total %	2.0	0.2	11.6	13.8	0.7	57.3	1.4	59.4	1.2	0.5	0.1	1.9	2.4	21.4	1.2	24.9	

Start Time	ABBOTT AVE Southbound Left	Thru	Right	App. Total	CALAVERAS BLVD Westbound Left	Thru	Right	App. Total	ABBOTT AVE Northbound Left	Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	113	10	561	684	39	2634	65	2738	52	35	7	94	115	1127	54	1296	4812
Percent	16.5	1.5	82.0		1.4	96.2	2.4		55.3	37.2	7.4		8.9	87.0	4.2		
07:45 Volume	20	1	135	156	4	778	16	798	11	2	0	13	26	306	9	341	1308
Peak Factor																	0.920
High Int.	08:30 AM				08:15 AM				08:30 AM				07:45 AM				
Volume	45	7	158	210	18	769	24	811	23	23	2	48	26	306	9	341	
Peak Factor				0.814				0.844				0.490				0.950	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 5FINAL
Site Code : 00000005
Start Date : 09/14/2004
Page No : 1

Groups Printed- Unshifted

	HILLVIEW DR Southbound				CALAVERAS BLVD Westbound				HILLVIEW DR Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	23	14	13	50	41	208	12	261	26	10	27	63	17	240	12	269	643
11:15 AM	44	7	23	74	50	272	47	369	43	24	38	103	16	267	13	296	842
11:30 AM	23	18	29	70	44	300	50	394	41	21	43	105	42	308	26	376	945
11:45 AM	47	18	44	109	26	307	43	376	38	39	40	117	41	279	16	336	938
Total	137	57	109	303	161	1087	152	1400	148	94	146	388	116	1094	67	1277	3368
12:00 PM	36	31	30	97	25	299	54	378	41	28	41	110	39	284	14	337	922
12:15 PM	38	15	25	78	31	262	33	326	31	21	34	86	35	294	22	351	841
12:30 PM	43	29	37	109	43	322	32	397	32	17	24	73	27	355	19	401	980
12:45 PM	47	24	43	114	36	315	52	403	31	12	20	63	34	331	20	385	965
Total	164	99	135	398	135	1198	171	1504	135	78	119	332	135	1264	75	1474	3708
Grand Total	301	156	244	701	296	2285	323	2904	283	172	265	720	251	2358	142	2751	7076
Approch %	42.9	22.3	34.8		10.2	78.7	11.1		39.3	23.9	36.8		9.1	85.7	5.2		
Total %	4.3	2.2	3.4	9.9	4.2	32.3	4.6	41.0	4.0	2.4	3.7	10.2	3.5	33.3	2.0	38.9	

	HILLVIEW DR Southbound				CALAVERAS BLVD Westbound				HILLVIEW DR Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	164	99	135	398	135	1198	171	1504	135	78	119	332	135	1264	75	1474	3708
Percent	41.2	24.9	33.9		9.0	79.7	11.4		40.7	23.5	35.8		9.2	85.8	5.1		
12:30 Volume	43	29	37	109	43	322	32	397	32	17	24	73	27	355	19	401	980
Peak Factor																	0.946
High Int.	12:45 PM				12:45 PM				12:00 PM				12:30 PM				
Volume	47	24	43	114	36	315	52	403	41	28	41	110	27	355	19	401	
Peak Factor				0.873				0.933				0.755				0.919	

Traffic Data Service
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tdsbay@cs.com

File Name : 6FINAL
Site Code : 00000006
Start Date : 09/14/2004
Page No : 1

Groups Printed- Unshifted

	MILPITAS BLVD Southbound				TOWN CENTER DR Westbound				MILPITAS BLVD Northbound				TOWN CENTER DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	30	85	18	134	8	10	15	33	65	81	18	164	21	7	22	50	381
11:15 AM	18	83	16	117	13	9	14	36	83	110	24	217	31	7	40	78	448
11:30 AM	23	107	11	141	29	16	16	61	83	67	21	171	35	9	26	70	443
11:45 AM	21	106	12	139	24	9	14	47	63	81	22	166	31	13	48	92	444
Total	92	382	57	531	74	44	59	177	294	339	85	718	118	36	136	290	1716
12:00 PM	30	101	15	146	23	12	14	49	73	69	27	169	20	18	48	86	450
12:15 PM	27	131	14	172	24	10	22	56	67	55	12	134	16	11	45	72	434
12:30 PM	23	96	7	126	11	9	9	29	52	50	12	114	30	5	22	57	326
12:45 PM	16	100	7	123	19	7	15	41	79	80	4	163	17	12	27	56	383
Total	96	428	43	567	77	38	60	175	271	254	55	580	83	46	142	271	1593
Grand Total	188	810	100	1098	151	82	119	352	565	593	140	1298	201	82	278	561	3309
Apprch %	17.1	73.8	9.1		42.9	23.3	33.8		43.5	45.7	10.8		35.8	14.6	49.6		
Total %	5.7	24.5	3.0	33.2	4.6	2.5	3.6	10.6	17.1	17.9	4.2	39.2	6.1	2.5	8.4	17.0	

	MILPITAS BLVD Southbound				TOWN CENTER DR Westbound				MILPITAS BLVD Northbound				TOWN CENTER DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	11:15 AM																
Volume	92	397	54	543	89	46	58	193	302	327	94	723	117	47	162	326	1785
Percent	16.9	73.1	9.9		46.1	23.8	30.1		41.8	45.2	13.0		35.9	14.4	49.7		
12:00 Volume	30	101	15	146	23	12	14	49	73	69	27	169	20	18	48	86	450
Peak Factor																	0.992
High Int.	12:00 PM				11:30 AM				11:15 AM				11:45 AM				
Volume	30	101	15	146	29	16	16	61	83	110	24	217	31	13	48	92	
Peak Factor				0.930				0.791				0.833				0.886	

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File Name : 7FINAL
Site Code : 00000007
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	SHOPPING CENTER DRIVEWAY Southbound				CALAVERAS BLVD Westbound				SERRA WAY Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	21	15	14	50	10	350	15	375	39	11	0	50	12	248	60	320	795
11:15 AM	18	3	9	30	20	347	12	379	60	14	4	78	18	298	86	402	889
11:30 AM	13	9	12	34	24	367	15	406	44	10	1	55	19	356	110	485	980
11:45 AM	24	9	19	52	18	371	17	406	58	18	5	81	32	369	147	548	1087
Total	76	36	54	166	72	1435	59	1566	201	53	10	264	81	1271	403	1755	3751
12:00 PM	16	9	22	47	21	396	12	429	71	18	5	94	28	393	172	593	1163
12:15 PM	34	12	22	68	22	422	27	471	93	14	2	109	43	368	141	552	1200
12:30 PM	29	11	29	69	15	407	22	444	96	21	8	125	27	403	141	571	1209
12:45 PM	37	10	20	67	15	433	11	459	112	14	7	133	25	410	113	548	1207
Total	116	42	93	251	73	1658	72	1803	372	67	22	461	123	1574	567	2264	4779
Grand Total	192	78	147	417	145	3093	131	3369	573	120	32	725	204	2845	970	4019	8530
Apprch %	46.0	18.7	35.3		4.3	91.8	3.9		79.0	16.6	4.4		5.1	70.8	24.1		
Total %	2.3	0.9	1.7	4.9	1.7	36.3	1.5	39.5	6.7	1.4	0.4	8.5	2.4	33.4	11.4	47.1	

	SHOPPING CENTER DRIVEWAY Southbound				CALAVERAS BLVD Westbound				SERRA WAY Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	116	42	93	251	73	1658	72	1803	372	67	22	461	123	1574	567	2264	4779
Percent	46.2	16.7	37.1		4.0	92.0	4.0		80.7	14.5	4.8		5.4	69.5	25.0		
12:30 Volume	29	11	29	69	15	407	22	444	96	21	8	125	27	403	141	571	1209
Peak Factor																	0.988
High Int.	12:30 PM				12:15 PM				12:45 PM				12:00 PM				
Volume	29	11	29	69	22	422	27	471	112	14	7	133	28	393	172	593	
Peak Factor				0.909				0.957				0.867				0.964	

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File Name : 8FINAL
Site Code : 00000008
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Groups Printed- Unshifted

	ABBOTT AVE Southbound				CALAVERAS BLVD Westbound				ABBOTT AVE Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	22	6	79	107	13	380	39	412	18	9	5	32	42	309	10	361	912
11:15 AM	22	3	60	85	16	349	33	398	22	4	10	36	66	386	32	483	1002
11:30 AM	31	7	60	98	21	373	24	418	22	8	8	38	76	438	24	538	1092
11:45 AM	28	4	54	86	16	373	58	447	29	14	6	49	116	520	19	655	1237
Total	103	20	253	376	66	1455	154	1675	91	35	29	155	300	1652	85	2037	4243
12:00 PM	41	6	83	130	23	383	34	440	23	3	12	38	115	579	21	715	1323
12:15 PM	33	4	90	127	17	435	35	487	33	11	14	58	96	538	32	666	1338
12:30 PM	46	4	75	125	12	472	28	512	38	7	14	59	81	515	30	627	1323
12:45 PM	42	3	92	137	18	376	16	410	45	5	11	61	68	499	21	578	1186
Total	162	17	340	519	70	1666	113	1849	139	26	51	216	360	2122	104	2586	5170
Grand Total	265	37	593	895	136	3121	267	3524	230	61	80	371	660	3774	189	4623	9413
Apprch %	29.6	4.1	66.3		3.9	88.6	7.6		62.0	16.4	21.6		14.3	81.6	4.1		
Total %	2.8	0.4	6.3	9.5	1.4	33.2	2.8	37.4	2.4	0.6	0.8	3.9	7.0	40.1	2.0	49.1	

	ABBOTT AVE Southbound				CALAVERAS BLVD Westbound				ABBOTT AVE Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	11:45 AM																
Volume	148	18	302	468	68	1663	155	1886	123	35	46	204	408	2153	102	2663	5221
Percent	31.6	3.8	64.5		3.6	88.2	8.2		60.3	17.2	22.5		15.3	80.8	3.8		
12:15 Volume	33	4	90	127	17	435	35	487	33	11	14	58	96	538	32	666	1338
Peak Factor																	0.976
High Int.	12:00 PM				12:30 PM				12:30 PM				12:00 PM				
Volume	41	6	83	130	12	472	28	512	38	7	14	59	115	579	21	715	
Peak Factor				0.900				0.921				0.864				0.931	

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File Name : 9FINAL
Site Code : 00000009
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	SERRA WAY Southbound				CALAVERAS BLVD Westbound				SERRA WAY Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	30	20	13	63	25	326	6	357	49	16	9	74	19	542	73	634	1128
04:15 PM	29	19	6	48	22	293	11	326	47	13	10	70	6	583	127	716	1160
04:30 PM	18	11	7	36	22	328	5	355	51	15	15	81	23	548	117	688	1160
04:45 PM	22	10	10	42	17	336	5	358	47	13	9	69	14	602	128	744	1213
Total	93	60	36	189	86	1283	27	1396	194	57	43	294	62	2275	445	2782	4661
05:00 PM	26	18	11	55	23	333	9	365	62	12	10	84	18	570	92	680	1184
05:15 PM	21	14	11	46	23	338	13	374	59	15	4	78	25	670	121	816	1314
05:30 PM	26	14	13	53	22	359	6	387	71	15	4	90	10	583	104	697	1227
05:45 PM	22	10	9	41	18	319	4	341	63	10	7	80	22	617	131	770	1232
Total	95	56	44	195	86	1349	32	1467	255	52	25	332	75	2440	448	2963	4957
Grand Total	188	116	80	384	172	2632	59	2863	449	109	68	626	137	4715	893	5745	9618
Apprch %	49.0	30.2	20.8		6.0	91.9	2.1		71.7	17.4	10.9		2.4	82.1	15.5		
Total %	2.0	1.2	0.8	4.0	1.8	27.4	0.6	29.8	4.7	1.1	0.7	6.5	1.4	49.0	9.3	59.7	

	SERRA WAY Southbound				CALAVERAS BLVD Westbound				SERRA WAY Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	95	56	44	195	86	1349	32	1467	255	52	25	332	75	2440	448	2963	4957
Percent	48.7	28.7	22.6		5.9	92.0	2.2		76.8	15.7	7.5		2.5	82.3	15.1		
05:15 Volume	21	14	11	46	23	338	13	374	59	15	4	78	25	670	121	816	1314
Peak Factor																	0.943
High Int.	05:00 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	26	18	11	55	22	359	6	387	71	15	4	90	25	670	121	816	
Peak Factor				0.886				0.948				0.922				0.908	

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	CALAVERAS BLVD Southbound				ABBOTT AVE Westbound				CALAVERAS BLVD Northbound				ABBOTT AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	42	3	61	106	13	319	30	362	23	12	9	44	94	614	22	730	1242
04:15 PM	36	3	35	74	7	336	20	363	30	10	9	49	94	709	20	823	1309
04:30 PM	43	3	69	115	8	335	22	365	18	12	6	36	134	632	14	780	1296
04:45 PM	22	3	53	78	11	345	32	388	13	14	7	34	124	710	21	855	1355
Total	143	12	218	373	39	1335	104	1478	84	48	31	163	446	2665	77	3188	5202
05:00 PM	53	4	76	133	14	360	19	393	43	16	21	79	103	641	16	760	1365
05:15 PM	41	4	48	93	12	343	35	390	19	13	10	42	128	772	23	923	1448
05:30 PM	40	3	61	104	21	348	35	404	31	15	12	58	121	627	20	768	1334
05:45 PM	33	3	60	96	13	309	20	342	20	10	12	42	131	733	25	889	1369
Total	167	14	245	426	60	1360	109	1529	113	53	55	221	483	2773	84	3340	5516
Grand Total	310	26	463	799	99	2695	213	3007	197	101	86	384	929	5438	161	6528	10718
Apprch %	38.8	3.3	57.9		3.3	89.6	7.1		51.3	26.3	22.4		14.2	83.3	2.5		
Total %	2.9	0.2	4.3	7.5	0.9	25.1	2.0	28.1	1.8	0.9	0.8	3.6	8.7	50.7	1.5	60.9	

	CALAVERAS BLVD Southbound				ABBOTT AVE Westbound				CALAVERAS BLVD Northbound				ABBOTT AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	167	14	245	426	60	1360	109	1529	113	53	55	221	483	2773	84	3340	5516
Percent	39.2	3.3	57.5		3.9	88.9	7.1		51.1	24.0	24.9		14.5	83.0	2.5		
05:15 Volume	41	4	48	93	12	343	35	390	19	13	10	42	128	772	23	923	1448
Peak Factor																	0.952
High Int.	05:00 PM				05:30 PM				05:00 PM				05:15 PM				
Volume	53	4	76	133	21	348	35	404	43	15	21	79	128	772	23	923	
Peak Factor				0.801				0.948				0.699				0.905	

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File Name : 1AMFINAL
Site Code : 00000001
Start Date : 08/31/2004
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Start Time	ABEL ST Southbound Left	Thru	Right	App. Total	MARYLINN DR Westbound Left	Thru	Right	App. Total	ABEL ST Northbound Left	Thru	Right	App. Total	MARYLINN DR Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	16	137	1	154	7	6	7	20	4	33	0	37	10	3	0	13	224
07:15 AM	25	183	1	209	4	14	9	27	4	71	1	76	21	6	2	29	341
07:30 AM	25	210	3	238	8	24	21	53	7	97	2	106	49	10	2	61	458
07:45 AM	47	278	7	332	8	25	7	40	11	74	3	88	31	3	1	35	495
Total	113	808	12	933	27	69	44	140	26	275	6	307	111	22	5	138	1518
08:00 AM	50	212	5	267	11	12	8	31	9	56	0	65	27	4	6	37	400
08:15 AM	39	248	9	296	7	13	2	22	13	44	1	58	15	0	2	17	393
08:30 AM	34	250	9	293	7	9	5	21	14	28	2	44	32	10	3	45	403
08:45 AM	27	205	5	237	9	3	6	18	5	34	3	42	16	8	4	28	325
Total	150	915	28	1093	34	37	21	92	41	162	6	209	90	22	15	127	1521
Grand Total	263	1723	40	2026	61	106	65	232	67	437	12	516	201	44	20	265	3039
Apprch %	13.0	85.0	2.0		26.3	45.7	28.0		13.0	84.7	2.3		75.8	16.6	7.5		
Total %	8.7	56.7	1.3	66.7	2.0	3.5	2.1	7.6	2.2	14.4	0.4	17.0	6.6	1.4	0.7	8.7	

Start Time	ABEL ST Southbound Left	Thru	Right	App. Total	MARYLINN DR Westbound Left	Thru	Right	App. Total	ABEL ST Northbound Left	Thru	Right	App. Total	MARYLINN DR Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	161	948	24	1133	34	74	38	146	40	271	6	317	122	17	11	150	1746
Percent	14.2	83.7	2.1		23.3	50.7	26.0		12.6	85.5	1.9		81.3	11.3	7.3		
07:45 Volume	47	278	7	332	8	25	7	40	11	74	3	88	31	3	1	35	495
Peak Factor																	0.882
High Int. 07:45 AM					07:30 AM				07:30 AM				07:30 AM				
Volume	47	278	7	332	8	24	21	53	7	97	2	106	49	10	2	61	
Peak Factor				0.853				0.689				0.748				0.615	

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File Name : 2AMFINAL
Site Code : 00000002
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Start Time	ABEL ST Southbound Left	Thru	App. Total	WELLER LN Westbound Left	Right	App. Total	ABEL ST Northbound Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	26	244	270	9	4	13	101	5	106	389
07:15 AM	39	259	298	13	8	21	70	4	74	393
07:30 AM	14	141	155	11	6	17	51	1	52	234
07:45 AM	23	184	207	18	17	35	73	6	79	321
Total	102	828	930	51	35	86	305	16	321	1337
08:00 AM	19	269	288	6	3	9	50	4	54	351
08:15 AM	23	288	311	8	11	19	54	3	57	387
08:30 AM	8	210	218	11	9	20	37	7	44	282
08:45 AM	13	225	238	7	4	11	43	3	46	295
Total	63	992	1055	32	27	59	184	17	201	1315
Grand Total	165	1820	1985	83	62	145	489	33	522	2652
Apprch %	8.3	91.7		57.2	42.8		93.7	6.3		
Total %	6.2	68.6	74.8	3.1	2.3	5.5	18.4	1.2	19.7	

Start Time	ABEL ST Southbound Left	Thru	App. Total	WELLER LN Westbound Left	Right	App. Total	ABEL ST Northbound Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection 07:45 AM										
Volume	73	951	1024	43	40	83	214	20	234	1341
Percent	7.1	92.9		51.8	48.2		91.5	8.5		
08:15 Volume	23	288	311	8	11	19	54	3	57	387
Peak Factor										0.866
High Int. 08:15 AM				07:45 AM			07:45 AM			
Volume	23	288	311	18	17	35	73	6	79	
Peak Factor			0.823			0.593			0.741	

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File Name : 3AMFINAL
Site Code : 00000003
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Start Time	MAIN ST Southbound Left	Thru	Right	App. Total	WELLER LN Westbound Left	Thru	Right	App. Total	MAIN ST Northbound Left	Thru	Right	App. Total	WELLER LN Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	10	5	15	0	1	0	1	2	17	1	20	0	0	8	8	44
07:15 AM	0	30	6	36	0	0	0	0	3	18	0	21	6	1	15	22	79
07:30 AM	0	32	4	36	1	0	0	1	4	27	0	31	1	0	25	26	94
07:45 AM	1	48	2	51	0	0	0	0	4	33	0	37	3	0	32	35	123
Total	1	120	17	138	1	1	0	2	13	95	1	109	10	1	80	91	340
08:00 AM	0	32	8	40	0	0	0	0	1	17	0	18	2	0	27	29	87
08:15 AM	0	29	6	35	0	1	0	1	4	20	0	24	0	0	18	18	78
08:30 AM	0	27	2	29	0	0	0	0	5	20	1	26	1	0	29	30	86
08:45 AM	1	22	1	24	0	0	0	0	7	16	0	23	0	0	24	24	71
Total	1	110	17	128	0	1	0	1	17	73	1	91	3	0	98	101	321
Grand Total	2	230	34	266	1	2	0	3	30	168	2	200	13	1	178	192	661
Approch %	0.8	86.5	12.8		33.3	66.7	0.0		15.0	84.0	1.0		6.8	0.5	92.7		
Total %	0.3	34.8	5.1	40.2	0.2	0.3	0.0	0.5	4.5	25.4	0.3	30.3	2.0	0.2	26.9	29.0	

Start Time	MAIN ST Southbound Left	Thru	Right	App. Total	WELLER LN Westbound Left	Thru	Right	App. Total	MAIN ST Northbound Left	Thru	Right	App. Total	WELLER LN Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:15 AM																	
Volume	1	142	20	163	1	0	0	1	12	95	0	107	12	1	99	112	383
Percent	0.6	87.1	12.3		100.0	0.0	0.0		11.2	88.8	0.0		10.7	0.9	88.4		
07:45 Volume	1	48	2	51	0	0	0	0	4	33	0	37	3	0	32	35	123
Peak Factor																	0.778
High Int. 07:45 AM					07:30 AM				07:45 AM				07:45 AM				
Volume	1	48	2	51	1	0	0	1	4	33	0	37	3	0	32	35	
Peak Factor				0.799				0.250				0.723				0.800	

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File Name : 4AMFINAL
Site Code : 00000004
Start Date : 09/01/2004
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Start Time	MAIN ST Southbound Thru	App. Total	MAIN ST Northbound Thru	App. Total	WB CALAVERAS OFF-RAMP Eastbound Left	Right	App. Total	Int. Total
Factor	1.0		1.0		1.0	1.0		
07:00 AM	22	22	12	12	13	24	37	71
07:15 AM	32	32	21	21	2	18	20	73
07:30 AM	58	58	25	25	7	21	28	111
07:45 AM	68	68	24	24	6	46	52	144
Total	180	180	82	82	28	109	137	399
08:00 AM	65	65	18	18	11	64	75	158
08:15 AM	41	41	22	22	7	36	43	106
08:30 AM	51	51	29	29	10	24	34	110
08:45 AM	60	60	26	26	5	30	35	121
Total	217	217	91	91	33	154	187	495
Grand Total	397	397	173	173	61	263	324	894
Approch %	100.0		100.0		18.8	81.2		
Total %	44.4	44.4	19.4	19.4	6.8	29.4	36.2	

Start Time	MAIN ST Southbound Thru	App. Total	MAIN ST Northbound Thru	App. Total	WB CALAVERAS OFF-RAMP Eastbound Left	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1								
Intersection 07:30 AM								
Volume	232	232	89	89	31	157	198	519
Percent	100.0		100.0		15.7	84.3		
08:00 Volume	65	65	18	18	11	64	75	158
Peak Factor							0.821	
High Int. 07:45 AM			07:30 AM		08:00 AM			
Volume	68	68	25	25	11	64	75	
Peak Factor		0.853		0.890			0.660	

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File Name : 5AMFINAL
Site Code : 00000005
Start Date : 08/31/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MAIN ST Southbound Left	Thru	Right	App. Total	CARLO ST Westbound Left	Thru	Right	App. Total	MAIN ST Northbound Left	Thru	Right	App. Total	CARLO ST Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	33	8	43	4	0	1	5	19	16	1	36	5	0	0	5	89
07:15 AM	0	51	17	68	1	1	0	2	12	16	2	30	2	0	0	2	102
07:30 AM	1	71	15	87	2	1	0	3	22	26	3	51	2	1	2	5	146
07:45 AM	2	105	8	115	1	2	0	3	12	18	0	30	5	1	3	9	157
Total	5	260	48	313	8	4	1	13	65	76	6	147	14	2	5	21	494
08:00 AM	2	83	6	91	3	1	0	4	25	15	4	44	5	0	1	6	145
08:15 AM	3	75	9	87	7	1	0	8	23	16	9	48	2	0	3	5	148
08:30 AM	1	63	4	68	5	2	0	7	16	15	2	33	4	2	5	11	119
08:45 AM	1	64	4	69	6	0	1	7	19	19	7	45	2	1	2	5	126
Total	7	286	23	315	21	4	1	26	83	65	22	170	13	3	11	27	538
Grand Total	12	545	71	628	29	8	2	39	148	141	28	317	27	5	16	48	1032
Apprch %	1.9	86.8	11.3		74.4	20.5	5.1		46.7	44.5	8.8		56.3	10.4	33.3		
Total %	1.2	52.8	6.9	60.9	2.8	0.8	0.2	3.8	14.3	13.7	2.7	30.7	2.6	0.5	1.6	4.7	

Start Time	MAIN ST Southbound Left	Thru	Right	App. Total	CARLO ST Westbound Left	Thru	Right	App. Total	MAIN ST Northbound Left	Thru	Right	App. Total	CARLO ST Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	8	334	38	380	13	5	0	18	82	75	16	173	14	2	9	25	596
Percent	2.1	87.9	10.0		72.2	27.8	0.0		47.4	43.4	9.2		56.0	8.0	36.0		
07:45 Volume	2	105	8	115	1	2	0	3	12	18	0	30	5	1	3	9	157
Peak Factor																	0.949
High Int.	07:45 AM				08:15 AM				07:30 AM				07:45 AM				
Volume	2	105	8	115	7	1	0	8	22	26	3	51	5	1	3	9	
Peak Factor				0.826				0.563				0.848				0.694	

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File Name : 6AMFINAL
Site Code : 00000006
Start Date : 09/01/2004
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Start Time	ABEL ST Southbound Left	Thru	Right	App. Total	SERRA WAY Westbound Left	Thru	Right	App. Total	ABEL ST Northbound Left	Thru	Right	App. Total	SERRA WAY Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	60	6	66	1	12	0	13	10	56	3	69	2	4	18	24	172
07:15 AM	5	114	6	125	1	15	1	17	19	79	6	104	1	9	24	34	280
07:30 AM	2	114	12	128	7	17	2	26	29	73	9	111	1	12	30	43	308
07:45 AM	3	108	8	119	7	17	3	27	30	77	12	119	1	28	28	57	322
Total	10	396	32	438	16	61	6	83	88	285	30	403	5	53	100	158	1082
08:00 AM	1	113	3	117	11	29	3	43	17	45	4	66	4	22	22	48	274
08:15 AM	4	120	8	132	6	21	2	29	33	58	3	94	2	19	28	49	304
08:30 AM	2	125	19	146	2	31	3	36	47	34	3	84	3	17	33	53	319
08:45 AM	3	85	14	102	2	19	4	25	33	65	2	100	2	27	27	56	283
Total	10	443	44	497	21	100	12	133	130	202	12	344	11	85	110	206	1160
Grand Total	20	839	76	935	37	161	18	216	218	487	42	747	16	138	210	364	2282
Apprch %	2.1	89.7	8.1		17.1	74.5	8.3		29.2	65.2	5.6		4.4	37.9	57.7		
Total %	0.9	37.1	3.4	41.3	1.6	7.1	0.8	9.5	9.6	21.5	1.9	33.0	0.7	6.1	9.3	16.1	

Start Time	ABEL ST Southbound Left	Thru	Right	App. Total	SERRA WAY Westbound Left	Thru	Right	App. Total	ABEL ST Northbound Left	Thru	Right	App. Total	SERRA WAY Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	10	466	38	514	26	98	11	135	127	214	22	363	10	86	111	207	1219
Percent	1.9	90.7	7.4		19.3	72.6	8.1		35.0	59.0	6.1		4.8	41.5	53.6		
07:45 Volume	3	108	8	119	7	17	3	27	30	77	12	119	1	28	28	57	322
Peak Factor																	0.946
High Int.	08:30 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	2	125	19	146	11	29	3	43	30	77	12	119	1	28	28	57	
Peak Factor				0.680				0.785				0.763				0.808	

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File Name : 7AMFINAL
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	MAIN ST Southbound				SHOPPING DRIVEWAY Westbound				MAIN ST Northbound				SERRA WAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	28	8	36	0	0	0	0	5	36	0	41	3	0	5	8	85
07:15 AM	0	48	8	56	0	0	0	0	9	26	0	35	5	0	7	12	103
07:30 AM	0	83	12	95	0	1	0	1	10	28	0	38	2	0	19	21	155
07:45 AM	0	108	8	116	0	1	0	1	12	38	0	50	6	1	26	33	200
Total	0	267	36	303	0	2	0	2	36	128	0	164	16	1	57	74	543
08:00 AM	0	70	15	85	0	0	0	0	21	39	0	60	8	2	21	31	176
08:15 AM	1	57	6	64	0	0	0	0	14	46	3	63	7	0	16	23	150
08:30 AM	2	56	12	70	0	0	0	0	21	41	1	63	3	0	17	20	153
08:45 AM	0	54	7	61	1	1	0	2	14	45	0	59	11	2	20	33	155
Total	3	237	40	280	1	1	0	2	70	171	4	245	29	4	74	107	634
Grand Total	3	504	76	583	1	3	0	4	106	299	4	409	45	5	131	181	1177
Apprch %	0.5	86.4	13.0		25.0	75.0	0.0		25.9	73.1	1.0		24.9	2.8	72.4		
Total %	0.3	42.8	6.5	49.5	0.1	0.3	0.0	0.3	9.0	25.4	0.3	34.7	3.8	0.4	11.1	15.4	

	MAIN ST Southbound				SHOPPING DRIVEWAY Westbound				MAIN ST Northbound				SERRA WAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	1	318	41	360	0	2	0	2	57	151	3	211	23	3	82	108	681
Percent	0.3	88.3	11.4		0.0	100.0	0.0		27.0	71.6	1.4		21.3	2.8	75.9		
07:45 Volume	0	108	8	116	0	1	0	1	12	38	0	50	6	1	26	33	200
Peak Factor																	0.851
High Int.	07:45 AM				07:30 AM				08:15 AM				07:45 AM				
Volume	0	108	8	116	0	1	0	1	14	48	3	63	6	1	26	33	
Peak Factor				0.776				0.500				0.837				0.818	

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File Name : 8AMFINAL
Site Code : 00000008
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	MILPITAS BLVD Southbound				JACKLIN RD Westbound				MILPITAS BLVD Northbound				JACKLIN RD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	19	25	47	91	8	76	29	113	10	21	5	36	20	23	7	50	290
07:15 AM	29	32	63	124	16	118	28	161	21	25	15	61	44	70	2	116	462
07:30 AM	33	38	69	140	22	156	42	222	23	69	25	117	114	123	7	244	723
07:45 AM	39	64	110	213	21	169	74	264	32	75	17	124	77	51	5	133	734
Total	120	159	289	568	66	521	173	760	86	190	62	338	255	267	21	543	2209
08:00 AM	36	49	94	179	20	183	57	260	35	50	13	98	58	60	4	122	659
08:15 AM	33	60	123	206	24	180	75	279	88	43	8	136	53	48	16	115	736
08:30 AM	30	43	87	160	10	171	54	235	72	39	8	119	27	65	33	125	639
08:45 AM	23	56	63	142	11	136	65	212	27	45	12	84	26	58	24	107	545
Total	122	198	367	687	65	670	251	986	219	177	41	437	163	229	77	469	2579
Grand Total	242	357	656	1255	131	1191	424	1746	305	367	103	775	418	496	98	1012	4788
Apprch %	19.3	28.4	52.3		7.5	68.2	24.3		39.4	47.4	13.3		41.3	49.0	9.7		
Total %	5.1	7.5	13.7	26.2	2.7	24.9	8.9	36.5	6.4	7.7	2.2	16.2	8.7	10.4	2.0	21.1	

	MILPITAS BLVD Southbound				JACKLIN RD Westbound				MILPITAS BLVD Northbound				JACKLIN RD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	141	201	396	738	87	690	248	1025	175	237	63	475	302	280	32	614	2852
Percent	19.1	27.2	53.7		8.5	67.3	24.2		36.8	49.9	13.3		49.2	45.6	5.2		
08:15 Volume	33	50	123	206	24	180	75	279	85	43	8	136	53	46	16	115	736
Peak Factor																	0.969
High Int.	07:45 AM				08:15 AM				08:15 AM				07:30 AM				
Volume	39	64	110	213	24	180	75	279	85	43	8	136	114	123	7	244	
Peak Factor				0.866				0.918				0.873				0.629	

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File Name : 9AMFINAL
Site Code : 00000009
Start Date : 08/31/2004
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	ABEL ST Southbound			ABEL ST Northbound			REDWOOD AVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	155	7	162	8	40	48	19	9	28	238
07:15 AM	195	8	203	11	105	116	32	9	41	360
07:30 AM	239	15	254	7	174	181	55	7	62	497
07:45 AM	350	43	393	22	113	135	35	9	44	572
Total	939	73	1012	48	432	480	141	34	175	1667
08:00 AM	250	38	288	16	94	112	31	12	43	443
08:15 AM	269	172	441	20	64	84	59	20	79	604
08:30 AM	253	121	374	17	65	82	77	25	102	558
08:45 AM	220	8	228	8	60	68	60	30	90	386
Total	992	339	1331	63	283	346	227	87	314	1991
Grand Total	1931	412	2343	111	715	826	368	121	489	3658
Approch %	82.4	17.6		13.4	86.6		75.3	24.7		
Total %	52.8	11.3	64.1	3.0	19.5	22.6	10.1	3.3	13.4	

	ABEL ST Southbound			ABEL ST Northbound			REDWOOD AVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	1122	374	1496	77	336	413	202	66	268	2177
Percent	75.0	25.0		18.6	81.4		75.4	24.6		
08:15 Volume	269	172	441	20	64	84	59	20	79	604
Peak Factor										0.901
High Int.	08:15 AM			07:45 AM			08:30 AM			
Volume	269	172	441	22	113	135	77	25	102	
Peak Factor			0.848			0.765			0.657	

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File Name : 13MIDFINAL
Site Code : 00000013
Start Date : 08/31/2004
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	ABEL ST Southbound			ABEL ST Northbound			REDWOOD AVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
11:00 AM	89	11	100	8	59	67	16	5	21	188
11:15 AM	109	16	125	1	79	80	13	9	22	227
11:30 AM	102	19	121	7	87	94	12	16	28	243
11:45 AM	102	32	134	13	78	91	9	6	15	240
Total	402	78	480	29	303	332	50	36	86	898
12:00 PM	91	23	114	5	93	98	25	7	32	244
12:15 PM	96	12	108	7	91	98	11	8	19	225
12:30 PM	91	11	102	6	94	100	16	13	29	231
12:45 PM	106	11	117	8	88	96	12	5	17	230
Total	364	57	441	26	366	392	64	33	97	930
Grand Total	766	135	921	55	669	724	114	69	183	1828
Approch %	85.3	14.7		7.6	92.4		62.3	37.7		
Total %	43.0	7.4	50.4	3.0	36.6	39.6	6.2	3.8	10.0	

	ABEL ST Southbound			ABEL ST Northbound			REDWOOD AVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1										
Intersection	11:15 AM									
Volume	404	90	494	26	337	363	59	38	97	954
Percent	81.8	18.2		7.2	92.8		60.8	39.2		
12:00 Volume	91	23	114	5	93	98	25	7	32	244
Peak Factor										0.977
High Int.	11:45 AM			12:00 PM			12:00 PM			
Volume	102	32	134	5	93	98	25	7	32	
Peak Factor			0.922			0.926			0.758	

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File Name : 18PMFINAL
Site Code : 00000018
Start Date : 08/31/2004
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	ABEL ST Southbound			ABEL ST Northbound			REDWOOD AVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	116	21	136	15	199	214	16	7	23	373
04:15 PM	100	23	123	8	196	204	20	5	25	352
04:30 PM	121	22	143	7	208	215	19	7	26	384
04:45 PM	112	27	139	19	229	248	23	9	32	419
Total	448	93	541	49	832	881	78	28	106	1528
05:00 PM	131	26	157	14	244	258	26	10	36	451
05:15 PM	129	18	147	10	230	240	23	14	37	424
05:30 PM	116	19	135	8	269	277	19	4	23	435
05:45 PM	126	34	160	5	275	280	14	14	28	468
Total	502	97	599	37	1018	1055	82	42	124	1778
Grand Total	950	190	1140	86	1850	1936	160	70	230	3306
Apprch %	83.3	16.7		4.4	95.6		69.6	30.4		
Total %	28.7	5.7	34.5	2.6	56.0	58.6	4.8	2.1	7.0	

	ABEL ST Southbound			ABEL ST Northbound			REDWOOD AVE Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	05:00 PM									
Volume	502	97	599	37	1018	1055	82	42	124	1778
Percent	83.8	16.2		3.5	96.5		66.1	33.9		
05:45 Volume	126	34	160	5	275	280	14	14	28	468
Peak Factor										0.950
High Int.	05:45 PM			05:45 PM			05:15 PM			
Volume	126	34	160	5	275	280	23	14	37	
Peak Factor			0.938			0.842			0.838	

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File Name : 10AMFINAL
Site Code : 00000010
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	SHOPPING CENTER DRIVEWAY Southbound				CALAVERAS BLVD Westbound				SERRA WAY Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	9	9	10	28	7	628	13	648	38	6	0	44	7	168	30	205	820
07:15 AM	10	4	11	25	6	705	12	723	27	5	1	33	8	200	35	243	1024
07:30 AM	9	6	16	31	8	689	15	712	31	6	1	38	7	202	36	245	1026
07:45 AM	13	9	24	46	3	708	17	728	37	11	1	49	14	241	37	292	1113
Total	41	28	61	130	24	2728	57	2809	133	28	3	164	36	806	138	980	4083
08:00 AM	9	5	14	28	5	769	11	785	46	17	0	63	4	251	54	309	1185
08:15 AM	15	7	18	40	9	640	10	659	47	14	1	62	8	251	51	310	1071
08:30 AM	11	18	12	41	4	716	11	731	48	6	2	54	5	280	44	329	1165
08:45 AM	9	6	16	31	8	657	10	675	53	7	2	62	4	224	41	269	1037
Total	44	36	60	140	26	2782	42	2850	192	44	5	241	21	1006	190	1217	4448
Grand Total	85	64	121	270	50	5510	99	5659	325	72	8	405	57	1812	328	2197	8531
Apprch %	31.5	23.7	44.8		0.9	97.4	1.7		80.2	17.8	2.0		2.6	82.5	14.9		
Total %	1.0	0.8	1.4	3.2	0.6	64.6	1.2	66.3	3.8	0.8	0.1	4.7	0.7	21.2	3.8	25.8	

	SHOPPING CENTER DRIVEWAY Southbound				CALAVERAS BLVD Westbound				SERRA WAY Northbound				CALAVERAS BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	48	39	68	155	21	2831	49	2901	176	48	4	228	31	1023	186	1240	4524
Percent	31.0	25.2	43.9		0.7	97.6	1.7		77.2	21.1	1.8		2.5	82.5	15.0		
08:00 Volume	9	5	14	28	5	769	11	785	46	17	0	63	4	251	54	309	1185
Peak Factor																	0.964
High Int.	07:45 AM				08:00 AM				08:00 AM				08:30 AM				
Volume	13	9	24	46	5	769	11	785	46	17	0	63	5	280	44	329	
Peak Factor				0.842				0.924				0.905				0.942	

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File Name : 11AMFINAL
Site Code : 00000011
Start Date : 09/01/2004
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Groups Printed- Unshifted

Start Time	ABBOTT AVE Southbound Left	Thru	Right	App. Total	CALAVERAS BLVD Westbound Left	Thru	Right	App. Total	ABBOTT AVE Northbound Left	Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	11	1	133	145	4	699	15	718	15	3	4	20	24	202	6	232	1115
07:15 AM	14	2	128	144	6	723	19	748	10	2	3	15	41	231	7	279	1186
07:30 AM	25	1	133	159	6	782	15	803	25	0	3	28	37	215	7	259	1249
07:45 AM	18	6	140	164	5	695	25	725	14	1	0	15	33	293	9	335	1239
Total	68	10	534	612	21	2899	74	2994	62	6	10	78	135	941	29	1105	4789
08:00 AM	29	5	121	155	16	722	24	762	21	11	2	34	35	297	12	344	1295
08:15 AM	29	6	137	171	16	710	30	756	16	7	5	28	35	278	12	325	1280
08:30 AM	37	5	107	149	17	668	35	720	24	21	5	50	38	243	13	294	1213
08:45 AM	31	13	140	184	5	758	38	801	18	3	2	23	35	272	13	320	1328
Total	126	28	505	659	54	2858	127	3039	79	42	14	135	143	1090	50	1283	5116
Grand Total	194	38	1039	1271	75	5757	201	6033	141	48	24	213	278	2031	79	2388	9905
Apprch %	15.3	3.0	81.7		1.2	95.4	3.3		66.2	22.5	11.3		11.6	85.1	3.3		
Total %	2.0	0.4	10.5	12.8	0.8	58.1	2.0	60.9	1.4	0.5	0.2	2.2	2.8	20.5	0.8	24.1	

Start Time	ABBOTT AVE Southbound Left	Thru	Right	App. Total	CALAVERAS BLVD Westbound Left	Thru	Right	App. Total	ABBOTT AVE Northbound Left	Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	126	28	505	659	54	2858	127	3039	79	42	14	135	143	1090	50	1283	5116
Percent	19.1	4.2	76.6		1.8	94.0	4.2		58.5	31.1	10.4		11.1	85.0	3.9		
08:45 Volume	31	13	140	184	5	758	38	801	18	3	2	23	35	272	13	320	1328
Peak Factor																	0.963
High Int. 08:45 AM					08:45 AM				08:30 AM				08:00 AM				
Volume	31	13	140	184	5	758	38	801	24	21	5	50	35	297	12	344	
Peak Factor				0.895				0.949				0.675				0.932	

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File Name : 14MIDFINAL
Site Code : 00000014
Start Date : 09/01/2004
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Groups Printed- Unshifted

Start Time	TOWN CENTER DR Southbound Left	Right	App. Total	CALAVERAS BLVD Westbound Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
11:00 AM	36	42	78	328	41	369	47	255	302	749
11:15 AM	40	55	95	325	48	373	46	288	334	802
11:30 AM	45	23	68	341	51	392	80	326	406	866
11:45 AM	47	26	73	371	35	406	63	303	366	845
Total	168	146	314	1365	175	1540	236	1172	1408	3262
12:00 PM	47	39	86	373	48	421	80	386	466	973
12:15 PM	54	46	100	291	37	328	61	359	420	848
12:30 PM	38	55	93	333	51	384	69	387	456	933
12:45 PM	56	46	102	298	24	322	52	370	422	846
Total	195	186	381	1295	160	1455	262	1502	1764	3600
Grand Total	363	332	695	2660	335	2995	498	2674	3172	6862
Apprch %	52.2	47.8		88.8	11.2		15.7	84.3		
Total %	5.3	4.8	10.1	38.8	4.9	43.6	7.3	39.0	46.2	

Start Time	TOWN CENTER DR Southbound Left	Right	App. Total	CALAVERAS BLVD Westbound Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1										
Intersection 12:00 PM										
Volume	195	186	381	1295	160	1455	262	1502	1764	3600
Percent	51.2	48.8		89.0	11.0		14.9	85.1		
12:00 Volume	47	39	86	373	48	421	80	386	466	973
Peak Factor									0.925	
High Int. 12:45 PM				12:00 PM			12:00 PM			
Volume	56	46	102	373	48	421	80	386	466	
Peak Factor			0.934			0.864			0.946	

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File Name : 15MIDFINAL
Site Code : 00000015
Start Date : 08/31/2004
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Groups Printed- Unshifted

Start Time	HILLVIEW DR Southbound Left	Thru	Right	App. Total	CALAVERAS BLVD Westbound Left	Thru	Right	App. Total	HILLVIEW DR Northbound Left	Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	28	12	27	67	32	293	9	334	16	13	15	46	35	334	36	405	852
11:15 AM	25	15	29	69	25	303	5	333	16	14	16	46	26	292	49	367	815
11:30 AM	22	16	36	74	26	314	8	348	19	12	23	54	28	316	22	366	842
11:45 AM	26	16	32	76	40	367	4	411	20	10	13	43	33	317	30	380	910
Total	103	59	124	286	123	1277	26	1426	73	49	67	189	122	1259	137	1518	3419
12:00 PM	49	20	28	97	49	341	14	404	23	11	17	51	21	321	20	362	914
12:15 PM	38	31	59	128	42	337	5	384	23	5	14	42	27	350	20	397	951
12:30 PM	44	16	50	110	54	320	13	387	25	11	11	47	35	309	18	362	906
12:45 PM	59	20	65	144	54	309	67	430	34	29	24	87	32	345	11	388	1049
Total	190	87	202	479	199	1307	99	1605	105	56	66	227	115	1325	69	1509	3820
Grand Total	293	146	326	765	322	2584	125	3031	178	105	133	416	237	2584	206	3027	7239
Apprch %	38.3	19.1	42.6		10.6	85.3	4.1		42.8	25.2	32.0		7.8	85.4	6.8		
Total %	4.0	2.0	4.5	10.6	4.4	35.7	1.7	41.9	2.5	1.5	1.8	5.7	3.3	35.7	2.8	41.8	

Start Time	HILLVIEW DR Southbound Left	Thru	Right	App. Total	CALAVERAS BLVD Westbound Left	Thru	Right	App. Total	HILLVIEW DR Northbound Left	Thru	Right	App. Total	CALAVERAS BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	190	87	202	479	199	1307	99	1605	105	56	66	227	115	1325	69	1509	3820
Percent	39.7	18.2	42.2		12.4	81.4	6.2		46.3	24.7	29.1		7.6	87.8	4.6		
12:45 Volume	59	20	65	144	54	309	67	430	34	29	24	87	32	345	11	388	1049
Peak Factor																	0.910
High Int.	12:45 PM				12:45 PM				12:45 PM				12:15 PM				
Volume	59	20	65	144	54	309	67	430	34	29	24	87	27	350	20	397	
Peak Factor				0.832				0.933				0.652				0.950	

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File Name : 16MIDFINAL
Site Code : 00000016
Start Date : 08/31/2004
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Start Time	MILPITAS BLVD Southbound Left	Thru	Right	App. Total	TOWN CENTER DR Westbound Left	Thru	Right	App. Total	MILPITAS BLVD Northbound Left	Thru	Right	App. Total	TOWN CENTER DR Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	16	75	12	103	10	8	7	25	63	46	13	112	23	8	21	52	292
11:15 AM	10	89	12	111	14	14	5	33	60	58	10	128	21	5	24	50	322
11:30 AM	27	75	10	112	8	11	5	24	75	61	13	149	20	6	25	51	336
11:45 AM	16	97	13	126	17	7	7	31	67	66	15	148	32	7	27	66	371
Total	69	336	47	452	49	40	24	113	265	231	51	537	96	26	97	219	1321
12:00 PM	23	77	9	109	15	17	4	36	61	103	25	189	19	14	32	65	399
12:15 PM	25	84	13	122	11	6	6	23	77	79	17	173	29	9	25	63	381
12:30 PM	25	90	20	135	28	17	10	55	78	66	18	162	29	9	40	78	430
12:45 PM	32	119	14	165	15	10	9	34	56	75	17	148	29	13	66	108	455
Total	105	370	56	531	69	50	29	148	272	323	77	672	106	45	163	314	1665
Grand Total	174	706	103	983	118	90	53	261	537	554	128	1209	202	71	260	533	2986
Apprch %	17.7	71.8	10.5		45.2	34.5	20.3		44.4	45.8	10.6		37.9	13.3	48.8		
Total %	5.8	23.6	3.4	32.9	4.0	3.0	1.8	8.7	17.6	18.6	4.3	40.5	6.8	2.4	8.7	17.8	

Start Time	MILPITAS BLVD Southbound Left	Thru	Right	App. Total	TOWN CENTER DR Westbound Left	Thru	Right	App. Total	MILPITAS BLVD Northbound Left	Thru	Right	App. Total	TOWN CENTER DR Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	105	370	56	531	69	50	29	148	272	323	77	672	106	45	163	314	1665
Percent	19.8	69.7	10.5		46.6	33.8	19.6		40.5	48.1	11.5		33.8	14.3	51.9		
12:45 Volume	32	119	14	165	15	10	9	34	56	75	17	148	29	13	66	108	455
Peak Factor																	0.915
High Int.	12:45 PM				12:30 PM				12:00 PM				12:45 PM				
Volume	32	119	14	165	28	17	10	55	61	103	25	189	29	13	66	108	
Peak Factor				0.805				0.673				0.889				0.727	

Traffic Data Service
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File Name : 12AMFINAL
Site Code : 00000012
Start Date : 09/01/2004
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	MILPITAS BLVD Southbound				ESQUELA DR Westbound				MILPITAS BLVD Northbound				ESQUELA DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	59	0	60	36	1	2	39	0	25	12	37	0	0	4	4	140
07:15 AM	5	65	0	70	45	0	4	49	1	37	33	71	0	0	3	3	193
07:30 AM	1	90	0	91	54	0	8	62	0	84	39	123	0	0	2	2	278
07:45 AM	4	113	1	118	61	1	9	71	0	57	17	74	1	1	10	12	275
Total	11	327	1	339	196	2	23	221	1	203	101	305	1	1	19	21	886
08:00 AM	3	97	0	100	66	0	10	76	1	47	15	63	3	1	5	9	248
08:15 AM	4	114	0	118	48	0	17	65	2	69	22	93	0	0	4	4	280
08:30 AM	8	103	1	112	59	0	10	69	3	51	26	80	2	0	9	11	272
08:45 AM	3	127	0	130	45	0	6	51	1	53	12	66	0	0	6	6	253
Total	18	441	1	460	218	0	43	261	7	220	75	302	5	1	24	30	1053
Grand Total	29	768	2	799	414	2	66	482	8	423	176	607	6	2	43	51	1939
Apprch %	3.6	96.1	0.3		85.9	0.4	13.7		1.3	69.7	29.0		11.8	3.9	84.3		
Total %	1.5	39.6	0.1	41.2	21.4	0.1	3.4	24.9	0.4	21.8	9.1	31.3	0.3	0.1	2.2	2.6	

	MILPITAS BLVD Southbound				ESQUELA DR Westbound				MILPITAS BLVD Northbound				ESQUELA DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	12	414	1	427	229	1	44	274	3	257	93	353	4	2	21	27	1081
Percent	2.8	97.0	0.2		83.6	0.4	16.1		0.8	72.8	26.3		14.8	7.4	77.8		
08:15 Volume	4	114	0	118	48	0	17	65	2	69	22	93	0	0	4	4	280
Peak Factor																	0.965
High Int.	07:45 AM				08:00 AM				07:30 AM				07:45 AM				
Volume	4	113	1	118	68	0	10	76	0	84	39	123	1	1	10	12	
Peak Factor				0.905				0.901				0.717				0.563	

Traffic Data Service
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File Name : 17MIDFINAL
Site Code : 00000017
Start Date : 09/01/2004
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Groups Printed- Unshifted

	MILPITAS BLVD Southbound				ESQUELA DR Westbound				MILPITAS BLVD Northbound				ESQUELA DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
11:00 AM	3	81	0	84	23	1	2	26	5	70	33	108	0	0	1	1	219
11:15 AM	2	69	0	71	27	1	1	29	2	65	24	91	1	0	2	3	194
11:30 AM	2	111	0	113	27	0	0	27	3	99	18	120	0	1	1	2	262
11:45 AM	1	91	0	92	28	0	6	34	2	99	35	135	1	0	3	4	266
Total	8	352	0	360	105	2	9	116	12	333	110	455	2	1	7	10	941
12:00 PM	3	95	0	98	26	0	2	28	4	114	23	141	0	0	2	2	269
12:15 PM	5	95	1	101	31	1	5	37	2	117	32	151	0	0	3	3	292
12:30 PM	3	101	0	104	24	0	5	29	4	91	27	122	0	0	8	8	263
12:45 PM	2	117	2	121	31	0	4	35	7	89	32	128	1	1	6	8	292
Total	13	408	3	424	112	1	16	129	17	411	114	542	1	1	19	21	1116
Grand Total	21	760	3	784	217	3	25	245	29	744	224	997	3	2	26	31	2057
Apprch %	2.7	96.9	0.4		88.6	1.2	10.2		2.9	74.6	22.5		9.7	6.5	83.9		
Total %	1.0	36.9	0.1	38.1	10.5	0.1	1.2	11.9	1.4	36.2	10.9	48.5	0.1	0.1	1.3	1.5	

	MILPITAS BLVD Southbound				ESQUELA DR Westbound				MILPITAS BLVD Northbound				ESQUELA DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	13	408	3	424	112	1	16	129	17	411	114	542	1	1	19	21	1116
Percent	3.1	96.2	0.7		86.8	0.8	12.4		3.1	75.8	21.0		4.8	4.8	90.5		
12:45 Volume	2	117	2	121	31	0	4	35	7	89	32	128	1	1	6	8	292
Peak Factor																	0.955
High Int.	12:45 PM				12:15 PM				12:15 PM				12:30 PM				
Volume	2	117	2	121	31	1	5	37	2	117	32	151	0	0	8	8	
Peak Factor				0.876				0.872				0.897				0.656	

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File Name : 19PMFINAL
Site Code : 00000019
Start Date : 09/01/2004
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	MILPITAS BLVD Southbound				ESQUELA DR Westbound				MILPITAS BLVD Northbound				ESQUELA DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	4	72	1	77	24	0	3	27	0	103	36	139	0	0	1	1	244
04:15 PM	3	77	0	80	23	5	5	33	5	102	46	153	0	0	0	0	266
04:30 PM	6	89	0	95	27	0	2	29	3	127	36	166	0	0	4	4	293
04:45 PM	5	78	0	83	31	1	2	34	3	123	51	177	0	0	1	1	295
Total	18	316	1	335	105	6	12	123	11	455	168	634	0	0	6	6	1098
05:00 PM	4	106	0	110	24	1	1	26	4	135	57	196	0	0	4	4	336
05:15 PM	4	108	0	112	21	0	4	25	8	126	64	198	0	0	7	7	342
05:30 PM	6	132	0	138	36	0	6	42	8	157	57	222	0	0	5	5	407
05:45 PM	7	101	0	108	32	1	3	36	5	146	62	213	0	0	0	0	357
Total	21	447	0	468	113	2	14	129	25	564	240	829	0	0	16	16	1442
Grand Total	39	763	1	803	218	8	26	252	36	1019	408	1463	0	0	22	22	2540
Apprch %	4.9	95.0	0.1		86.5	3.2	10.3		2.5	69.7	27.9		0.0	0.0	100.0		
Total %	1.5	30.0	0.0	31.6	8.6	0.3	1.0	9.9	1.4	40.1	16.1	57.5	0.0	0.0	0.9	0.9	

	MILPITAS BLVD Southbound				ESQUELA DR Westbound				MILPITAS BLVD Northbound				ESQUELA DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	21	447	0	468	113	2	14	129	25	564	240	829	0	0	16	16	1442
Percent	4.5	95.5	0.0		87.6	1.6	10.9		3.0	68.0	29.0		0.0	0.0	100.0		
05:30 Volume	6	132	0	138	36	0	6	42	8	157	57	222	0	0	5	5	407
Peak Factor																	0.886
High Int.	05:30 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	6	132	0	138	36	0	6	42	8	157	57	222	0	0	7	7	
Peak Factor				0.848				0.786				0.934				0.571	

APPENDIX B-3

LOS CALCULATION WORKSHEETS

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		AM Existing				AM Background				AM Project						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Abel Street/Marylinn Drive	B-	18.3	0.468	17.3	B-	18.3	0.468	17.3	B-	19.4	0.486	+ 0.018	17.4	+ 0.1	?	xx.x	x.xxx	xx.x
#2	Abel Street/Weller Lane	A	9.8	0.354	4.6	B+	11.4	0.370	6.5	B	13.4	0.375	+ 0.005	7.1	+ 0.6	?	xx.x	x.xxx	xx.x
#3	Main Street/Weller Lane	C+	22.7	0.205	24.6	C+	22.5	0.245	25.4	C	23.5	0.283	+ 0.038	23.2	- 2.2	?	xx.x	x.xxx	xx.x
#4	Abel Street/Calaveras Boulevard	D	48.2	0.936	51.5	E+	58.8	1.002	67.3	E	60.0	1.006	+ 0.004	69.0	+ 1.7	?	xx.x	x.xxx	xx.x
#5	Main Street/Calaveras Boulevard WB Off-Ramp	B	4.3	0.000	4.3	B	4.3	0.000	4.3	B	5.3	0.000	+ 0.000	5.3	+ 0.9	?	xx.x	x.xxx	xx.x
#6	Main Street/Calaveras EB On-Ramp (Carlo Street)	B	10.4	0.467	10.4	B	10.4	0.476	10.4	B	10.8	0.513	+ 0.038	10.8	+ 0.4	?	xx.x	x.xxx	xx.x
#7	Abel Street/Serra Way	C	26.4	0.345	25.7	C	26.8	0.353	26.1	C	27.0	0.352	- 0.001	26.1	- 0.0	?	xx.x	x.xxx	xx.x
#8	Main Street/Serra Way	B+	11.6	0.249	13.8	B+	11.6	0.251	13.9	B	13.3	0.262	+ 0.011	13.8	- 0.1	?	xx.x	x.xxx	xx.x
#9	Milpitas Boulevard/Jacklin Road	D	48.6	0.657	47.0	D	48.7	0.657	47.0	D	49.6	0.689	+ 0.032	48.4	+ 1.3	?	xx.x	x.xxx	xx.x
#10	Milpitas Boulevard/Calaveras Boulevard	D	50.9	0.983	61.2	E+	56.2	1.014	69.4	E	61.3	1.040	+ 0.026	77.5	+ 8.1	?	xx.x	x.xxx	xx.x
#11	Redwood Ave./Abel St.	B	15.3	0.643	18.1	B	15.3	0.643	18.1	B	15.2	0.663	+ 0.020	18.1	- 0.0	?	xx.x	x.xxx	xx.x
#12	Serra Way/Calaveras Blvd.	B	17.9	0.724	16.7	B-	18.1	0.734	19.1	B-	18.3	0.738	+ 0.004	17.1	- 2.0	?	xx.x	x.xxx	xx.x
#13	Abbott Ave./Calaveras Blvd.	D+	36.0	0.856	41.7	D+	37.1	0.873	43.3	D+	37.1	0.876	+ 0.003	43.5	+ 0.2	?	xx.x	x.xxx	xx.x
#14	Town Center Dr./Calavers Blvd.	A	5.9	0.496	6.4	A	8.1	0.521	8.7	A	8.0	0.528	+ 0.008	8.7	- 0.0	?	xx.x	x.xxx	xx.x
#15	Hillview Dr./Calaveras Blvd.	C	28.9	0.663	21.7	C	29.1	0.669	21.8	C	29.1	0.676	+ 0.007	21.8	+ 0.0	?	xx.x	x.xxx	xx.x
#16	Milpitas Blvd./Town Center Dr.	C+	23.0	0.449	22.1	C	23.8	0.465	22.8	C	23.7	0.470	+ 0.005	22.7	- 0.1	?	xx.x	x.xxx	xx.x
#17	Milpitas Blvd./Escuela Dr.	C+	20.3	0.316	19.7	C+	20.3	0.316	19.7	C+	20.4	0.326	+ 0.011	19.9	+ 0.2	?	xx.x	x.xxx	xx.x

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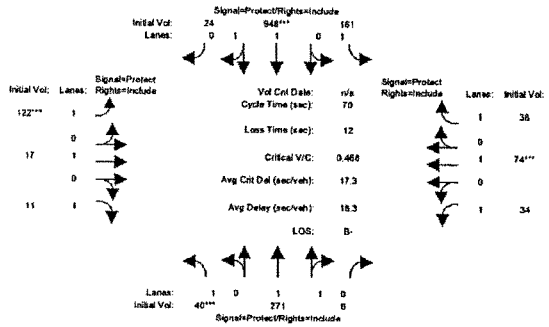
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

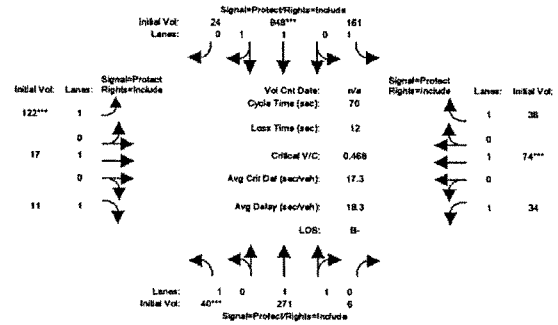
Intersection #1: Abel Street/Marylinn Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	271	6	161	948	24	122	17	11	34	74	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	271	6	161	948	24	122	17	11	34	74	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	271	6	161	948	24	122	17	11	34	74	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	271	6	161	948	24	122	17	11	34	74	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	271	6	161	948	24	122	17	11	34	74	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	271	6	161	948	24	122	17	11	34	74	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3711	82	1750	3698	94	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.09	0.26	0.26	0.07	0.01	0.01	0.02	0.04	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	23.1	23.1	16.2	32.2	32.2	8.8	11.0	11.0	7.7	10.0	10.0
Volume/Cap:	0.23	0.22	0.22	0.40	0.56	0.56	0.56	0.06	0.04	0.18	0.27	0.15
Uniform Del:	29.0	17.0	17.0	22.8	13.7	13.7	28.8	25.1	25.0	28.2	26.8	26.3
IncremntDel:	0.7	0.1	0.1	0.6	0.4	0.4	3.2	0.1	0.1	0.4	0.5	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.7	17.1	17.1	23.5	14.1	14.1	31.9	25.1	25.0	28.7	27.3	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	17.1	17.1	23.5	14.1	14.1	31.9	25.1	25.0	28.7	27.3	26.6
HCM2kAvg:	1	2	2	3	7	7	3	0	0	1	1	1

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

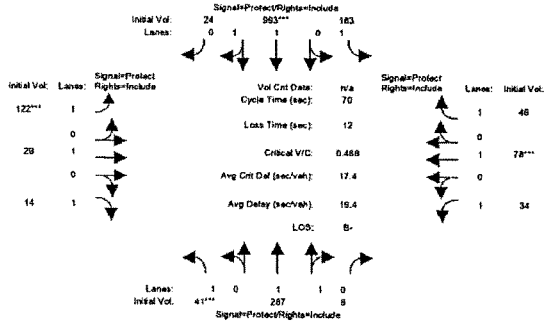
Intersection #1: Abel Street/Marylinn Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	271	6	161	948	24	122	17	11	34	74	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	271	6	161	948	24	122	17	11	34	74	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	271	6	161	948	24	122	17	11	34	74	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	271	6	161	948	24	122	17	11	34	74	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	271	6	161	948	24	122	17	11	34	74	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	271	6	161	948	24	122	17	11	34	74	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3711	82	1750	3698	94	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.09	0.26	0.26	0.07	0.01	0.01	0.02	0.04	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	23.1	23.1	16.2	32.2	32.2	8.8	11.0	11.0	7.7	10.0	10.0
Volume/Cap:	0.23	0.22	0.22	0.40	0.56	0.56	0.56	0.06	0.04	0.18	0.27	0.15
Uniform Del:	29.0	17.0	17.0	22.8	13.7	13.7	28.8	25.1	25.0	28.2	26.8	26.3
IncremntDel:	0.7	0.1	0.1	0.6	0.4	0.4	3.2	0.1	0.1	0.4	0.5	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.7	17.1	17.1	23.5	14.1	14.1	31.9	25.1	25.0	28.7	27.3	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	17.1	17.1	23.5	14.1	14.1	31.9	25.1	25.0	28.7	27.3	26.6
HCM2kAvg:	1	2	2	3	7	7	3	0	0	1	1	1

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

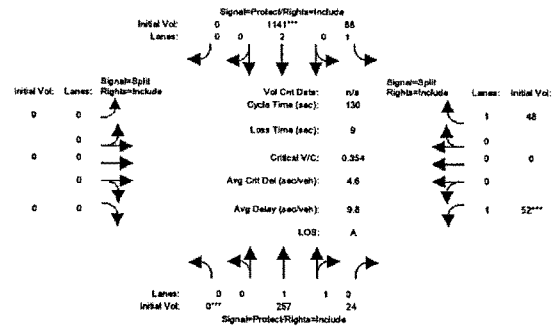
Intersection #1: Abel Street/Marylinn Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	271	6	161	948	24	122	17	11	34	74	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	271	6	161	948	24	122	17	11	34	74	38
Added Vol:	1	16	0	22	45	0	0	12	3	0	4	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	287	6	183	993	24	122	29	14	34	78	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	287	6	183	993	24	122	29	14	34	78	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	287	6	183	993	24	122	29	14	34	78	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	287	6	183	993	24	122	29	14	34	78	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3716	78	1750	3703	89	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.10	0.27	0.27	0.07	0.02	0.01	0.02	0.04	0.03
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.0	10.0	29.5	32.5	32.5	8.5	10.9	10.9	7.6	10.0	10.0
Volume/Cap:	0.23	0.54	0.54	0.25	0.58	0.58	0.58	0.10	0.05	0.18	0.29	0.18
Uniform Del:	29.0	27.9	27.9	13.1	13.7	13.7	29.1	25.4	25.2	28.4	26.8	26.4
IncremntDel:	0.7	1.1	1.1	0.2	0.5	0.5	3.9	0.1	0.1	0.5	0.6	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.7	29.0	29.0	13.2	14.2	14.2	33.0	25.5	25.3	28.8	27.4	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.0	29.0	13.2	14.2	14.2	33.0	25.5	25.3	28.8	27.4	26.8
HCM2kAvg:	1	3	3	2	8	7	3	1	0	1	1	1

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

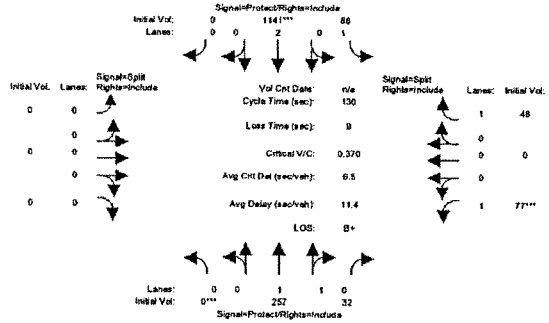
Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	214	20	73	951	0	0	0	0	43	0	40
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	257	24	88	1141	0	0	0	0	52	0	48
Added Vol:	0	0	0	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	257	24	88	1141	0	0	0	0	52	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	257	24	88	1141	0	0	0	0	52	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	24	88	1141	0	0	0	0	52	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	257	24	88	1141	0	0	0	0	52	0	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3450	322	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.05	0.30	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	0.0	64.8	64.8	45.4	110	0.0	0.0	0.0	0.0	10.8	0.0	10.8
Volume/Cap:	0.00	0.15	0.15	0.14	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.33
Uniform Del:	0.0	17.7	17.7	29.0	2.2	0.0	0.0	0.0	0.0	56.3	0.0	56.2
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	1.5	0.0	1.3
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.7	17.7	29.1	2.2	0.0	0.0	0.0	0.0	57.8	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	17.7	29.1	2.2	0.0	0.0	0.0	0.0	57.8	0.0	57.5
HCM2kAvg:	0	3	3	2	5	0	0	0	0	2	0	2

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

Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	214	20	73	951	0	0	0	0	43	0	40
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	257	24	88	1141	0	0	0	0	52	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	8	0	0	0	0	0	0	25	0	0
Initial Fut:	0	257	32	88	1141	0	0	0	0	77	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	257	32	88	1141	0	0	0	0	77	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	32	88	1141	0	0	0	0	77	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	257	32	88	1141	0	0	0	0	77	0	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.76	0.24	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3347	417	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.05	0.30	0.00	0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	0.0	62.1	62.1	43.5	106	0.0	0.0	0.0	0.0	15.4	0.0	15.4
Volume/Cap:	0.00	0.16	0.16	0.15	0.37	0.00	0.00	0.00	0.00	0.37	0.00	0.23
Uniform Del:	0.0	19.2	19.2	30.3	3.3	0.0	0.0	0.0	0.0	52.8	0.0	51.9
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	1.1	0.0	0.6
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.2	19.2	30.4	3.3	0.0	0.0	0.0	0.0	53.9	0.0	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	19.2	30.4	3.3	0.0	0.0	0.0	0.0	53.9	0.0	52.5
HCM2kAvg:	0	3	3	2	6	0	0	0	0	3	0	2

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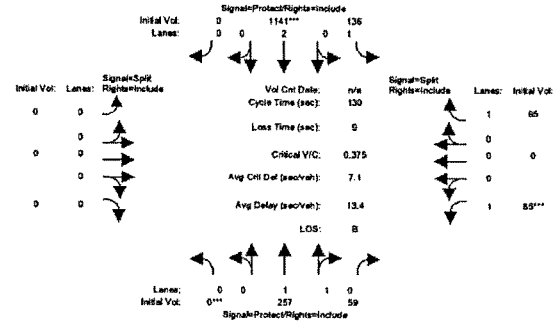
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	214	20	73	951	0	0	0	0	43	0	40
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	257	24	88	1141	0	0	0	0	52	0	48
Added Vol:	0	0	27	48	0	0	0	0	0	8	0	17
ATI:	0	0	8	0	0	0	0	0	0	25	0	0
Initial Fut:	0	257	59	136	1141	0	0	0	0	85	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	257	59	136	1141	0	0	0	0	85	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	59	136	1141	0	0	0	0	85	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	257	59	136	1141	0	0	0	0	85	0	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.60	0.40	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3041	699	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.30	0.00	0.00	0.00	0.00	0.05	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	0.0	54.3	54.3	49.9	104	0.0	0.0	0.0	0.0	16.8	0.0	16.8
Volume/Cap:	0.00	0.20	0.20	0.20	0.37	0.00	0.00	0.00	0.00	0.37	0.00	0.29
Uniform Del:	0.0	24.0	24.0	26.8	3.7	0.0	0.0	0.0	0.0	51.8	0.0	51.2
IncremntDel:	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	1.0	0.0	0.7
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.1	24.1	26.9	3.7	0.0	0.0	0.0	0.0	52.9	0.0	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:	0.0	24.1	24.1	26.9	3.7	0.0	0.0	0.0	0.0	52.9	0.0	51.9
HCM2kAvg:	0	4	4	3	6	0	0	0	0	3	0	2

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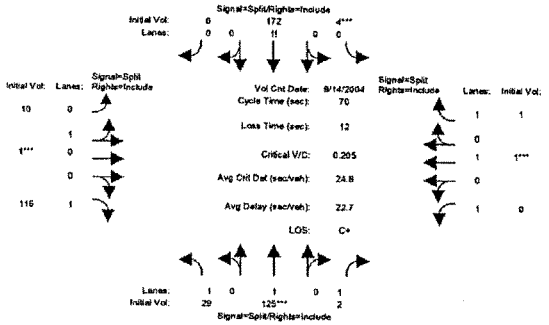
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

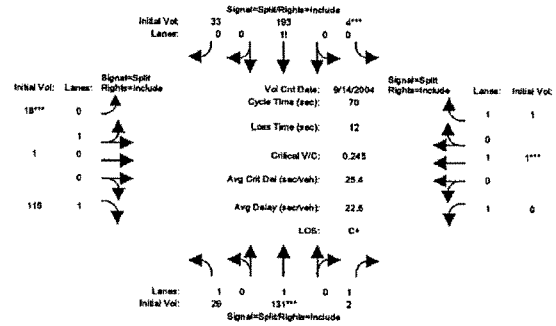
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	24	104	2	3	143	7	8	1	97	0	1	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	125	2	4	172	8	10	1	116	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	125	2	4	172	8	10	1	116	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	125	2	4	172	8	10	1	116	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	125	2	4	172	8	10	1	116	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	125	2	4	172	8	10	1	116	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.02	0.93	0.05	0.90	0.10	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	37	1766	86	1569	196	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.10	0.10	0.10	0.01	0.01	0.07	0.00	0.00	0.00
Crit Moves:		****		****				****			****	
Green Time:	13.7	13.7	13.7	20.3	20.3	20.3	13.9	13.9	13.9	0.0	10.0	10.0
Volume/Cap:	0.08	0.33	0.01	0.33	0.33	0.33	0.03	0.03	0.33	0.00	0.00	0.00
Uniform Del:	23.0	24.2	22.6	19.5	19.5	19.5	22.6	22.6	24.1	0.0	25.7	25.7
IncremntDel:	0.1	0.5	0.0	0.4	0.4	0.4	0.0	0.0	0.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	23.1	24.7	22.6	19.9	19.9	19.9	22.6	22.6	24.6	0.0	25.7	25.7
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:	23.1	24.7	22.6	19.9	19.9	19.9	22.6	22.6	24.6	0.0	25.7	25.7
HCM2kAvg:	1	3	0	3	3	3	0	0	2	0	0	0

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

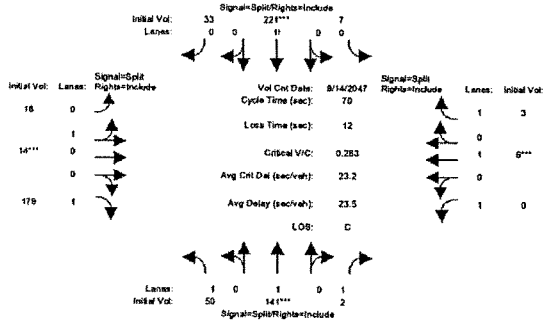
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	24	104	2	3	143	7	8	1	97	0	1	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	125	2	4	172	8	10	1	116	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	6	0	0	21	25	8	0	0	0	0	0
Initial Fut:	29	131	2	4	193	33	18	1	116	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	131	2	4	193	33	18	1	116	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	131	2	4	193	33	18	1	116	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	131	2	4	193	33	18	1	116	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.02	0.83	0.15	0.94	0.06	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	29	1572	273	1647	112	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.12	0.12	0.12	0.01	0.01	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green Time:	12.8	12.8	12.8	22.8	22.8	22.8	12.4	12.4	12.4	0.0	10.0	10.0
Volume/Cap:	0.09	0.38	0.01	0.38	0.38	0.38	0.06	0.06	0.38	0.00	0.00	0.00
Uniform Del:	23.7	25.1	23.4	18.1	18.1	18.1	24.0	24.0	25.4	0.0	25.7	25.7
IncremntDel:	0.1	0.7	0.0	0.4	0.4	0.4	0.1	0.1	0.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	23.9	25.8	23.4	18.5	18.5	18.5	24.1	24.1	26.2	0.0	25.7	25.7
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:	23.9	25.8	23.4	18.5	18.5	18.5	24.1	24.1	26.2	0.0	25.7	25.7
HCM2kAvg:	1	3	0	3	4	4	0	0	2	0	0	0

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

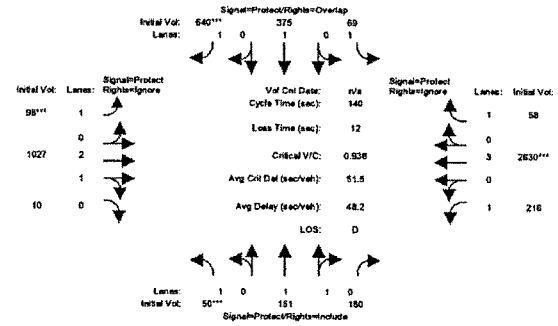
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2047 <<												
Base Vol:	24	104	2	1	143	7	8	1	97	0	1	1
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	29	125	2	1	172	8	10	1	116	0	1	1
Added Vol:	21	10	0	6	28	0	0	13	63	0	5	2
ATI:	0	6	0	0	21	25	8	0	0	0	0	0
Initial Fut:	50	141	2	7	221	33	18	14	179	0	6	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	141	2	7	221	33	18	14	179	0	6	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	141	2	7	221	33	18	14	179	0	6	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	141	2	7	221	33	18	14	179	0	6	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.03	0.83	0.14	0.57	0.43	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	52	1584	240	1004	810	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.00	0.14	0.14	0.14	0.02	0.02	0.10	0.00	0.00	0.00
Crit Moves:		****			****			****			****	
Green Time:	11.3	11.3	11.3	21.2	21.2	21.2	15.6	15.6	15.6	0.0	10.0	10.0
Volume/Cap:	0.18	0.46	0.01	0.46	0.46	0.46	0.08	0.08	0.46	0.00	0.02	0.01
Uniform Del:	25.4	26.6	24.7	19.8	19.8	19.8	21.5	21.5	23.6	0.0	25.8	25.8
IncremntDel:	0.3	1.1	0.0	0.6	0.6	0.6	0.1	0.1	0.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	25.7	27.7	24.7	20.4	20.4	20.4	21.6	21.6	24.4	0.0	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	27.7	24.7	20.4	20.4	20.4	21.6	21.6	24.4	0.0	25.8	25.8
HCM2kAvg:	1	3	0	4	4	4	1	1	3	0	0	0

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

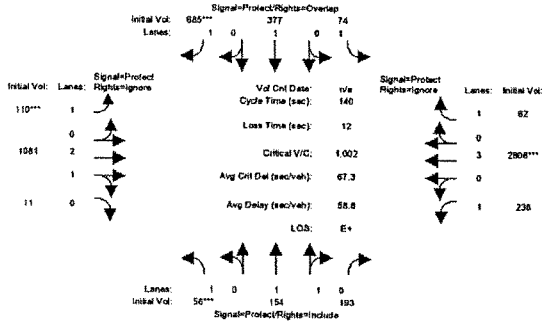
Intersection #4: Abel Street/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	151	180	69	375	640	98	1027	10	216	2630	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	151	180	69	375	640	98	1027	10	216	2630	58
Added Vol:	0	0	0	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	151	180	69	375	640	98	1027	10	216	2630	58
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:	50	151	180	69	375	640	98	1027	0	216	2630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	151	180	69	375	640	98	1027	0	216	2630	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
Final Vol.:	50	151	180	69	375	640	98	1027	0	216	2630	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.10	0.04	0.20	0.37	0.06	0.18	0.00	0.12	0.46	0.00
Crit Moves:	****					****	****				****	
Green Time:	7.0	45.3	45.3	7.0	45.3	53.5	8.2	44.9	0.0	30.8	67.5	0.0
Volume/Cap:	0.57	0.25	0.32	0.79	0.61	0.96	0.96	0.56	0.00	0.56	0.96	0.00
Uniform Del:	65.0	34.8	35.7	65.8	39.9	42.1	65.7	39.4	0.0	48.6	34.9	0.0
IncremntDel:	8.8	0.1	0.2	36.8	1.8	24.6	74.8	0.4	0.0	1.9	9.2	0.0
Delay 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
Delay/Veh:	73.8	34.9	35.9	102.5	41.7	66.7	140.6	39.8	0.0	50.5	44.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	34.9	35.9	102.5	41.7	66.7	140.6	39.8	0.0	50.5	44.1	0.0
HCM2kAvg:	2	5	6	3	13	30	5	12	0	9	41	0

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

Intersection #4: Abel Street/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	151	180	69	375	640	98	1027	10	216	2630	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	151	180	69	375	640	98	1027	10	216	2630	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	3	13	5	2	45	12	54	1	22	176	4
Initial Fut:	56	154	193	74	377	685	110	1081	11	238	2806	62
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:	56	154	193	74	377	685	110	1081	0	238	2806	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	154	193	74	377	685	110	1081	0	238	2806	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
Final Vol.:	56	154	193	74	377	685	110	1081	0	238	2806	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.11	0.04	0.20	0.39	0.06	0.19	0.00	0.14	0.49	0.00
Crit Moves:	****					****	****				****	
Green Time:	7.0	45.0	45.0	7.0	45.0	53.6	8.6	44.3	0.0	31.7	67.4	0.0
Volume/Cap:	0.64	0.25	0.34	0.85	0.62	1.02	1.02	0.60	0.00	0.60	1.02	0.00
Uniform Del:	65.3	35.1	36.2	66.0	40.2	43.2	65.7	40.4	0.0	48.4	36.3	0.0
IncremntDel:	14.9	0.1	0.2	49.6	1.9	40.6	92.9	0.6	0.0	2.5	23.1	0.0
Delay 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
Delay/Veh:	80.1	35.2	36.4	115.5	42.1	83.8	158.6	41.0	0.0	51.0	59.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	35.2	36.4	115.5	42.1	83.8	158.6	41.0	0.0	51.0	59.4	0.0
HCM2kAvg:	2	5	6	4	13	35	6	13	0	10	49	0

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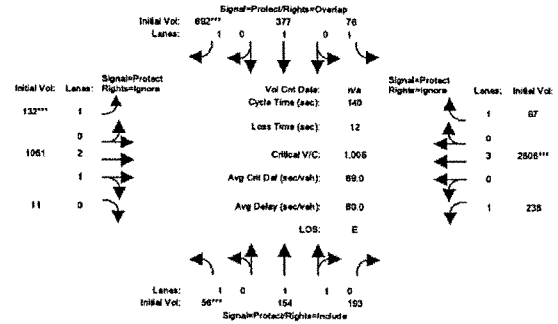
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #4: Abel Street/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	151	180	69	375	640	98	1027	10	216	2630	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	151	180	69	375	640	98	1027	10	216	2630	58
Added Vol:	0	0	0	2	0	7	22	0	0	0	0	5
ATI:	6	3	13	5	2	45	12	54	1	22	176	4
Initial Fut:	56	154	193	76	377	692	132	1081	11	238	2806	67
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:	56	154	193	76	377	692	132	1081	0	238	2806	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	154	193	76	377	692	132	1081	0	238	2806	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
Final Vol.:	56	154	193	76	377	692	132	1081	0	238	2806	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.11	0.04	0.20	0.40	0.08	0.19	0.00	0.14	0.49	0.00
Crit Moves:	****					****	****				****	
Green Time:	7.0	43.6	43.6	7.0	43.6	53.9	10.3	45.1	0.0	32.3	67.1	0.0
Volume/Cap:	0.64	0.26	0.35	0.87	0.64	1.03	1.03	0.59	0.00	0.59	1.03	0.00
Uniform Del:	65.3	36.1	37.3	66.0	41.4	43.1	64.9	39.7	0.0	47.9	36.4	0.0
IncremntDel:	14.9	0.1	0.2	55.4	2.3	41.8	86.8	0.5	0.0	2.3	24.6	0.0
Delay 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
Delay/Veh:	80.1	36.2	37.5	121.5	43.7	84.8	151.6	40.2	0.0	50.2	61.0	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:	80.1	36.2	37.5	121.5	43.7	84.8	151.6	40.2	0.0	50.2	61.0	0.0
HCM2kAvg:	2	5	6	4	14	36	7	13	0	10	49	0

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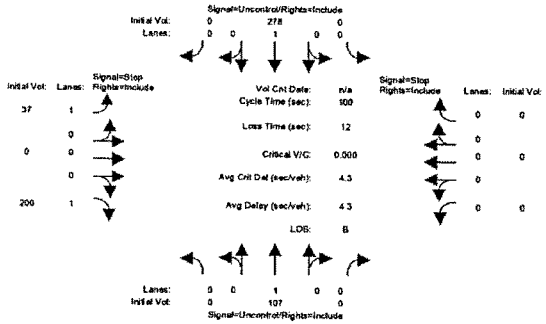
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
AM Existing

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp




```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   89    0     0  232    0    31    0  167     0    0    0
Growth Adj:  1.20 1.20 1.20  1.20 1.20 1.20  1.20 1.20 1.20  1.20 1.20 1.20
Initial Bse:    0  107    0     0  278    0    37    0  200     0    0    0
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  107    0     0  278    0    37    0  200     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  107    0     0  278    0    37    0  200     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0  107    0     0  278    0    37    0  200     0    0    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   385 xxxx   278  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   622 xxxx   765  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   622 xxxx   765  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  0.26  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx   1.0 xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx  11.4 xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     B    *    B     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:     xxxxxx            xxxxxx            11.3            xxxxxx
ApproachLOS:       *                 *                B               *
```

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

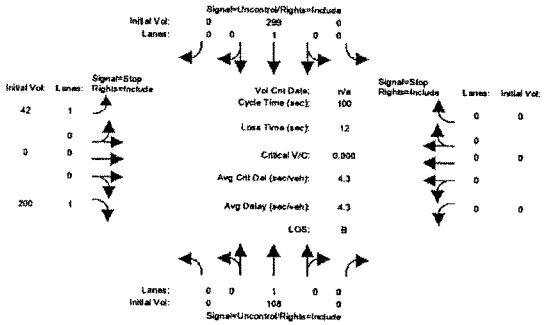
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       0  0  1  0  0    0  0  1  0  0    1  0  0  0  1    0  0  0  0  0
Final Vol.:    0  107    0      0  278    0    37    0  200     0    0    0
ApproachDel:    xxxxxx            xxxxxx            11.3            xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach(eastbound) (lanes=2) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=0.7)
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=238)
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=623)
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
```

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

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   89    0     0  232    0    31    0  167     0    0    0
Growth Adj:  1.20 1.20 1.20  1.20 1.20 1.20  1.20 1.20 1.20  1.20 1.20 1.20
Initial Bse:    0  107    0     0  278    0    37    0  200     0    0    0
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
ATI:            0    1    0     0   21    0     5    0    0     0    0    0
Initial Fut:    0  108    0     0  299    0    42    0  200     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  108    0     0  299    0    42    0  200     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0  108    0     0  299    0    42    0  200     0    0    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   407 xxxx   299  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   604 xxxx   745  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   604 xxxx   745  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  0.27  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx   1.1 xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.4 xxxx  11.6 xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     B    *    B     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:     xxxxxx            xxxxxx            11.6            xxxxxx
ApproachLOS:       *                 *                B                *
```

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

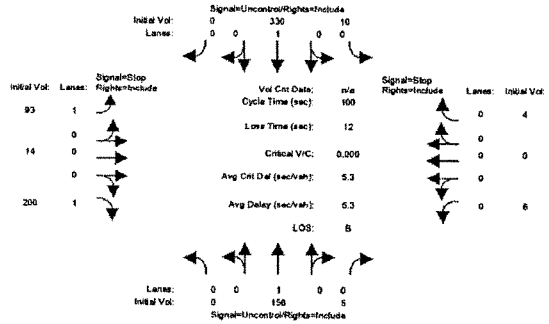
```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       0  0  1  0  0    0  0  1  0  0    1  0  0  0  1    0  0  0  0  0
Final Vol.:     0  108    0     0  299    0    42    0  200     0    0    0
ApproachDel:    xxxxxx            xxxxxx            11.6            xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=243]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=650]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
```

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

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp




```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   89    0     0  232    0    31    0  167     0    0    0
Growth Adj:  1.20 1.20 1.20  1.20 1.20 1.20  1.20 1.20 1.20  1.20 1.20 1.20
Initial Bse:    0  107    0     0  278    0    37    0  200     0    0    0
Added Vol:      0   48    5    10   31    0    51   14    0     6    0    4
ATI:            0    1    0     0   21    0     5    0    0     0    0    0
Initial Fut:    0  156    5    10  330    0    93   14  200     6    0    4
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  156    5    10  330    0    93   14  200     6    0    4
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0  156    5    10  330    0    93   14  200     6    0    4
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5  6.2   7.1 xxxx  6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5 xxxx  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   161 xxxx xxxxx   511  511  330   616 xxxx  158
Potent Cap.: xxxx xxxx xxxxx  1431 xxxx xxxxx   477  469  716   406 xxxx  892
Move Cap.:   xxxx xxxx xxxxx  1431 xxxx xxxxx   472  465  716   284 xxxx  892
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.20 0.03 0.28  0.02 xxxx 0.00
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:       xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   471 xxxx   691  xxxx  390 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.9 xxxx   1.3 xxxxx  0.1 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx   7.5 xxxx xxxxx  14.9 xxxx  12.5 xxxxx 14.5 xxxxx
Shared LOS:    *    *     *     A    *     *     B    *     B     *    B     *
ApproachDel:     xxxxxx            xxxxxx            13.3            14.5
ApproachLOS:        *                 *               B               B
```

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

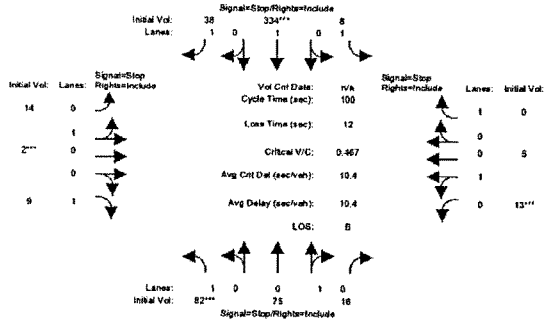
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       0  0  0  1  0    0  1  0  0  0    0  1  0  1  0    0  0  11 0  0
Final Vol.:     0  156     5    10  330     0    93   14  200     6    0     4
ApproachDel:    xxxxxx            xxxxxx            13.3            14.5
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=308]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
```

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
AM Existing

Intersection #8: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	82	75	16	8	334	38	14	2	9	13	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:	82	75	16	8	334	38	14	2	9	13	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:	82	75	16	8	334	38	14	2	9	13	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:	82	75	16	8	334	38	14	2	9	13	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	75	16	8	334	38	14	2	9	13	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
Final Vol.:	82	75	16	8	334	38	14	2	9	13	5	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	1.00	1.00	0.87	0.13	1.00	0.72	0.28	1.00
Final Sat.:	650	604	129	645	715	823	470	67	646	391	150	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.01	0.47	0.05	0.03	0.03	0.01	0.03	0.03	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	8.9	8.2	8.2	8.3	11.9	7.2	9.1	9.1	7.9	9.1	9.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.2	8.2	8.3	11.9	7.2	9.1	9.1	7.9	9.1	9.1	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	A	A	*
ApproachDel:		8.5			11.4			8.7			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			11.4			8.7			9.1	
LOS by Appr:		A			B			A			A	

Signal Warrant Report

****

Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		

Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 1	0	0 1	0 0	1
Final Vol.:	82	75	16	8	334	38	14	2	9	13	5	0
ApprAdjDel:	8.5			11.4			8.7			9.1		

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=173]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=596]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

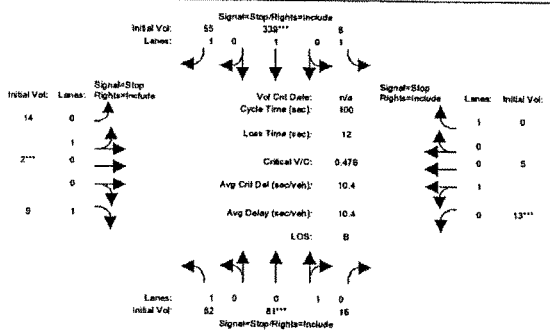
Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=380]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=596]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=596]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=18]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=596]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
AM Background

Intersection #0: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	82	75	16	8	334	38	14	2	9	13	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:	82	75	16	8	334	38	14	2	9	13	5	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	6	0	0	5	17	0	0	0	0	0	0
Initial Fut:	82	81	16	8	339	55	14	2	9	13	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:	82	81	16	8	339	55	14	2	9	13	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	81	16	8	339	55	14	2	9	13	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
Final Vol.:	82	81	16	8	339	55	14	2	9	13	5	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	0.87	0.13	1.00	0.72	0.28	1.00
Final Sat.:	646	608	120	643	713	820	465	66	638	387	149	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.48	0.07	0.03	0.03	0.01	0.03	0.03	xxxx
Crit Moves:		****			****			****			****	
Delay/Veh:	8.9	8.3	8.3	8.3	12.1	7.3	9.2	9.2	7.9	9.1	9.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.3	8.3	8.3	12.1	7.3	9.2	9.2	7.9	9.1	9.1	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	A	A	*
ApproachDel:		8.6			11.4			8.7			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			11.4			8.7			9.1	
LOS by Appr:		A			B			A			A	

Signal Warrant Report

****

Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Final Vol.:	82	81	16	8	339	55	14	2	9	13	5	0
ApprAdjDel:	8.6			11.4			8.7			9.1		

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=179]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=624]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

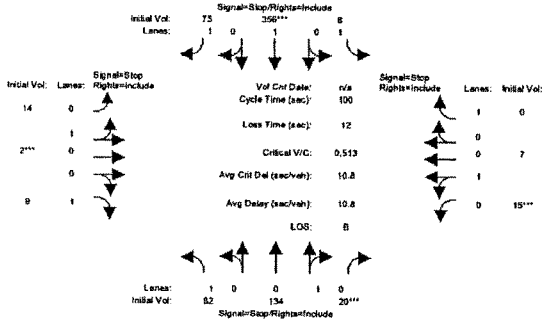
Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=402]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=624]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=624]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=18]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=624]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
AM Project

Intersection #6: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	82	75	16	8	334	38	14	2	9	13	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:	82	75	16	8	334	38	14	2	9	13	5	0
Added Vol:	0	53	4	0	17	20	0	0	0	2	2	0
ATI:	0	6	0	0	5	17	0	0	0	0	0	0
Initial Fut:	82	134	20	8	356	75	14	2	9	15	7	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:	82	134	20	8	356	75	14	2	9	15	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	134	20	8	356	75	14	2	9	15	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	134	20	8	356	75	14	2	9	15	7	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	0.87	0.13	1.00	0.68	0.32	1.00
Final Sat.:	639	621	93	627	694	793	448	64	612	354	165	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.01	0.51	0.09	0.03	0.03	0.01	0.04	0.04	xxxx
Crit Moves:			****		****			****		****		
Delay/Veh:	9.0	8.9	8.9	8.4	13.0	7.6	9.4	9.4	8.1	9.4	9.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	8.9	8.9	8.4	13.0	7.6	9.4	9.4	8.1	9.4	9.4	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	A	A	*
ApproachDel:		8.9			12.0			8.9			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.9			12.0			8.9			9.4	
LOS by Appr:		A			B			A			A	

Signal Warrant Report

****

Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0 0 1 0			1 0 1 0 1			0 1 0 0 1			0 1 0 0 1		
Final Vol.:	82	134	20	8	356	75	14	2	9	15	7	0
ApprAdjDel:	8.9			12.0			8.9			9.4		

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=236]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=722]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

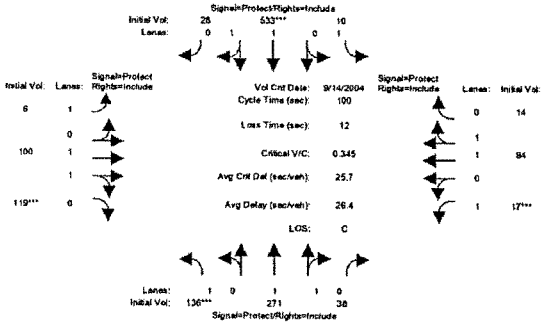
Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=439]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=722]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=722]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=722]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

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

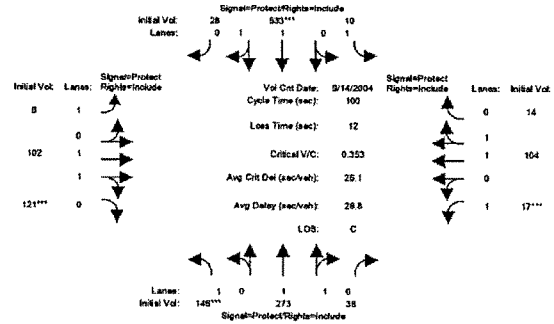
Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	136	271	38	10	533	28	6	100	119	17	94	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	271	38	10	533	28	6	100	119	17	94	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	271	38	10	533	28	6	100	119	17	94	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	271	38	10	533	28	6	100	119	17	94	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	271	38	10	533	28	6	100	119	17	94	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	271	38	10	533	28	6	100	119	17	94	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	3298	462	1750	3595	189	1750	1900	1750	1750	3271	487
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.15	0.15	0.00	0.05	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	21.4	36.6	36.6	25.6	40.9	40.9	10.6	18.7	18.7	7.0	15.1	15.1
Volume/Cap:	0.36	0.22	0.22	0.02	0.36	0.36	0.03	0.28	0.36	0.14	0.19	0.19
Uniform Del:	33.5	21.9	21.9	27.8	20.5	20.5	40.1	34.9	35.4	43.7	37.1	37.1
IncremntDel:	0.6	0.1	0.1	0.0	0.1	0.1	0.1	0.2	0.4	0.5	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.1	22.0	22.0	27.8	20.7	20.7	40.2	35.1	35.8	44.2	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	22.0	22.0	27.8	20.7	20.7	40.2	35.1	35.8	44.2	37.2	37.2
HCM2kAvg:	4	3	3	0	6	5	0	3	3	0	1	1

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

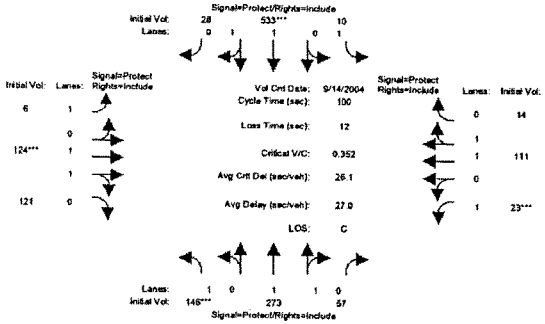
Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	136	271	38	10	533	28	6	100	119	17	94	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	271	38	10	533	28	6	100	119	17	94	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	2	0	0	0	0	0	2	2	0	10	0
Initial Fut:	146	273	38	10	533	28	6	102	121	17	104	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	273	38	10	533	28	6	102	121	17	104	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	273	38	10	533	28	6	102	121	17	104	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	273	38	10	533	28	6	102	121	17	104	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1750	3301	459	1750	3595	189	1750	1900	1750	1750	3315	446
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.15	0.15	0.00	0.05	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	22.5	36.7	36.7	25.7	39.9	39.9	10.5	18.6	18.6	7.0	15.1	15.1
Volume/Cap:	0.37	0.23	0.23	0.02	0.37	0.37	0.03	0.29	0.37	0.14	0.21	0.21
Uniform Del:	32.8	21.8	21.8	27.8	21.2	21.2	40.1	35.0	35.6	43.7	37.2	37.2
IncremntDel:	0.6	0.1	0.1	0.0	0.2	0.2	0.1	0.2	0.4	0.5	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	21.9	21.9	27.8	21.3	21.3	40.2	35.2	36.0	44.2	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	21.9	21.9	27.8	21.3	21.3	40.2	35.2	36.0	44.2	37.4	37.4
HCM2kAvg:	4	3	3	0	6	5	0	3	3	0	2	1

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

Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	136	271	38	10	533	28	6	100	119	17	94	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	271	38	10	533	28	6	100	119	17	94	14
Added Vol:	0	0	19	0	0	0	0	22	0	6	7	0
ATI:	10	2	0	0	0	0	0	2	2	0	10	0
Initial Fut:	146	273	57	10	533	28	6	124	121	23	111	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	273	57	10	533	28	6	124	121	23	111	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	273	57	10	533	28	6	124	121	23	111	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	273	57	10	533	28	6	124	121	23	111	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	3098	647	1750	3595	189	1750	1900	1750	1750	3342	422
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.01	0.15	0.15	0.00	0.07	0.07	0.01	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	22.8	37.2	37.2	26.0	40.4	40.4	10.2	17.8	17.8	7.0	14.6	14.6
Volume/Cap:	0.37	0.24	0.24	0.02	0.37	0.37	0.03	0.37	0.39	0.19	0.23	0.23
Uniform Del:	32.5	21.6	21.6	27.5	20.8	20.8	40.4	36.1	36.3	43.8	37.7	37.7
IncremntDel:	0.6	0.1	0.1	0.0	0.1	0.1	0.1	0.3	0.4	0.7	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.1	21.7	21.7	27.5	21.0	21.0	40.5	36.5	36.7	44.6	37.9	37.9
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:	33.1	21.7	21.7	27.5	21.0	21.0	40.5	36.5	36.7	44.6	37.9	37.9
HCM2kAvg:	4	4	3	0	6	5	0	3	3	1	2	2

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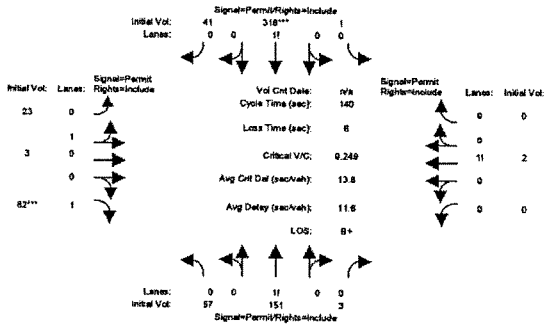
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	57	151	3	1	318	41	23	3	82	0	2	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:	57	151	3	1	318	41	23	3	82	0	2	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:	57	151	3	1	318	41	23	3	82	0	2	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:	57	151	3	1	318	41	23	3	82	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	151	3	1	318	41	23	3	82	0	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	151	3	1	318	41	23	3	82	0	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.70	0.01	0.01	0.87	0.12	0.89	0.11	1.00	0.00	1.00	0.00
Final Sat.:	501	1327	26	5	1662	214	1562	204	1750	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.19	0.19	0.19	0.01	0.01	0.05	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	107.6	108	107.6	107.6	108	107.6	26.4	26.4	26.4	0.0	26.4	0.0
Volume/Cap:	0.15	0.15	0.15	0.25	0.25	0.25	0.08	0.08	0.25	0.00	0.01	0.00
Uniform Del:	4.2	4.2	4.2	4.6	4.6	4.6	46.8	46.8	48.4	0.0	46.2	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	4.3	4.3	4.3	4.7	4.7	4.7	46.9	46.9	48.8	0.0	46.2	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:	4.3	4.3	4.3	4.7	4.7	4.7	46.9	46.9	48.8	0.0	46.2	0.0
HCM2kAvg:	2	2	3	1	4	4	1	1	3	0	0	0

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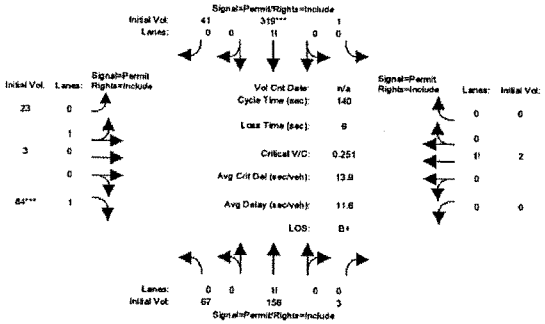
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Background

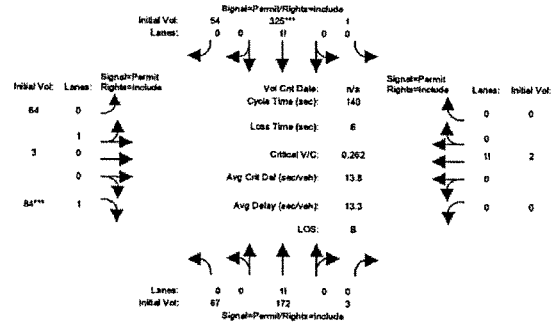
Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	57	151	3	1	318	41	23	3	82	0	2	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:	57	151	3	1	318	41	23	3	82	0	2	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	5	0	0	1	0	0	0	2	0	0	0
Initial Fut:	67	156	3	1	319	41	23	3	84	0	2	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:	67	156	3	1	319	41	23	3	84	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	156	3	1	319	41	23	3	84	0	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	156	3	1	319	41	23	3	84	0	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.68	0.01	0.01	0.87	0.12	0.89	0.11	1.00	0.00	1.00	0.00
Final Sat.:	549	1278	25	5	1662	214	1562	204	1750	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.19	0.19	0.19	0.01	0.01	0.05	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	107.2	107	107.2	107.2	107	107.2	26.8	26.8	26.8	0.0	26.8	0.0
Volume/Cap:	0.16	0.16	0.16	0.25	0.25	0.25	0.08	0.08	0.25	0.00	0.01	0.00
Uniform Del:	4.4	4.4	4.4	4.8	4.8	4.8	46.4	46.4	48.1	0.0	45.8	0.0
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	4.4	4.4	4.4	4.9	4.9	4.9	46.5	46.5	48.5	0.0	45.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	4.4	4.4	4.9	4.9	4.9	46.5	46.5	48.5	0.0	45.8	0.0
HCM2kAvg:	2	3	3	1	4	4	1	1	3	0	0	0

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

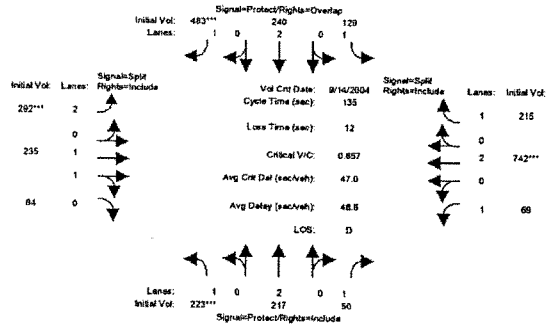
Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	57	151	3	1	318	41	23	3	82	0	2	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:	57	151	3	1	318	41	23	3	82	0	2	0
Added Vol:	0	16	0	0	6	13	41	0	0	0	0	0
ATI:	10	5	0	0	1	0	0	0	2	0	0	0
Initial Fut:	67	172	3	1	325	54	64	3	84	0	2	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:	67	172	3	1	325	54	64	3	84	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	172	3	1	325	54	64	3	84	0	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	172	3	1	325	54	64	3	84	0	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.70	0.01	0.01	0.84	0.15	0.96	0.04	1.00	0.00	1.00	0.00
Final Sat.:	513	1318	23	5	1605	267	1678	79	1750	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.20	0.20	0.20	0.04	0.04	0.05	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	108.3	108	108.3	108.3	108	108.3	25.7	25.7	25.7	0.0	25.7	0.0
Volume/Cap:	0.17	0.17	0.17	0.26	0.26	0.26	0.21	0.21	0.26	0.00	0.01	0.00
Uniform Del:	4.1	4.1	4.1	4.5	4.5	4.5	48.5	48.5	49.0	0.0	46.7	0.0
IncremntDel:	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	4.2	4.2	4.2	4.6	4.6	4.6	48.9	48.9	49.5	0.0	46.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.2	4.2	4.6	4.6	4.6	48.9	48.9	49.5	0.0	46.7	0.0
HCM2kAvg:	3	3	3	1	5	4	2	3	3	0	0	0

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

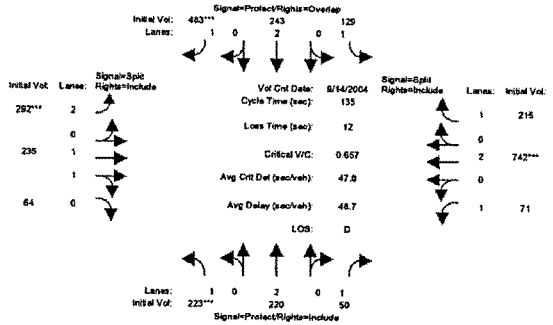
Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	223	217	50	129	240	483	292	235	64	69	742	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	217	50	129	240	483	292	235	64	69	742	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	217	50	129	240	483	292	235	64	69	742	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	217	50	129	240	483	292	235	64	69	742	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	217	50	129	240	483	292	235	64	69	742	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	223	217	50	129	240	483	292	235	64	69	742	215
Saturation 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	1.00	1.00	2.00	1.00	2.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	2933	799	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.06	0.28	0.09	0.08	0.08	0.04	0.20	0.12
Crit Moves:	****					****	****				****	
Green Time:	26.2	10.0	10.0	53.8	37.7	56.7	19.0	19.0	19.0	40.1	40.1	40.1
Volume/Cap:	0.66	0.77	0.39	0.18	0.23	0.66	0.66	0.57	0.57	0.13	0.66	0.41
Uniform Del:	50.3	61.4	59.6	26.3	37.5	31.4	54.9	54.1	54.1	34.7	41.4	38.0
IncrementDel:	9.6	18.3	8.5	0.6	0.5	4.6	7.4	4.4	4.4	0.5	3.0	2.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.8	79.7	68.0	26.9	38.0	35.9	62.3	58.5	58.5	35.2	44.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	79.7	68.0	26.9	38.0	35.9	62.3	58.5	58.5	35.2	44.4	40.4
HCM2kAvg:	9	5	2	3	4	16	6	6	6	2	14	7

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

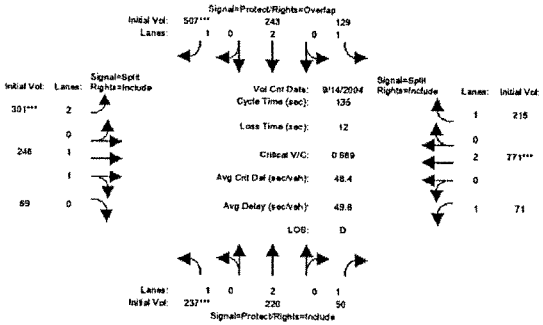
Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	223	217	50	129	240	483	292	235	64	69	742	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	217	50	129	240	483	292	235	64	69	742	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	3	0	0	3	0	0	0	0	2	0	0
Initial Fut:	223	220	50	129	243	483	292	235	64	71	742	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	220	50	129	243	483	292	235	64	71	742	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	220	50	129	243	483	292	235	64	71	742	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	223	220	50	129	243	483	292	235	64	71	742	215
Saturation 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	1.00	1.00	2.00	1.00	2.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	2933	799	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.06	0.28	0.09	0.08	0.08	0.04	0.20	0.12
Crit Moves:	****					****	****				****	
Green Time:	26.2	10.0	10.0	53.8	37.7	56.7	19.0	19.0	19.0	40.1	40.1	40.1
Volume/Cap:	0.66	0.78	0.39	0.18	0.23	0.66	0.66	0.57	0.57	0.14	0.66	0.41
Uniform Del:	50.3	61.4	59.6	26.3	37.5	31.4	54.9	54.1	54.1	34.8	41.4	38.0
IncrementDel:	9.6	19.2	8.5	0.6	0.5	4.6	7.4	4.4	4.4	0.5	3.0	2.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.8	80.6	68.0	26.9	38.0	35.9	62.3	58.5	58.5	35.3	44.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	80.6	68.0	26.9	38.0	35.9	62.3	58.5	58.5	35.3	44.4	40.4
HCM2kAvg:	9	5	2	3	4	16	6	6	6	2	14	7

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

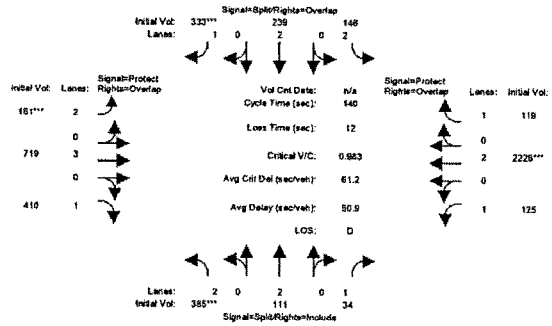
Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	223	217	50	129	240	483	292	235	64	69	742	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	217	50	129	240	483	292	235	64	69	742	215
Added Vol:	14	0	0	0	0	24	9	11	5	0	29	0
ATI:	0	3	0	0	3	0	0	0	0	2	0	0
Initial Put:	237	220	50	129	243	507	301	246	69	71	771	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	220	50	129	243	507	301	246	69	71	771	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	220	50	129	243	507	301	246	69	71	771	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	220	50	129	243	507	301	246	69	71	771	215
Saturation 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	1.00	1.00	2.00	1.00	2.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	2913	817	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.03	0.07	0.06	0.29	0.10	0.08	0.08	0.04	0.20	0.12
Crit Moves:	****					****	****				****	
Green Time:	26.5	10.0	10.0	54.5	38.0	56.7	18.7	18.7	18.7	39.7	39.7	39.7
Volume/Cap:	0.69	0.78	0.39	0.18	0.23	0.69	0.69	0.61	0.61	0.14	0.69	0.42
Uniform Del:	50.4	61.4	59.6	25.9	37.2	31.9	55.4	54.7	54.7	35.0	42.2	38.3
IncremntDel:	10.8	19.2	8.5	0.6	0.5	5.2	8.6	5.3	5.3	0.6	3.5	2.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.2	80.6	68.0	26.4	37.7	37.2	64.0	60.0	60.0	35.6	45.7	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	80.6	68.0	26.4	37.7	37.2	64.0	60.0	60.0	35.6	45.7	40.8
HCM2kAvg:	10	5	2	3	4	18	6	7	6	2	15	7

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

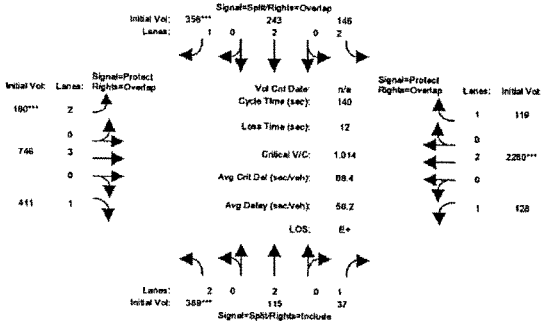
Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	385	111	34	146	239	333	161	719	410	125	2228	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	111	34	146	239	333	161	719	410	125	2228	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Put:	385	111	34	146	239	333	161	719	410	125	2228	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	111	34	146	239	333	161	719	410	125	2228	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	111	34	146	239	333	161	719	410	125	2228	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	385	111	34	146	239	333	161	719	410	125	2228	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.02	0.05	0.06	0.19	0.05	0.13	0.23	0.07	0.59	0.07
Crit Moves:	****					****	****				****	
Green Time:	17.4	17.4	17.4	19.8	19.8	27.1	7.3	58.0	75.4	32.8	83.5	103.3
Volume/Cap:	0.98	0.23	0.16	0.33	0.44	0.98	0.98	0.30	0.44	0.30	0.98	0.09
Uniform Del:	61.2	55.3	54.7	54.1	55.0	56.2	66.3	27.5	19.5	44.2	27.6	5.2
IncremntDel:	41.4	1.2	1.5	2.0	2.6	44.8	66.0	0.3	1.5	1.9	15.3	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.6	56.5	56.3	56.0	57.7	101.1	132.3	27.8	21.0	46.1	42.9	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	56.5	56.3	56.0	57.7	101.1	132.3	27.8	21.0	46.1	42.9	5.3
HCM2kAvg:	12	2	1	3	5	19	6	7	10	4	55	1

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

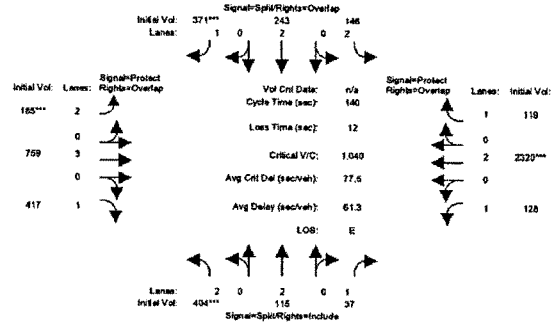
Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	385	111	34	146	239	333	161	719	410	125	2228	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	111	34	146	239	333	161	719	410	125	2228	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	4	3	0	4	23	19	27	1	3	52	0
Initial Fut:	389	115	37	146	243	356	180	746	411	128	2280	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	115	37	146	243	356	180	746	411	128	2280	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	115	37	146	243	356	180	746	411	128	2280	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	115	37	146	243	356	180	746	411	128	2280	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.02	0.05	0.06	0.20	0.06	0.13	0.23	0.07	0.60	0.07
Crit Moves:	****					****	****				****	
Green Time:	17.1	17.1	17.1	20.2	20.2	28.1	7.9	58.2	75.3	32.5	82.9	103.1
Volume/Cap:	1.01	0.25	0.17	0.32	0.44	1.01	1.01	0.31	0.44	0.31	1.01	0.09
Uniform Del:	61.5	55.7	55.2	53.7	54.8	56.0	66.1	27.5	19.6	44.5	28.6	5.2
IncremntDel:	49.5	1.3	1.8	1.9	2.6	51.6	71.2	0.3	1.5	2.0	22.5	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	110.9	57.0	56.9	55.6	57.3	107.5	137.2	27.8	21.0	46.5	51.0	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.9	57.0	56.9	55.6	57.3	107.5	137.2	27.8	21.0	46.5	51.0	5.4
HCM2kAvg:	13	2	1	3	5	21	7	7	10	4	59	1

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

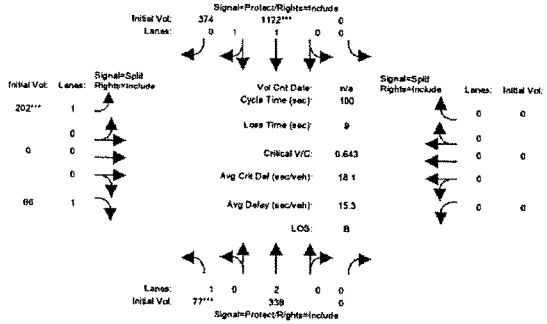
Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	385	111	34	146	239	333	161	719	410	125	2228	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	111	34	146	239	333	161	719	410	125	2228	119
Added Vol:	15	0	0	0	0	15	5	13	6	0	40	0
ATI:	4	4	3	0	4	23	19	27	1	3	52	0
Initial Fut:	404	115	37	146	243	371	185	759	417	128	2320	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	115	37	146	243	371	185	759	417	128	2320	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	115	37	146	243	371	185	759	417	128	2320	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	404	115	37	146	243	371	185	759	417	128	2320	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.02	0.05	0.06	0.21	0.06	0.13	0.24	0.07	0.61	0.07
Crit Moves:	****					****	****				****	
Green Time:	17.3	17.3	17.3	20.6	20.6	28.5	7.9	58.2	75.4	31.9	82.2	102.8
Volume/Cap:	1.04	0.25	0.17	0.31	0.43	1.04	1.04	0.32	0.44	0.32	1.04	0.09
Uniform Del:	61.4	55.5	55.0	53.4	54.4	55.7	66.0	27.6	19.6	45.0	28.9	5.3
IncremntDel:	56.4	1.2	1.7	1.8	2.4	58.4	78.4	0.4	1.5	2.1	30.4	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	117.8	56.7	56.7	55.1	56.8	114.1	144.4	28.0	21.1	47.1	59.3	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.8	56.7	56.7	55.1	56.8	114.1	144.4	28.0	21.1	47.1	59.3	5.4
HCM2kAvg:	13	2	1	3	5	22	7	7	11	4	62	1

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

Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	0		0	0
Volume Module:																
Base Vol:	77		336	0	0		1122	374	202		0	66	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		336	0	0		1122	374	202		0	66	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		336	0	0		1122	374	202		0	66	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		336	0	0		1122	374	202		0	66	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	77		336	0	0		1122	374	202		0	66	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	77		336	0	0		1122	374	202		0	66	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.88		1.00	0.92	0.92		0.96	0.89	0.88		1.00	0.78	0.92		1.00	0.92
Lanes:	1.00		2.00	0.00	0.00		1.47	0.53	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1663		3800	0	0		2687	896	1663		0	1488	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.05		0.09	0.00	0.00		0.42	0.42	0.12		0.00	0.04	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	7.2		72.1	0.0	0.0		64.9	64.9	18.9		0.0	18.9	0.0		0.0	0.0
Volume/Cap:	0.64		0.12	0.00	0.00		0.64	0.64	0.64		0.00	0.23	0.00		0.00	0.00
Uniform Del:	45.2		4.3	0.0	0.0		10.6	10.6	37.4		0.0	34.4	0.0		0.0	0.0
IncremntDel:	11.4		0.0	0.0	0.0		0.6	0.6	4.5		0.0	0.4	0.0		0.0	0.0
Delay Adj:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	56.5		4.3	0.0	0.0		11.2	11.2	42.0		0.0	34.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.5		4.3	0.0	0.0		11.2	11.2	42.0		0.0	34.9	0.0		0.0	0.0
HCM2kAvg:	3		2	0	0		14	13	7		0	2	0		0	0

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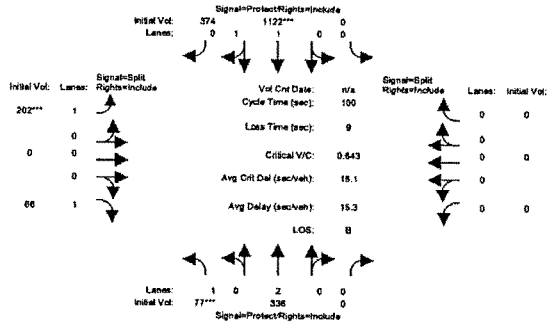
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Background

Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	0		0	0
Volume Module:																
Base Vol:	77		336	0	0		1122	374	202		0	66	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		336	0	0		1122	374	202		0	66	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		336	0	0		1122	374	202		0	66	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		336	0	0		1122	374	202		0	66	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	77		336	0	0		1122	374	202		0	66	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	77		336	0	0		1122	374	202		0	66	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.88		1.00	0.92	0.92		0.96	0.89	0.88		1.00	0.78	0.92		1.00	0.92
Lanes:	1.00		2.00	0.00	0.00		1.47	0.53	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1663		3800	0	0		2687	896	1663		0	1488	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.05		0.09	0.00	0.00		0.42	0.42	0.12		0.00	0.04	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	7.2		72.1	0.0	0.0		64.9	64.9	18.9		0.0	18.9	0.0		0.0	0.0
Volume/Cap:	0.64		0.12	0.00	0.00		0.64	0.64	0.64		0.00	0.23	0.00		0.00	0.00
Uniform Del:	45.2		4.3	0.0	0.0		10.6	10.6	37.4		0.0	34.4	0.0		0.0	0.0
IncremntDel:	11.4		0.0	0.0	0.0		0.6	0.6	4.5		0.0	0.4	0.0		0.0	0.0
Delay Adj:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	56.5		4.3	0.0	0.0		11.2	11.2	42.0		0.0	34.9	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.5		4.3	0.0	0.0		11.2	11.2	42.0		0.0	34.9	0.0		0.0	0.0
HCM2kAvg:	3		2	0	0		14	13	7		0	2	0		0	0

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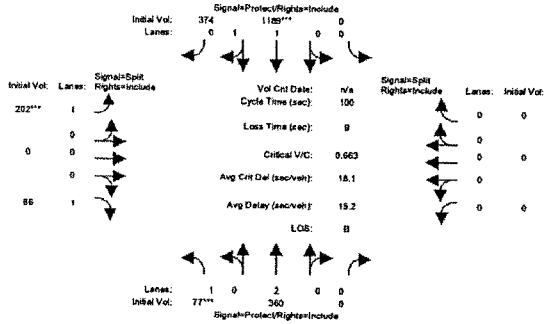
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

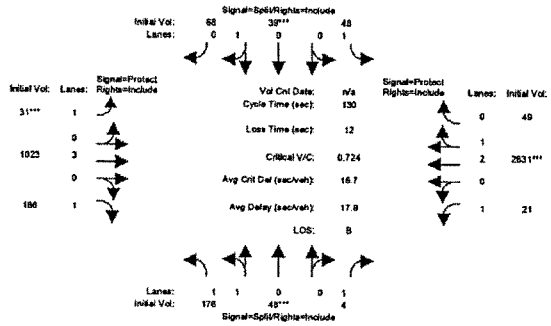
Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	77	336	0	0	1122	374	202	0	66	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	336	0	0	1122	374	202	0	66	0	0	0
Added Vol:	0	24	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	360	0	0	1189	374	202	0	66	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	360	0	0	1189	374	202	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	360	0	0	1189	374	202	0	66	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	360	0	0	1189	374	202	0	66	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.92	0.92	0.96	0.89	0.88	1.00	0.78	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1663	3800	0	0	2731	859	1663	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.00	0.00	0.44	0.44	0.12	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	72.7	0.0	0.0	65.7	65.7	18.3	0.0	18.3	0.0	0.0	0.0
Volume/Cap:	0.66	0.13	0.00	0.00	0.66	0.66	0.66	0.00	0.24	0.00	0.00	0.00
Uniform Del:	45.3	4.1	0.0	0.0	10.4	10.4	38.0	0.0	34.9	0.0	0.0	0.0
IncremntDel:	13.3	0.0	0.0	0.0	0.7	0.7	5.4	0.0	0.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	58.7	4.1	0.0	0.0	11.2	11.2	43.4	0.0	35.4	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:	58.7	4.1	0.0	0.0	11.2	11.2	43.4	0.0	35.4	0.0	0.0	0.0
HCM2kAvg:	3	2	0	0	15	14	7	0	2	0	0	0

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

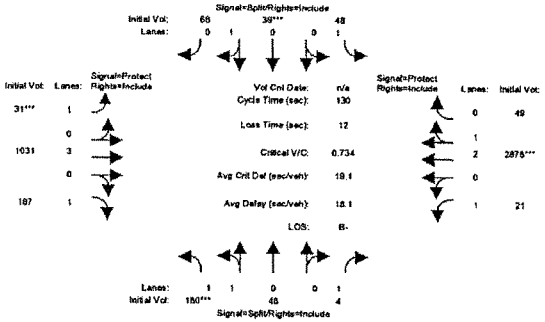
Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	176	48	4	48	39	68	31	1023	186	21	2831	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	48	4	48	39	68	31	1023	186	21	2831	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	48	4	48	39	68	31	1023	186	21	2831	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	48	4	48	39	68	31	1023	186	21	2831	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	48	4	48	39	68	31	1023	186	21	2831	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	48	4	48	39	68	31	1023	186	21	2831	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.96	0.78	0.88	0.91	0.83	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.60	0.40	1.00	1.00	0.35	0.65	1.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	2691	734	1488	1663	594	1036	1663	5700	1488	1663	5578	97
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.03	0.07	0.07	0.02	0.18	0.13	0.01	0.51	0.51
Crit Moves:		****			****		****				****	
Green Time:	11.4	11.4	11.4	11.4	11.4	11.4	7.0	88.2	88.2	7.0	88.2	88.2
Volume/Cap:	0.75	0.75	0.03	0.33	0.75	0.75	0.35	0.26	0.18	0.23	0.75	0.75
Uniform Del:	57.9	57.9	54.3	55.7	57.9	57.9	59.3	8.2	7.7	58.9	13.6	13.6
IncremntDel:	9.9	9.9	0.1	1.3	19.3	19.3	2.3	0.0	0.1	1.4	0.8	0.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.9	67.9	54.4	57.0	77.2	77.2	61.6	8.2	7.8	60.3	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	67.9	54.4	57.0	77.2	77.2	61.6	8.2	7.8	60.3	14.5	14.5
HCM2kAvg:	5	5	0	2	6	6	1	5	3	1	23	20

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

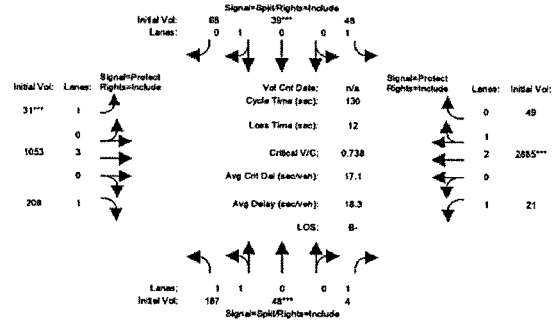
Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	176	48	4	48	39	68	31	1023	186	21	2831	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	48	4	48	39	68	31	1023	186	21	2831	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	0	0	0	0	0	8	1	0	47	0
Initial Fut:	180	48	4	48	39	68	31	1031	187	21	2878	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	48	4	48	39	68	31	1031	187	21	2878	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	48	4	48	39	68	31	1031	187	21	2878	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	48	4	48	39	68	31	1031	187	21	2878	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.96	0.78	0.88	0.91	0.83	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.35	0.65	1.00	3.00	1.00	1.00	2.95	0.05
Final Sat.:	2703	721	1488	1663	594	1036	1663	5700	1488	1663	5580	95
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.03	0.07	0.07	0.02	0.18	0.13	0.01	0.52	0.52
Crit Moves:	****				****		****				****	
Green Time:	11.4	11.4	11.4	11.2	11.2	11.2	7.0	88.4	88.4	7.0	88.4	88.4
Volume/Cap:	0.76	0.76	0.03	0.33	0.76	0.76	0.35	0.27	0.18	0.23	0.76	0.76
Uniform Del:	58.0	58.0	54.2	55.9	58.1	58.1	59.3	8.1	7.6	58.9	13.8	13.8
IncremntDel:	10.7	10.7	0.1	1.4	21.0	21.0	2.3	0.0	0.1	1.4	0.9	0.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.6	68.6	54.3	57.2	79.0	79.0	61.6	8.2	7.7	60.3	14.7	14.7
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:	68.6	68.6	54.3	57.2	79.0	79.0	61.6	8.2	7.7	60.3	14.7	14.7
HCM2kAvg:	5	5	0	2	6	6	1	5	3	1	24	24

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

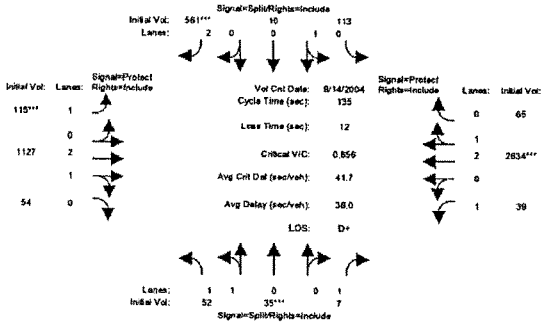
Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	176	48	4	48	39	68	31	1023	186	21	2831	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	48	4	48	39	68	31	1023	186	21	2831	49
Added Vol:	7	0	0	0	0	0	0	22	22	0	7	0
ATI:	4	0	0	0	0	0	0	8	1	0	47	0
Initial Fut:	187	48	4	48	39	68	31	1053	209	21	2885	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	48	4	48	39	68	31	1053	209	21	2885	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	48	4	48	39	68	31	1053	209	21	2885	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	48	4	48	39	68	31	1053	209	21	2885	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.96	0.78	0.88	0.91	0.83	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.62	0.38	1.00	1.00	0.35	0.65	1.00	3.00	1.00	1.00	2.95	0.05
Final Sat.:	2723	699	1488	1663	594	1036	1663	5700	1488	1663	5580	95
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.03	0.07	0.07	0.02	0.18	0.14	0.01	0.52	0.52
Crit Moves:		****			****		****				****	
Green Time:	11.7	11.7	11.7	11.2	11.2	11.2	7.0	88.1	88.1	7.0	88.1	88.1
Volume/Cap:	0.76	0.76	0.03	0.34	0.76	0.76	0.35	0.27	0.21	0.23	0.76	0.76
Uniform Del:	57.8	57.8	54.0	55.9	58.1	58.1	59.3	8.3	7.9	58.9	14.0	14.0
IncremntDel:	10.7	10.7	0.1	1.4	21.6	21.6	2.3	0.0	0.1	1.4	0.9	0.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.5	68.5	54.1	57.3	79.7	79.7	61.6	8.3	8.0	60.3	14.9	14.9
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:	68.5	68.5	54.1	57.3	79.7	79.7	61.6	8.3	8.0	60.3	14.9	14.9
HCM2kAvg:	5	5	0	2	6	6	1	5	3	1	24	24

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

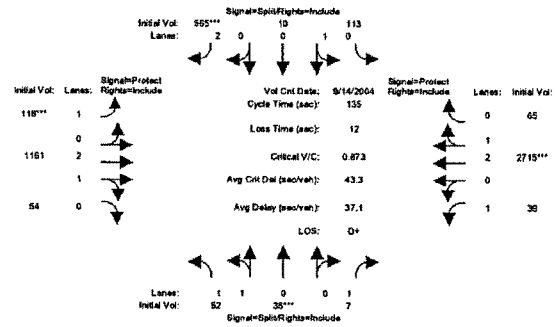
Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	52	35	7	113	10	561	115	1127	54	39	2634	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	35	7	113	10	561	115	1127	54	39	2634	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	35	7	113	10	561	115	1127	54	39	2634	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	35	7	113	10	561	115	1127	54	39	2634	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	35	7	113	10	561	115	1127	54	39	2634	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	35	7	113	10	561	115	1127	54	39	2634	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.97	0.78	0.88	0.96	0.70	0.88	0.99	0.91	0.88	1.00	0.92
Lanes:	1.23	0.77	1.00	0.92	0.08	2.00	1.00	2.85	0.15	1.00	2.92	0.08
Final Sat.:	2098	1412	1488	1547	137	2677	1663	5380	258	1663	5529	136
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.07	0.07	0.21	0.07	0.21	0.21	0.02	0.48	0.48
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	31.4	31.4	31.4	10.4	74.6	74.6	7.0	71.3	71.3
Volume/Cap:	0.33	0.33	0.06	0.31	0.31	0.90	0.90	0.38	0.38	0.45	0.90	0.90
Uniform Del:	59.3	59.3	58.1	42.9	42.9	50.3	61.8	17.1	17.1	62.1	28.7	28.7
IncremntDel:	0.8	0.8	0.2	0.5	0.5	16.4	50.9	0.1	0.1	3.7	4.3	4.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.1	60.1	58.4	43.4	43.4	66.7	112.7	17.1	17.1	65.9	33.0	33.0
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:	60.1	60.1	58.4	43.4	43.4	66.7	112.7	17.1	17.1	65.9	33.0	33.0
HCM2kAvg:	2	2	0	4	5	15	8	9	8	2	34	31

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

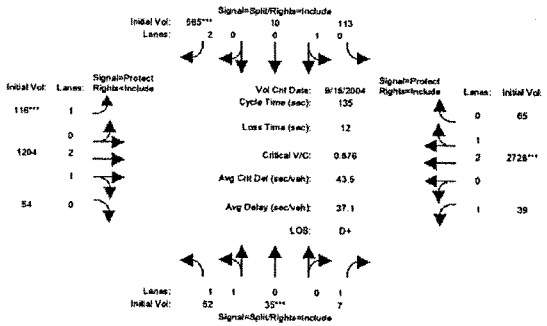
Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	52	35	7	113	10	561	115	1127	54	39	2634	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	35	7	113	10	561	115	1127	54	39	2634	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	4	1	34	0	0	81	0
Initial Fut:	52	35	7	113	10	565	116	1161	54	39	2715	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	35	7	113	10	565	116	1161	54	39	2715	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	35	7	113	10	565	116	1161	54	39	2715	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	35	7	113	10	565	116	1161	54	39	2715	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.97	0.78	0.88	0.96	0.70	0.88	0.99	0.91	0.88	1.00	0.92
Lanes:	1.23	0.77	1.00	0.92	0.08	2.00	1.00	2.86	0.14	1.00	2.92	0.08
Final Sat.:	2098	1412	1488	1547	137	2677	1663	5388	251	1663	5539	133
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.07	0.07	0.21	0.07	0.22	0.22	0.02	0.49	0.49
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	30.9	30.9	30.9	10.2	75.1	75.1	7.0	71.8	71.8
Volume/Cap:	0.33	0.33	0.06	0.32	0.32	0.92	0.92	0.39	0.39	0.45	0.92	0.92
Uniform Del:	59.3	59.3	58.1	43.3	43.3	50.8	62.0	17.0	17.0	62.1	29.0	29.0
IncremntDel:	0.8	0.8	0.2	0.5	0.5	19.4	56.3	0.1	0.1	3.7	5.3	5.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.1	60.1	58.4	43.8	43.8	70.2	118.3	17.0	17.0	65.9	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	60.1	58.4	43.8	43.8	70.2	118.3	17.0	17.0	65.9	34.3	34.3
HCM2kAvg:	2	2	0	4	5	15	8	9	9	2	36	32

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

Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2004 <<												
Base Vol:	52	35	7	113	10	561	115	1127	54	39	2634	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	35	7	113	10	561	115	1127	54	39	2634	65
Added Vol:	0	0	0	0	0	0	0	43	0	0	13	0
ATI:	0	0	0	0	0	4	1	34	0	0	81	0
Initial Fut:	52	35	7	113	10	565	116	1204	54	39	2728	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	35	7	113	10	565	116	1204	54	39	2728	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	35	7	113	10	565	116	1204	54	39	2728	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	35	7	113	10	565	116	1204	54	39	2728	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.97	0.78	0.88	0.96	0.70	0.88	0.99	0.92	0.88	1.00	0.92
Lanes:	1.23	0.77	1.00	0.92	0.08	2.00	1.00	2.86	0.14	1.00	2.92	0.08
Final Sat.:	2098	1412	1488	1547	137	2677	1663	5403	242	1663	5540	132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.07	0.07	0.21	0.07	0.22	0.22	0.02	0.49	0.49
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	30.8	30.8	30.8	10.2	75.2	75.2	7.0	72.0	72.0
Volume/Cap:	0.33	0.33	0.06	0.32	0.32	0.92	0.92	0.40	0.40	0.45	0.92	0.92
Uniform Del:	59.3	59.3	58.1	43.4	43.4	50.9	62.0	17.1	17.1	62.1	29.0	29.0
IncremntDel:	0.8	0.8	0.2	0.5	0.5	19.8	57.2	0.1	0.1	3.7	5.5	5.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.1	60.1	58.4	43.8	43.8	70.8	119.2	17.1	17.1	65.9	34.5	34.5
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:	60.1	60.1	58.4	43.8	43.8	70.8	119.2	17.1	17.1	65.9	34.5	34.5
HCM2kAvg:	2	2	0	4	5	15	8	10	9	2	36	32

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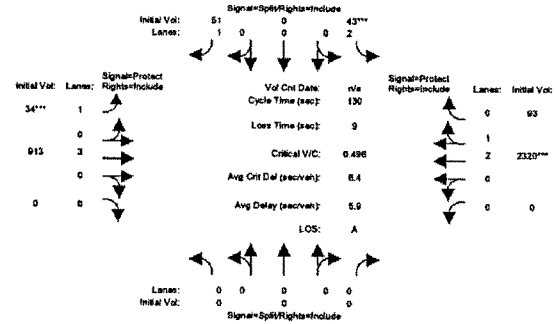
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	43	0	51	34	913	0	0	2320	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	43	0	51	34	913	0	0	2320	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	43	0	51	34	913	0	0	2320	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	0	51	34	913	0	0	2320	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	0	51	34	913	0	0	2320	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	43	0	51	34	913	0	0	2320	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.79	1.00	0.78	0.88	1.00	0.92	0.92	0.99	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.87	0.13
Final Sat.:	0	0	0	2992	0	1488	1663	5700	0	0	5429	218
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.02	0.16	0.00	0.00	0.43	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	111	0.0	0.0	104	104.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.45	0.38	0.19	0.00	0.00	0.53	0.53
Uniform Del:	0.0	0.0	0.0	56.2	0.0	57.4	59.4	1.7	0.0	0.0	4.5	4.5
IncremntDel:	0.0	0.0	0.0	0.4	0.0	2.8	2.7	0.0	0.0	0.0	0.1	0.1
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	56.6	0.0	60.1	62.1	1.7	0.0	0.0	4.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.6	0.0	60.1	62.1	1.7	0.0	0.0	4.7	4.7
HCM2kAvg:	0	0	0	1	0	2	1	2	0	0	11	10

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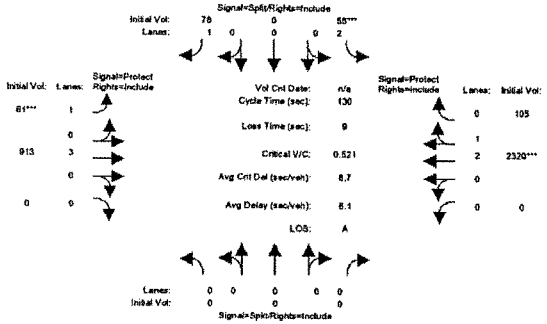
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Background

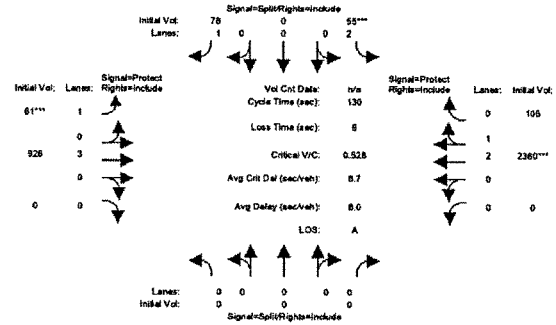
Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	43	0	51	34	913	0	0	2320	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	43	0	51	34	913	0	0	2320	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	12	0	27	27	0	0	0	0	12
Initial Fut:	0	0	0	55	0	78	61	913	0	0	2320	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	78	61	913	0	0	2320	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	78	61	913	0	0	2320	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	55	0	78	61	913	0	0	2320	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.79	1.00	0.78	0.88	1.00	0.92	0.92	0.99	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.86	0.14
Final Sat.:	0	0	0	2992	0	1488	1663	5700	0	0	5400	244
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.04	0.16	0.00	0.00	0.43	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.2	0.0	12.2	8.6	109	0.0	0.0	100	100.2
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.56	0.56	0.19	0.00	0.00	0.56	0.56
Uniform Del:	0.0	0.0	0.0	54.3	0.0	56.3	58.9	2.1	0.0	0.0	6.0	6.0
IncremntDel:	0.0	0.0	0.0	0.3	0.0	4.9	6.3	0.0	0.0	0.0	0.2	0.2
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	54.7	0.0	61.2	65.1	2.1	0.0	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.7	0.0	61.2	65.1	2.1	0.0	0.0	6.1	6.1
HCM2kAvg:	0	0	0	1	0	4	3	2	0	0	13	12

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

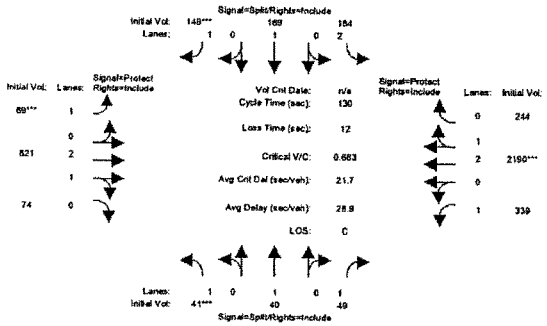
Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	43	0	51	34	913	0	0	2320	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	43	0	51	34	913	0	0	2320	93
Added Vol:	0	0	0	0	0	0	0	13	0	0	40	0
ATI:	0	0	0	12	0	27	27	0	0	0	0	12
Initial Fut:	0	0	0	55	0	78	61	926	0	0	2360	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	78	61	926	0	0	2360	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	78	61	926	0	0	2360	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	55	0	78	61	926	0	0	2360	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.79	1.00	0.78	0.88	1.00	0.92	0.92	0.99	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.86	0.14
Final Sat.:	0	0	0	2992	0	1488	1663	5700	0	0	5405	240
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.04	0.16	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.1	0.0	12.1	8.4	109	0.0	0.0	100	100.5
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.56	0.56	0.19	0.00	0.00	0.56	0.56
Uniform Del:	0.0	0.0	0.0	54.5	0.0	56.5	59.0	2.0	0.0	0.0	5.9	5.9
IncremntDel:	0.0	0.0	0.0	0.4	0.0	5.3	6.8	0.0	0.0	0.0	0.2	0.2
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	54.8	0.0	61.8	65.8	2.1	0.0	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.8	0.0	61.8	65.8	2.1	0.0	0.0	6.1	6.1
HCM2kAvg:	0	0	0	1	0	4	3	2	0	0	13	12

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

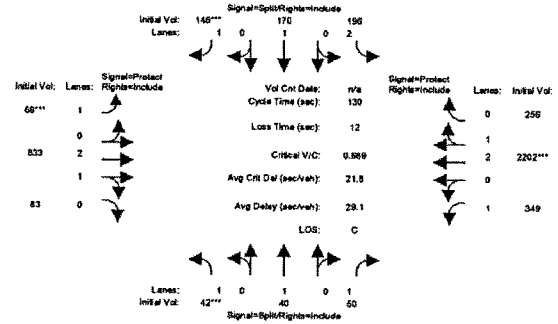
Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	41	40	49	184	169	146	69	821	74	339	2190	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	40	49	184	169	146	69	821	74	339	2190	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	40	49	184	169	146	69	821	74	339	2190	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	40	49	184	169	146	69	821	74	339	2190	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	40	49	184	169	146	69	821	74	339	2190	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	40	49	184	169	146	69	821	74	339	2190	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.79	1.00	0.78	0.88	0.99	0.91	0.88	0.99	0.91
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.73	0.27	1.00	2.68	0.32
Final Sat.:	1663	1900	1488	2992	1900	1488	1663	5130	462	1663	5009	558
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.06	0.09	0.10	0.04	0.16	0.16	0.20	0.44	0.44
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	18.4	18.4	18.4	7.8	39.4	39.4	50.2	81.9	81.9
Volume/Cap:	0.32	0.27	0.43	0.44	0.63	0.69	0.69	0.53	0.53	0.53	0.69	0.69
Uniform Del:	56.8	56.6	57.3	51.1	52.6	53.1	60.0	37.6	37.6	30.8	15.8	15.8
IncremntDel:	1.5	1.0	2.6	0.7	4.7	9.7	19.2	0.3	0.3	0.8	0.6	0.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.2	57.6	59.8	51.8	57.3	62.8	79.1	37.9	37.9	31.6	16.5	16.5
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:	58.2	57.6	59.8	51.8	57.3	62.8	79.1	37.9	37.9	31.6	16.5	16.5
HCM2kAvg:	2	2	2	4	7	7	3	10	9	11	22	20

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

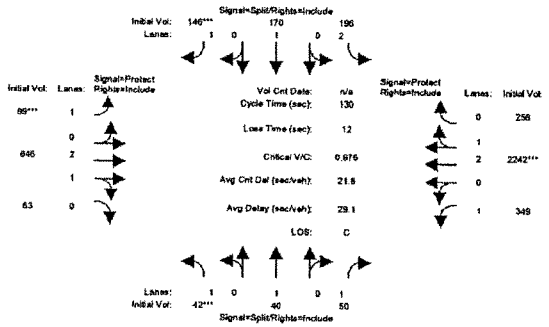
Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	41	40	49	184	169	146	69	821	74	339	2190	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	40	49	184	169	146	69	821	74	339	2190	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	1	12	1	0	0	12	9	10	12	12
Initial Fut:	42	40	50	196	170	146	69	833	83	349	2202	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	40	50	196	170	146	69	833	83	349	2202	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	40	50	196	170	146	69	833	83	349	2202	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	40	50	196	170	146	69	833	83	349	2202	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.79	1.00	0.78	0.88	0.99	0.91	0.88	0.98	0.91
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.71	0.29	1.00	2.66	0.34
Final Sat.:	1663	1900	1488	2992	1900	1488	1663	5072	505	1663	4980	579
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.07	0.09	0.10	0.04	0.16	0.16	0.21	0.44	0.44
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	18.2	18.2	18.2	7.7	39.4	39.4	50.4	82.1	82.1
Volume/Cap:	0.33	0.27	0.44	0.47	0.64	0.70	0.70	0.54	0.54	0.54	0.70	0.70
Uniform Del:	56.8	56.6	57.3	51.4	52.8	53.3	60.0	37.8	37.8	30.9	15.8	15.8
IncremntDel:	1.5	1.0	2.7	0.8	5.1	10.1	20.1	0.4	0.4	0.9	0.6	0.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	57.6	60.0	52.3	57.9	63.4	80.1	38.1	38.1	31.8	16.5	16.5
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:	58.3	57.6	60.0	52.3	57.9	63.4	80.1	38.1	38.1	31.8	16.5	16.5
HCM2kAvg:	2	2	2	4	7	7	3	10	9	11	22	20

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

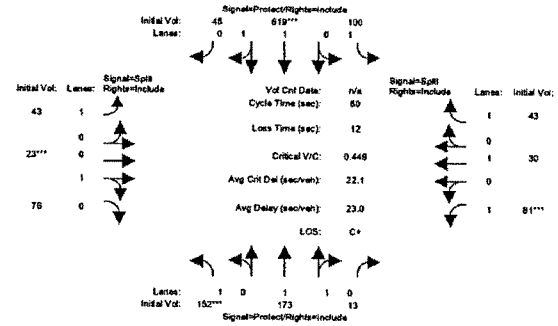
Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	41	40	49	184	169	146	69	821	74	339	2190	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	40	49	184	169	146	69	821	74	339	2190	244
Added Vol:	0	0	0	0	0	0	0	13	0	0	40	0
ATI:	1	0	1	12	1	0	0	12	9	10	12	12
Initial Fut:	42	40	50	196	170	146	69	846	83	349	2242	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	40	50	196	170	146	69	846	83	349	2242	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	40	50	196	170	146	69	846	83	349	2242	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	40	50	196	170	146	69	846	83	349	2242	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.79	1.00	0.78	0.88	0.99	0.91	0.88	0.99	0.91
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.71	0.29	1.00	2.67	0.33
Final Sat.:	1663	1900	1488	2992	1900	1488	1663	5084	499	1663	4995	570
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.07	0.09	0.10	0.04	0.17	0.17	0.21	0.45	0.45
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	18.0	18.0	18.0	7.6	39.8	39.8	50.2	82.4	82.4
Volume/Cap:	0.33	0.27	0.44	0.47	0.65	0.71	0.71	0.54	0.54	0.54	0.71	0.71
Uniform Del:	56.8	56.6	57.3	51.6	53.0	53.5	60.1	37.5	37.5	31.0	15.8	15.8
IncremntDel:	1.5	1.0	2.7	0.9	5.5	10.8	21.3	0.4	0.4	1.0	0.7	0.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.3	57.6	60.0	52.5	58.4	64.3	61.4	37.9	37.9	32.0	16.5	16.5
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:	58.3	57.6	60.0	52.5	58.4	64.3	81.4	37.9	37.9	32.0	16.5	16.5
HCM2kAvg:	2	2	2	4	7	7	3	10	9	11	22	21

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

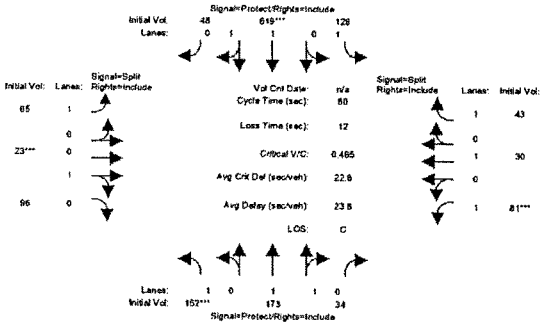
Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	152	173	13	100	619	48	43	23	76	81	30	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	173	13	100	619	48	43	23	76	81	30	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	173	13	100	619	48	43	23	76	81	30	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	173	13	100	619	48	43	23	76	81	30	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	173	13	100	619	48	43	23	76	81	30	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	173	13	100	619	48	43	23	76	81	30	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.99	0.91	0.88	0.99	0.91	0.88	0.89	0.82	0.88	1.00	0.78
Lanes:	1.00	1.85	0.15	1.00	1.84	0.16	1.00	0.22	0.78	1.00	1.00	1.00
Final Sat.:	1663	3478	261	1663	3466	269	1663	367	1211	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.06	0.18	0.18	0.03	0.06	0.06	0.05	0.02	0.03
Crit Moves:	****				****			****		****		
Green Time:	15.9	27.7	27.7	19.4	31.1	31.1	10.9	10.9	10.9	10.0	10.0	10.0
Volume/Cap:	0.46	0.14	0.14	0.25	0.46	0.46	0.19	0.46	0.46	0.39	0.13	0.23
Uniform Del:	28.2	18.0	18.0	24.4	18.2	18.2	30.6	31.8	31.8	32.2	31.1	31.5
IncremntDel:	1.0	0.1	0.1	0.3	0.2	0.2	0.4	1.5	1.5	1.2	0.2	0.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.2	18.1	18.1	24.8	18.4	18.4	31.0	33.4	33.4	33.4	31.4	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	18.1	18.1	24.8	18.4	18.4	31.0	33.4	33.4	33.4	31.4	32.2
HCM2kAvg:	4	2	1	2	6	5	1	3	3	2	1	1

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

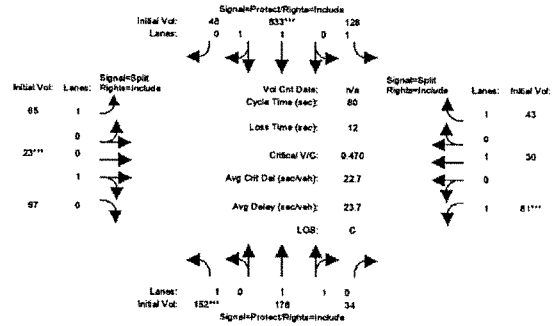
Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	152	173	13	100	619	48	43	23	76	81	30	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	173	13	100	619	48	43	23	76	81	30	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	21	28	0	0	22	0	20	0	0	0
Initial Fut:	152	173	34	128	619	48	65	23	96	81	30	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	173	34	128	619	48	65	23	96	81	30	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	173	34	128	619	48	65	23	96	81	30	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	173	34	128	619	48	65	23	96	81	30	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.98	0.90	0.88	0.99	0.91	0.88	0.88	0.81	0.88	1.00	0.78
Lanes:	1.00	1.65	0.35	1.00	1.84	0.16	1.00	0.18	0.82	1.00	1.00	1.00
Final Sat.:	1663	3053	600	1663	3466	269	1663	302	1260	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.08	0.18	0.18	0.04	0.08	0.08	0.05	0.02	0.03
Crit Moves:	****				****			****		****		
Green Time:	15.3	26.6	26.6	18.6	29.9	29.9	12.8	12.8	12.8	10.0	10.0	10.0
Volume/Cap:	0.48	0.17	0.17	0.33	0.48	0.48	0.25	0.48	0.48	0.39	0.13	0.23
Uniform Del:	28.8	18.9	18.9	25.5	19.1	19.1	29.4	30.6	30.6	32.2	31.1	31.5
IncremntDel:	1.1	0.1	0.1	0.5	0.3	0.3	0.5	1.4	1.4	1.2	0.2	0.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	19.0	19.0	26.0	19.3	19.3	29.9	32.0	32.0	33.4	31.4	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	19.0	19.0	26.0	19.3	19.3	29.9	32.0	32.0	33.4	31.4	32.2
HCM2kAvg:	4	2	2	3	6	5	2	3	3	2	1	1

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

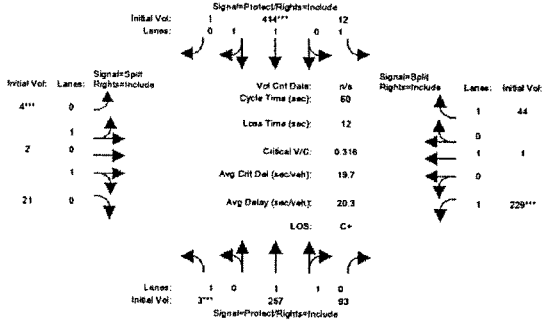
Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	152	173	13	100	619	48	43	23	76	81	30	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	173	13	100	619	48	43	23	76	81	30	43
Added Vol:	0	5	0	0	14	0	0	0	1	0	0	0
ATI:	0	0	21	28	0	0	22	0	20	0	0	0
Initial Fut:	152	178	34	128	633	48	65	23	97	81	30	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	178	34	128	633	48	65	23	97	81	30	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	178	34	128	633	48	65	23	97	81	30	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	178	34	128	633	48	65	23	97	81	30	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.98	0.90	0.88	0.99	0.91	0.88	0.88	0.81	0.88	1.00	0.78
Lanes:	1.00	1.66	0.34	1.00	1.85	0.15	1.00	0.18	0.82	1.00	1.00	1.00
Final Sat.:	1663	3072	587	1663	3476	264	1663	299	1263	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.08	0.18	0.18	0.04	0.08	0.08	0.05	0.02	0.03
Crit Moves:	****				****			****		****		
Green Time:	15.1	26.6	26.6	18.6	30.1	30.1	12.7	12.7	12.7	10.0	10.0	10.0
Volume/Cap:	0.48	0.17	0.17	0.33	0.48	0.48	0.25	0.48	0.48	0.39	0.13	0.23
Uniform Del:	28.9	18.9	18.9	25.5	19.0	19.0	29.4	30.6	30.6	32.2	31.1	31.5
IncremntDel:	1.2	0.1	0.1	0.5	0.3	0.3	0.5	1.5	1.5	1.2	0.2	0.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.1	19.0	19.0	26.0	19.3	19.3	29.9	32.1	32.1	33.4	31.4	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	19.0	19.0	26.0	19.3	19.3	29.9	32.1	32.1	33.4	31.4	32.2
HCM2kAvg:	4	2	2	3	6	6	2	3	3	2	1	1

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

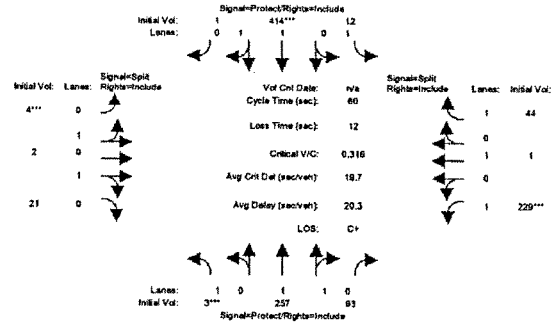
Intersection #17: Milpitas Blvd /Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	3	257	93	12	414	1	4	2	21	229	1	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	257	93	12	414	1	4	2	21	229	1	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	257	93	12	414	1	4	2	21	229	1	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	257	93	12	414	1	4	2	21	229	1	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	257	93	12	414	1	4	2	21	229	1	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	257	93	12	414	1	4	2	21	229	1	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.96	0.88	0.88	1.00	0.92	0.81	0.88	0.81	0.88	1.00	0.78
Lanes:	1.00	1.44	0.56	1.00	1.99	0.01	0.68	0.32	1.00	1.00	1.00	1.00
Final Sat.:	1663	2619	948	1663	3790	9	1051	525	1534	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.01	0.11	0.11	0.00	0.00	0.01	0.14	0.00	0.03
Crit Moves:	****				****		****			****		
Green Time:	7.0	12.2	12.2	8.5	13.7	13.7	10.0	10.0	10.0	17.3	17.3	17.3
Volume/Cap:	0.02	0.48	0.48	0.05	0.48	0.48	0.02	0.02	0.08	0.48	0.00	0.10
Uniform Del:	23.5	21.1	21.1	22.2	20.0	20.0	20.9	20.9	21.1	17.6	15.2	15.7
IncremntDel:	0.0	0.5	0.5	0.1	0.4	0.4	0.0	0.0	0.1	0.8	0.0	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.5	21.6	21.6	22.3	20.5	20.5	20.9	20.9	21.2	18.4	15.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	21.6	21.6	22.3	20.5	20.5	20.9	20.9	21.2	18.4	15.2	15.8
HCM2kAvg:	0	3	3	0	3	2	0	0	0	4	0	1

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

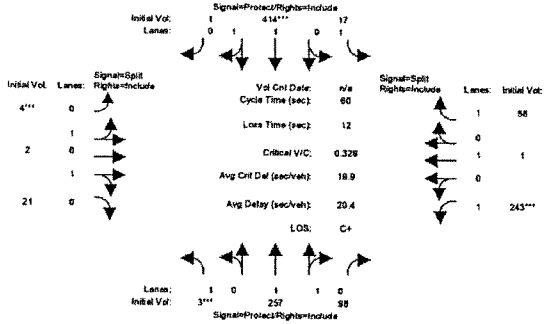
Intersection #17: Milpitas Blvd /Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	3	257	93	12	414	1	4	2	21	229	1	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	257	93	12	414	1	4	2	21	229	1	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	257	93	12	414	1	4	2	21	229	1	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	257	93	12	414	1	4	2	21	229	1	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	257	93	12	414	1	4	2	21	229	1	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	257	93	12	414	1	4	2	21	229	1	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.96	0.88	0.88	1.00	0.92	0.81	0.88	0.81	0.88	1.00	0.78
Lanes:	1.00	1.44	0.56	1.00	1.99	0.01	0.68	0.32	1.00	1.00	1.00	1.00
Final Sat.:	1663	2619	948	1663	3790	9	1051	525	1534	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.01	0.11	0.11	0.00	0.00	0.01	0.14	0.00	0.03
Crit Moves:	****				****		****			****		
Green Time:	7.0	12.2	12.2	8.5	13.7	13.7	10.0	10.0	10.0	17.3	17.3	17.3
Volume/Cap:	0.02	0.48	0.48	0.05	0.48	0.48	0.02	0.02	0.08	0.48	0.00	0.10
Uniform Del:	23.5	21.1	21.1	22.2	20.0	20.0	20.9	20.9	21.1	17.6	15.2	15.7
IncremntDel:	0.0	0.5	0.5	0.1	0.4	0.4	0.0	0.0	0.1	0.8	0.0	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.5	21.6	21.6	22.3	20.5	20.5	20.9	20.9	21.2	18.4	15.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	21.6	21.6	22.3	20.5	20.5	20.9	20.9	21.2	18.4	15.2	15.8
HCM2kAvg:	0	3	3	0	3	2	0	0	0	4	0	1

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

Intersection #17: Milpitas Blvd./Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	3	257	93	12	414	1	4	2	21	229	1	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	257	93	12	414	1	4	2	21	229	1	44
Added Vol:	0	0	5	5	0	0	0	0	0	14	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	257	98	17	414	1	4	2	21	243	1	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	257	98	17	414	1	4	2	21	243	1	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	257	98	17	414	1	4	2	21	243	1	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	257	98	17	414	1	4	2	21	243	1	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.96	0.88	0.88	1.00	0.92	0.81	0.88	0.81	0.88	1.00	0.78
Lanes:	1.00	1.41	0.59	1.00	1.99	0.01	0.68	0.32	1.00	1.00	1.00	1.00
Final Sat.:	1663	2577	983	1663	3790	9	1051	525	1534	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.01	0.11	0.11	0.00	0.00	0.01	0.15	0.00	0.04
Crit Moves:	****				****		****			****		
Green Time:	7.0	11.9	11.9	8.3	13.3	13.3	10.0	10.0	10.0	17.7	17.7	17.7
Volume/Cap:	0.02	0.50	0.50	0.07	0.49	0.49	0.02	0.02	0.08	0.49	0.00	0.13
Uniform Del:	23.5	21.4	21.4	22.5	20.4	20.4	20.9	20.9	21.1	17.4	14.9	15.5
IncrematDel:	0.0	0.6	0.6	0.1	0.5	0.5	0.0	0.0	0.1	0.8	0.0	0.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.5	22.0	22.0	22.6	20.9	20.9	20.9	20.9	21.2	18.2	14.9	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	22.0	22.0	22.6	20.9	20.9	20.9	20.9	21.2	18.2	14.9	15.6
HCM2kAvg:	0	3	3	0	3	2	0	0	0	4	0	1

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Milpitas Library/Senior Center TIA

November 2003

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		PM Existing				PM Background				PM Project						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Abel Street/Marylinn Drive	D-	52.4	0.857	58.2	D-	52.4	0.857	58.2	E	61.6	0.948	+ 0.092	72.1	+ 13.9	?	xx.x	x.xxx	xx.x
#2	Abel Street/Weller Lane	B	12.2	0.438	13.5	B	12.3	0.453	13.8	C	23.2	0.633	+ 0.180	29.2	+ 15.4	?	xx.x	x.xxx	xx.x
#3	Main Street/Weller Lane	C	24.3	0.462	22.1	C	26.1	0.511	24.2	C-	32.3	0.658	+ 0.147	32.8	+ 8.6	?	xx.x	x.xxx	xx.x
#4	Abel Street/Calaveras Boulevard	D	50.2	0.922	61.1	E+	57.0	0.978	71.8	E+	59.8	0.997	+ 0.019	77.3	+ 5.6	?	xx.x	x.xxx	xx.x
#5	Main Street/Calaveras Boulevard WB Off-Ramp	B	3.4	0.000	3.4	B	3.6	0.000	3.6	F	30.2	0.000	+ 0.000	30.2	+ 26.6	?	xx.x	x.xxx	xx.x
#6	Main Street/Calaveras EB On-Ramp (Carlo Street)	E	38.0	1.024	38.0	E	38.5	1.030	38.5	F	75.1	1.260	+ 0.230	75.1	+ 36.7	?	xx.x	x.xxx	xx.x
#7	Abel Street/Serra Way	D+	35.9	0.496	24.4	C	27.1	0.498	24.5	C	27.6	0.517	+ 0.019	25.2	+ 0.7	?	xx.x	x.xxx	xx.x
#8	Main Street/Serra Way	B	17.2	0.559	8.9	B	17.3	0.564	8.9	B-	18.5	0.610	+ 0.046	11.2	+ 2.3	?	xx.x	x.xxx	xx.x
#9	Milpitas Boulevard/Jacklin Road	D	48.1	0.821	59.6	D	48.1	0.821	59.6	D	50.0	0.843	+ 0.022	60.9	+ 1.3	?	xx.x	x.xxx	xx.x
#10	Milpitas Boulevard/Calaveras Boulevard	E	62.6	1.025	89.6	E	66.8	1.055	98.6	E	72.8	1.094	+ 0.040	112.0	+ 13.4	?	xx.x	x.xxx	xx.x
#11	Redwood Ave./Abel St.	A	7.5	0.346	6.3	A	7.5	0.346	6.3	A	6.8	0.396	+ 0.050	5.7	- 0.5	?	xx.x	x.xxx	xx.x
#12	Serra Way/Calaveras Blvd.	C+	23.0	0.668	20.4	C	23.8	0.687	21.1	C	24.8	0.702	+ 0.015	25.4	+ 4.3	?	xx.x	x.xxx	xx.x
#13	Abbott Ave./Calaveras Blvd.	C-	32.8	0.757	22.6	C-	33.0	0.776	23.0	C-	33.3	0.784	+ 0.008	23.2	+ 0.2	?	xx.x	x.xxx	xx.x
#14	Town Center Dr./Calavers Blvd.	A	8.7	0.556	5.3	B+	11.8	0.563	6.8	B+	11.6	0.578	+ 0.016	6.7	- 0.0	?	xx.x	x.xxx	xx.x
#15	Hillview Dr./Calaveras Blvd.	D	42.6	0.867	45.0	D	43.8	0.881	46.7	D	44.2	0.897	+ 0.016	47.6	+ 0.9	?	xx.x	x.xxx	xx.x
#16	Milpitas Blvd./Town Center Dr.	C	26.1	0.529	29.0	C	28.0	0.551	29.9	C	28.0	0.560	+ 0.009	30.0	+ 0.0	?	xx.x	x.xxx	xx.x
#17	Milpitas Blvd./Escuela Dr.	B	15.8	0.349	18.0	B	15.8	0.349	18.0	B	14.8	0.401	+ 0.051	17.6	- 0.5	?	xx.x	x.xxx	xx.x

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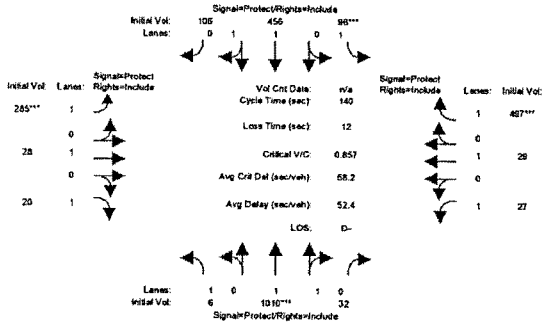
Milpitas Library/Senior Center TIA

November 2003

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

Intersection #1: Abel Street/Marylinn Drive



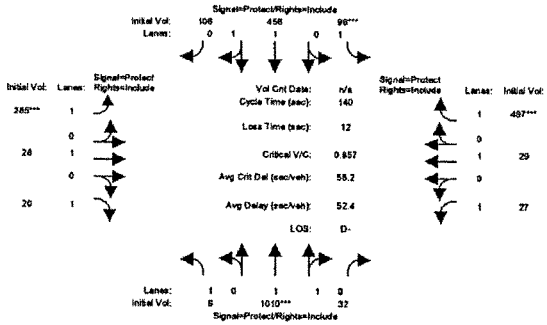
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	1010	32	96	456	106	285	28	20	27	29	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1010	32	96	456	106	285	28	20	27	29	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1010	32	96	456	106	285	28	20	27	29	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1010	32	96	456	106	285	28	20	27	29	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1010	32	96	456	106	285	28	20	27	29	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	1010	32	96	456	106	285	28	20	27	29	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3586	114	1750	3002	698	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.05	0.15	0.15	0.16	0.01	0.01	0.02	0.02	0.28
Crit Moves:		****		****			****					****
Green Time:	7.0	46.0	46.0	9.0	48.0	48.0	26.6	43.0	43.0	30.1	46.4	46.4
Volume/Cap:	0.07	0.86	0.86	0.86	0.44	0.44	0.86	0.05	0.04	0.07	0.05	0.86
Delay/Veh:	63.7	50.1	50.1	108.9	35.9	35.9	74.1	34.2	34.1	43.9	31.8	55.7
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:	63.7	50.1	50.1	108.9	35.9	35.9	74.1	34.2	34.1	43.9	31.8	55.7
HCM2kAvg:	0	22	22	5	9	9	14	1	1	1	1	21

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #1: Abel Street/Marylinn Drive



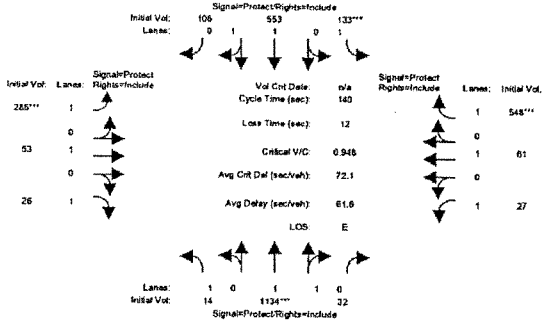
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	1010	32	96	456	106	285	28	20	27	29	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1010	32	96	456	106	285	28	20	27	29	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1010	32	96	456	106	285	28	20	27	29	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1010	32	96	456	106	285	28	20	27	29	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1010	32	96	456	106	285	28	20	27	29	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	1010	32	96	456	106	285	28	20	27	29	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3586	114	1750	3002	698	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.05	0.15	0.15	0.16	0.01	0.01	0.02	0.02	0.28
Crit Moves:		****		****			****					****
Green Time:	7.0	46.0	46.0	9.0	48.0	48.0	26.6	43.0	43.0	30.1	46.4	46.4
Volume/Cap:	0.07	0.86	0.86	0.86	0.44	0.44	0.86	0.05	0.04	0.07	0.05	0.86
Delay/Veh:	63.7	50.1	50.1	108.9	35.9	35.9	74.1	34.2	34.1	43.9	31.8	55.7
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:	63.7	50.1	50.1	108.9	35.9	35.9	74.1	34.2	34.1	43.9	31.8	55.7
HCM2kAvg:	0	22	22	5	9	9	14	1	1	1	1	21

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #1: Abel Street/Marylinn Drive



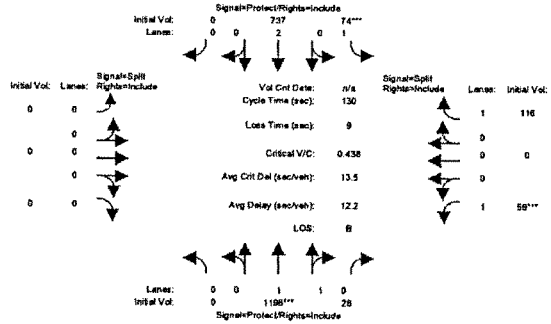
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	1010	32	96	456	106	285	28	20	27	29	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1010	32	96	456	106	285	28	20	27	29	497
Added Vol:	8	124	0	37	97	0	0	25	6	0	32	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1134	32	133	553	106	285	53	26	27	61	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1134	32	133	553	106	285	53	26	27	61	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1134	32	133	553	106	285	53	26	27	61	548
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1134	32	133	553	106	285	53	26	27	61	548
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3598	102	1750	3104	595	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.08	0.18	0.18	0.16	0.03	0.01	0.02	0.03	0.31
Crit Moves:		****		****			****					****
Green Time:	7.0	46.5	46.5	11.2	50.7	50.7	24.0	41.3	41.3	28.9	46.2	46.2
Volume/Cap:	0.16	0.95	0.95	0.95	0.49	0.49	0.95	0.09	0.05	0.07	0.10	0.95
Delay/Veh:	64.5	60.6	60.6	124.3	34.9	34.9	95.6	35.8	35.3	44.8	32.5	70.9
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:	64.5	60.6	60.6	124.3	34.9	34.9	95.6	35.8	35.3	44.8	32.5	70.9
HCM2kAvg:	1	26	24	7	11	10	16	2	1	1	2	26

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	998	23	62	614	0	0	0	0	49	0	97
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	1198	28	74	737	0	0	0	0	59	0	116
Added Vol:	0	0	0	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	1198	28	74	737	0	0	0	0	59	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1198	28	74	737	0	0	0	0	59	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1198	28	74	737	0	0	0	0	59	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1198	28	74	737	0	0	0	0	59	0	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3617	83	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.04	0.19	0.00	0.00	0.00	0.00	0.03	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	91.0	91.0	11.7	103	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.47	0.47	0.47	0.25	0.00	0.00	0.00	0.00	0.24	0.00	0.47
Delay/Veh:	0.0	8.9	8.9	58.5	3.6	0.0	0.0	0.0	0.0	50.2	0.0	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	58.5	3.6	0.0	0.0	0.0	0.0	50.2	0.0	52.9
HCM2kAvg:	0	10	9	3	4	0	0	0	0	2	0	4

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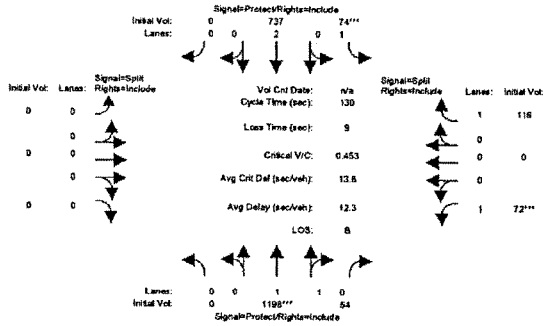
PM Background

Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	998	23	62	614	0	0	0	0	49	0	97
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	1198	28	74	737	0	0	0	0	59	0	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	26	0	0	0	0	0	0	13	0	0
Initial Fut:	0	1198	54	74	737	0	0	0	0	72	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1198	54	74	737	0	0	0	0	72	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1198	54	74	737	0	0	0	0	72	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1198	54	74	737	0	0	0	0	72	0	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3541	158	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.04	0.19	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	91.5	91.5	11.5	103	0.0	0.0	0.0	0.0	18.0	0.0	18.0
Volume/Cap:	0.00	0.48	0.48	0.48	0.24	0.00	0.00	0.00	0.00	0.30	0.00	0.48
Delay/Veh:	0.0	8.8	8.8	58.7	3.5	0.0	0.0	0.0	0.0	51.0	0.0	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	8.8	58.7	3.5	0.0	0.0	0.0	0.0	51.0	0.0	53.2
HCM2kAvg:	0	10	10	3	4	0	0	0	0	2	0	4

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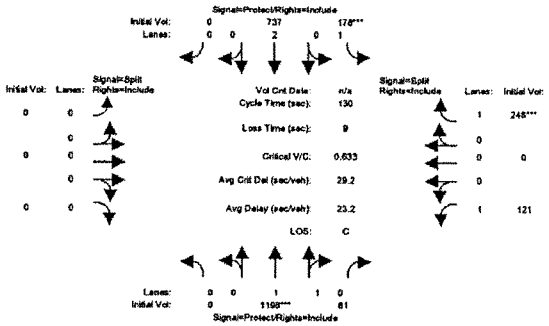
Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	998	23	62	614	0	0	0	0	49	0	97
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	1198	28	74	737	0	0	0	0	59	0	116
Added Vol:	0	0	27	104	0	0	0	0	0	49	0	132
ATI:	0	0	26	0	0	0	0	0	0	13	0	0
Initial Fut:	0	1198	81	178	737	0	0	0	0	121	0	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1198	81	178	737	0	0	0	0	121	0	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1198	81	178	737	0	0	0	0	121	0	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1198	81	178	737	0	0	0	0	121	0	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3467	233	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.10	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:		****		****								****
Green Time:	0.0	70.9	70.9	20.9	91.9	0.0	0.0	0.0	0.0	29.1	0.0	29.1
Volume/Cap:	0.00	0.63	0.63	0.63	0.27	0.00	0.00	0.00	0.00	0.31	0.00	0.63
Delay/Veh:	0.0	21.2	21.2	55.6	7.0	0.0	0.0	0.0	0.0	42.5	0.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	21.2	55.6	7.0	0.0	0.0	0.0	0.0	42.5	0.0	49.0
HCM2kAvg:	0	16	16	7	5	0	0	0	0	4	0	9

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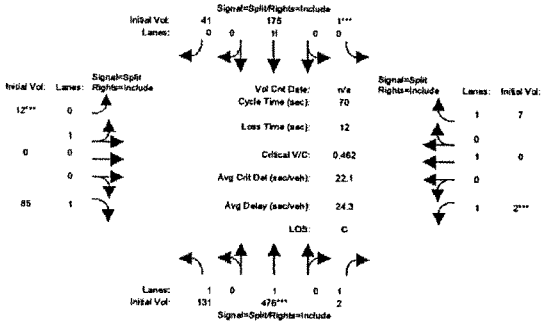
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	109	397	2	1	146	34	10	0	71	2	0	6
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	131	476	2	1	175	41	12	0	85	2	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	476	2	1	175	41	12	0	85	2	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	476	2	1	175	41	12	0	85	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	476	2	1	175	41	12	0	85	2	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	476	2	1	175	41	12	0	85	2	0	7
Saturation 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	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.01	0.80	0.19	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	10	1412	329	1800	0	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.00	0.12	0.12	0.12	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****			****		
Green Time:	25.4	25.4	25.4	12.6	12.6	12.6	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.21	0.69	0.00	0.69	0.69	0.69	0.05	0.00	0.34	0.01	0.00	0.03
Delay/Veh:	15.5	21.9	14.2	33.3	33.3	33.3	26.0	0.0	27.8	25.8	0.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	21.9	14.2	33.3	33.3	33.3	26.0	0.0	27.8	25.8	0.0	25.9
HCM2kAvg:	2	10	0	3	5	4	0	0	2	0	0	0

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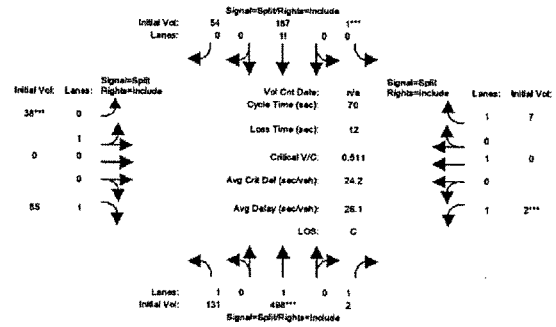
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	109	397	2	1	146	34	10	0	71	2	0	6
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	131	476	2	1	175	41	12	0	85	2	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	22	0	0	12	13	26	0	0	0	0	0
Initial Fut:	131	498	2	1	187	54	38	0	85	2	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	498	2	1	187	54	38	0	85	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	498	2	1	187	54	38	0	85	2	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	498	2	1	187	54	38	0	85	2	0	7
Saturation 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	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.01	0.77	0.22	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	9	1353	389	1800	0	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.00	0.14	0.14	0.14	0.02	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****			****		
Green Time:	24.9	24.9	24.9	13.1	13.1	13.1	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.21	0.74	0.00	0.74	0.74	0.74	0.15	0.00	0.34	0.01	0.00	0.03
Delay/Veh:	15.9	24.0	14.6	35.4	35.4	35.4	26.5	0.0	27.8	25.8	0.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	24.0	14.6	35.4	35.4	35.4	26.5	0.0	27.8	25.8	0.0	25.9
HCM2kAvg:	2	11	0	3	5	5	1	0	2	0	0	0

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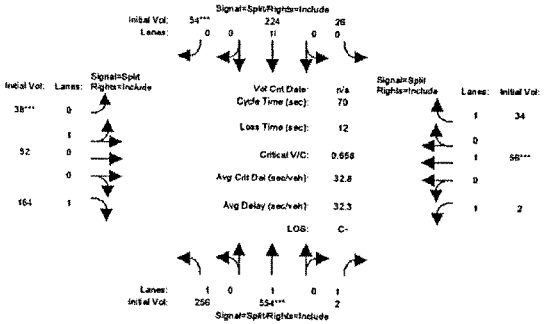
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	109	397	2	1	146	34	10	0	71	2	0	6
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	131	476	2	1	175	41	12	0	85	2	0	7
Added Vol:	125	56	0	25	37	0	0	52	79	0	56	27
ATI:	0	22	0	0	12	13	26	0	0	0	0	0
Initial Fut:	256	554	2	26	224	54	38	52	164	2	56	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	554	2	26	224	54	38	52	164	2	56	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	554	2	26	224	54	38	52	164	2	56	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	256	554	2	26	224	54	38	52	164	2	56	34
Saturation 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	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.08	0.74	0.18	0.42	0.58	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	151	1290	310	760	1040	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.00	0.17	0.17	0.17	0.05	0.05	0.09	0.00	0.03	0.02
Crit Moves:		****				****	****				****	
Green Time:	23.8	23.8	23.8	14.2	14.2	14.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.43	0.86	0.00	0.86	0.86	0.86	0.35	0.35	0.66	0.01	0.21	0.14
Delay/Veh:	18.3	32.6	15.3	45.3	45.3	45.3	27.9	27.9	34.6	25.8	26.9	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	32.6	15.3	45.3	45.3	45.3	27.9	27.9	34.6	25.8	26.9	26.5
HCM2kAvg:	5	14	0	8	7	7	2	2	3	0	1	1

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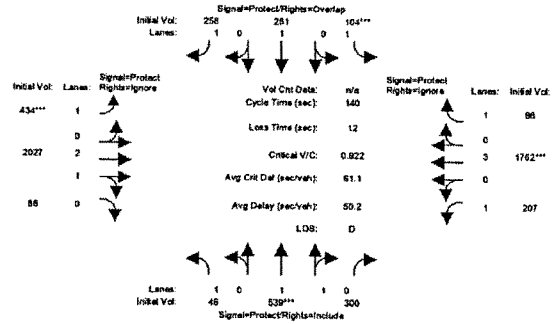
Intersection #4: Abel Street/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	46	539	300	104	281	258	434	2027	86	207	1762	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	539	300	104	281	258	434	2027	86	207	1762	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	539	300	104	281	258	434	2027	86	207	1762	98
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:	46	539	300	104	281	258	434	2027	0	207	1762	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	539	300	104	281	258	434	2027	0	207	1762	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
Final Vol.:	46	539	300	104	281	258	434	2027	0	207	1762	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.27	0.73	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	2376	1322	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.06	0.15	0.15	0.25	0.36	0.00	0.12	0.31	0.00
Crit Moves:		****		****			****				****	
Green Time:	7.0	34.4	34.4	9.0	36.4	74.1	37.6	63.7	0.0	20.8	46.9	0.0
Volume/Cap:	0.53	0.92	0.92	0.92	0.57	0.28	0.92	0.80	0.00	0.80	0.92	0.00
Delay/Veh:	70.7	66.0	66.0	125.9	46.5	18.4	73.5	34.4	0.0	73.0	52.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	66.0	66.0	125.9	46.5	18.4	73.5	34.4	0.0	73.0	52.8	0.0
HCM2kAvg:	2	19	19	5	10	6	19	24	0	11	28	0

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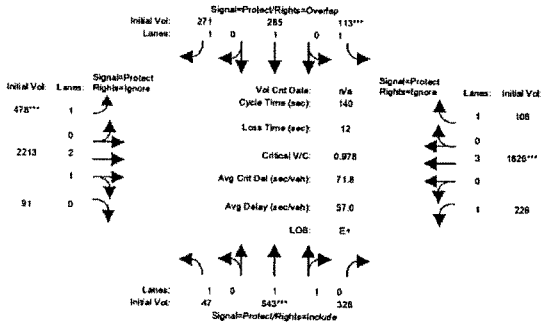
Milpitas Library/Senior Center TIA

November 2003

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

Intersection #4: Abel Street/Calaveras Boulevard



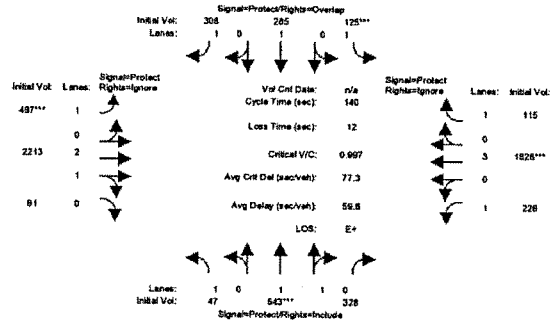
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	46	539	300	104	281	258	434	2027	86	207	1762	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	539	300	104	281	258	434	2027	86	207	1762	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	4	28	9	4	13	44	186	5	19	66	8
Initial Fut:	47	543	328	113	285	271	478	2213	91	226	1828	106
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:	47	543	328	113	285	271	478	2213	0	226	1828	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	543	328	113	285	271	478	2213	0	226	1828	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
Final Vol.:	47	543	328	113	285	271	478	2213	0	226	1828	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.23	0.77	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	2306	1393	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.06	0.15	0.15	0.27	0.40	0.00	0.13	0.32	0.00
Crit Moves:		****		****			****				****	
Green Time:	7.0	33.7	33.7	9.2	36.0	75.1	39.1	64.1	0.0	20.9	45.9	0.0
Volume/Cap:	0.54	0.98	0.98	0.98	0.58	0.29	0.98	0.86	0.00	0.86	0.98	0.00
Delay/Veh:	71.4	77.5	77.5	141.7	47.3	18.0	84.8	37.3	0.0	82.4	62.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	77.5	77.5	141.7	47.3	18.0	84.8	37.3	0.0	82.4	62.3	0.0
HCM2kAvg:	2	22	21	6	10	6	23	29	0	12	31	0

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #4: Abel Street/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	46	539	300	104	281	258	434	2027	86	207	1762	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	539	300	104	281	258	434	2027	86	207	1762	98
Added Vol:	0	0	0	12	0	37	19	0	0	0	0	9
ATI:	1	4	28	9	4	13	44	186	5	19	66	8
Initial Fut:	47	543	328	125	285	308	497	2213	91	226	1828	115
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:	47	543	328	125	285	308	497	2213	0	226	1828	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	543	328	125	285	308	497	2213	0	226	1828	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
Final Vol.:	47	543	328	125	285	308	497	2213	0	226	1828	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.23	0.77	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	2306	1393	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.07	0.15	0.18	0.28	0.40	0.00	0.13	0.32	0.00
Crit Moves:		****		****			****				****	
Green Time:	7.0	33.1	33.1	10.0	36.1	76.0	39.9	64.0	0.0	20.9	45.0	0.0
Volume/Cap:	0.54	1.00	1.00	1.00	0.58	0.32	1.00	0.86	0.00	0.86	1.00	0.00
Delay/Veh:	71.4	83.1	83.1	144.4	47.1	18.0	89.5	37.4	0.0	82.7	67.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	83.1	83.1	144.4	47.1	18.0	89.5	37.4	0.0	82.7	67.7	0.0
HCM2kAvg:	2	22	21	7	10	7	24	29	0	12	32	0

Milpitas Library/Senior Center TIA

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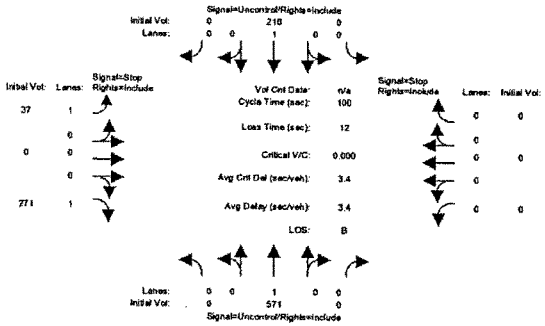
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM Existing

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	0	476		0	0	180		0	31		0	226	0		0	0
Growth Adj:	1.20	1.20		1.20	1.20	1.20		1.20	1.20		1.20	1.20	1.20		1.20	1.20
Initial Bse:	0	571		0	0	216		0	37		0	271	0		0	0
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	571		0	0	216		0	37		0	271	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	571		0	0	216		0	37		0	271	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	0	571		0	0	216		0	37		0	271	0		0	0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.4		xxxx	6.2	xxxxx		xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5		xxxx	3.3	xxxxx		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	787		xxxx	216	xxxx		xxxx	xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	363		xxxx	829	xxxx		xxxx	xxxxx
Move Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	363		xxxx	829	xxxx		xxxx	xxxxx
Volume/Cap:	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	0.10		xxxx	0.33	xxxx		xxxx	xxxx
Level Of Service Module:																
Queue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	0.3		xxxx	1.4	xxxxx		xxxx	xxxxx
Stopped Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	16.0		xxxx	11.4	xxxxx		xxxx	xxxxx
LOS by Move:	*	*		*	*	*		*	C		*	B	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*	*		*	*	*		*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				12.0				xxxxxx			
ApproachLOS:	*				*				B				*			

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R

Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
Final Vol.:		0	571		0		0	216		0	37		0	271		0		0		0
ApproachDel:		xxxxxx					xxxxxx					12.0					xxxxxx			

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=308]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1096]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Milpitas Library/Senior Center TIA

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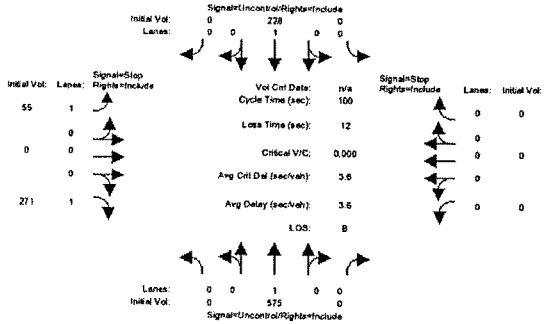
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
PM Background

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp




```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  476     0     0  180     0    31     0   226     0     0     0
Growth Adj:  1.20 1.20  1.20  1.20 1.20  1.20  1.20 1.20  1.20  1.20 1.20  1.20
Initial Bse:    0  571     0     0  216     0    37     0   271     0     0     0
Added Vol:      0    0     0     0    0     0     0     0     0     0     0     0
ATI:            0    4     0     0   12     0    18     0     0     0     0     0
Initial Fut:    0  575     0     0  228     0    55     0   271     0     0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  575     0     0  228     0    55     0   271     0     0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Final Vol.:     0  575     0     0  228     0    55     0   271     0     0     0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   803 xxxx   228  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   816  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   816  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.16 xxxx  0.33  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.5 xxxx   1.5 xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  17.0 xxxx  11.6 xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     C     *     B     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *     *     *     *     *     *
ApproachDel:    xxxxxx            xxxxxx            12.5            xxxxxx
ApproachLOS:       *                 *                B                 *
```

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



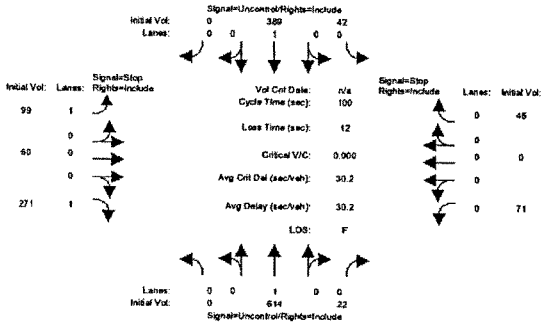
```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       0  0  1  0  0    0  0  1  0  0    1  0  0  0  1    0  0  0  0  0
Final Vol.:    0  575     0     0  228     0    55     0   271     0     0     0
ApproachDel:   xxxxxx            xxxxxx            12.5            xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach(eastbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=326]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1130]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
```

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module:												
Base Vol:	0	476	0	0	180	0	31	0	226	0	0	0
Growth Adj:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Initial Bse:	0	571	0	0	216	0	37	0	271	0	0	0
Added Vol:	0	39	22	42	161	0	44	60	0	71	0	46
ATI:	0	4	0	0	12	0	18	0	0	0	0	0
Initial Fut:	0	614	22	42	389	0	99	60	271	71	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	614	22	42	389	0	99	60	271	71	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	614	22	42	389	0	99	60	271	71	0	46
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	636	xxxx	xxxxx	1121	1109	389	1264	xxxx	625
Potent Cap.:	xxxx	xxxx	xxxxx	957	xxxx	xxxxx	185	211	664	148	xxxx	488
Move Cap.:	xxxx	xxxx	xxxxx	957	xxxx	xxxxx	162	202	664	65	xxxx	488
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.61	0.30	0.41	1.09	xxxx	0.09
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	175	xxxx	469	xxxx	99	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	6.8	xxxx	5.5	xxxxx	7.9	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	99.4	xxxx	29.1	xxxxx	229	xxxxx
Shared LOS:	*	*	*	A	*	*	F	*	D	*	F	*
ApproachDel:	xxxxxx			xxxxxx			51.9			228.5		
ApproachLOS:	*			*			F			F		

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R

Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 1 0			0 0 1! 0 0		
Final Vol.:	0 614		22	42 389		0	99	60	271	71	0	46
ApproachDel:	xxxxxx			xxxxxx			51.9			228.5		

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=6.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=430]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1615]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

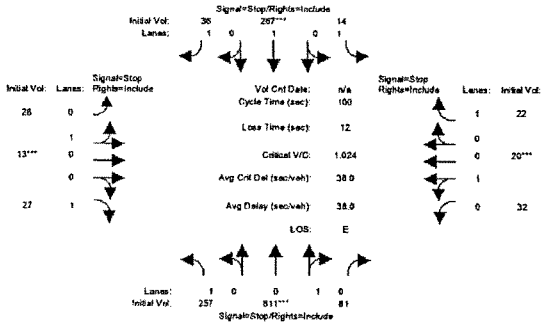
Approach[westbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=7.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=117]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1615]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Milpitas Library/Senior Center TIA

November 2003

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
PM Existing

Intersection #6: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	257	611	81	14	267	36	28	13	27	32	20	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:	257	611	81	14	267	36	28	13	27	32	20	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:	257	611	81	14	267	36	28	13	27	32	20	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:	257	611	81	14	267	36	28	13	27	32	20	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	611	81	14	267	36	28	13	27	32	20	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	257	611	81	14	267	36	28	13	27	32	20	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	0.68	0.32	1.00	0.62	0.38	1.00
Final Sat.:	603	596	79	484	522	577	310	144	521	281	176	524
Capacity Analysis Module:												
Vol/Sat:	0.43	1.02	1.02	0.03	0.51	0.06	0.09	0.09	0.05	0.11	0.11	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	63.4	63.4	10.3	16.4	9.2	11.1	11.1	9.7	11.3	11.3	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	63.4	63.4	10.3	16.4	9.2	11.1	11.1	9.7	11.3	11.3	9.6
LOS by Move:	B	F	F	B	C	A	B	B	A	B	B	A
ApproachDel:		49.7			15.3			10.6			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		49.7			15.3			10.6			10.8	
LOS by Appr:		E			C			B			B	

Signal Warrant Report

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Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Final Vol.:	257	611	81	14	267	36	28	13	27	32	20	22
ApprAdjDel:	49.7			15.3			10.6			10.8		

```
Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=13.1]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=949]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1408]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-----------------------------------------------------------------------------
Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=317]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1408]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-----------------------------------------------------------------------------
Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1408]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-----------------------------------------------------------------------------
Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=74]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1408]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
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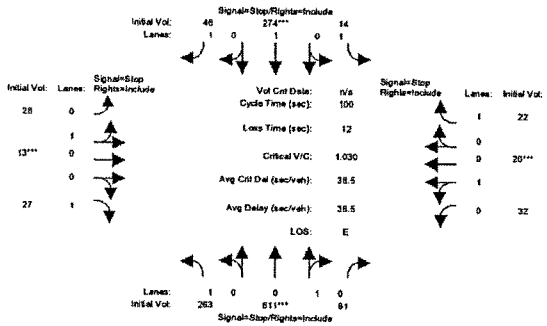
Milpitas Library/Senior Center TIA

November 2003

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
PM Background

Intersection #6: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	257	611	81	14	267	36	28	13	27	32	20	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:	257	611	81	14	267	36	28	13	27	32	20	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	0	0	0	7	10	0	0	0	0	0	0
Initial Fut:	263	611	81	14	274	46	28	13	27	32	20	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:	263	611	81	14	274	46	28	13	27	32	20	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	611	81	14	274	46	28	13	27	32	20	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	263	611	81	14	274	46	28	13	27	32	20	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	0.68	0.32	1.00	0.62	0.38	1.00
Final Sat.:	601	593	79	483	521	577	308	143	519	280	175	520
Capacity Analysis Module:												
Vol/Sat:	0.44	1.03	1.03	0.03	0.53	0.08	0.09	0.09	0.05	0.11	0.11	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	13.1	64.9	64.9	10.3	16.8	9.4	11.2	11.2	9.7	11.3	11.3	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	64.9	64.9	10.3	16.8	9.4	11.2	11.2	9.7	11.3	11.3	9.7
LOS by Move:	B	F	F	B	C	A	B	B	A	B	B	A
ApproachDel:		50.6			15.5			10.6			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		50.6			15.5			10.6			10.8	
LOS by Appr:		F			C			B			B	

Signal Warrant Report

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Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Final Vol.:	263 611 81	14 274 46	28 13 27	32 20 22
ApprAdjDel:	50.6	15.5	10.6	10.8

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=13.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=955]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1431]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=334]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1431]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1431]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

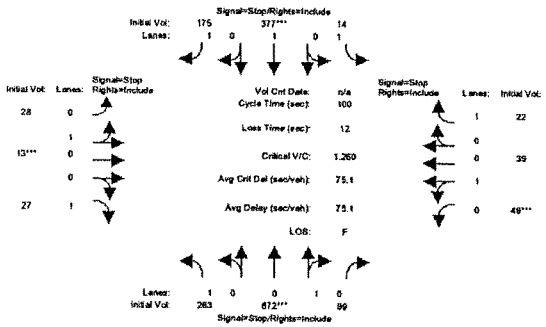
Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=74]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1431]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Milpitas Library/Senior Center TIA

November 2003

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
PM Project

Intersection #6: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	257	611	81	14	267	36	28	13	27	32	20	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:	257	611	81	14	267	36	28	13	27	32	20	22
Added Vol:	0	61	18	0	103	129	0	0	0	17	19	0
ATI:	6	0	0	0	7	10	0	0	0	0	0	0
Initial Fut:	263	672	99	14	377	175	28	13	27	49	39	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:	263	672	99	14	377	175	28	13	27	49	39	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	672	99	14	377	175	28	13	27	49	39	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	263	672	99	14	377	175	28	13	27	49	39	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	0.68	0.32	1.00	0.56	0.44	1.00
Final Sat.:	549	533	79	470	508	559	287	133	477	241	192	488
Capacity Analysis Module:												
Vol/Sat:	0.48	1.26	1.26	0.03	0.74	0.31	0.10	0.10	0.06	0.20	0.20	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	14.8	149	149.3	10.5	27.2	11.9	11.8	11.8	10.3	12.7	12.7	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	149	149.3	10.5	27.2	11.9	11.8	11.8	10.3	12.7	12.7	10.1
LOS by Move:	B	F	F	B	D	B	B	B	B	B	B	B
ApproachDel:		115.1			22.0			11.2			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		115.1			22.0			11.2			12.2	
LOS by Appr:		F			C			B			B	

Signal Warrant Report

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Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	1	0	1 0	1	0 1	0 1	0	1	0 1	0	1
Final Vol.:	263	672	99	14	377	175	28	13	27	49	39	22
ApprAdjDel:	115.1			22.0			11.2			12.2		

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=33.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=1034]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1778]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=3.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=566]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1778]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1778]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

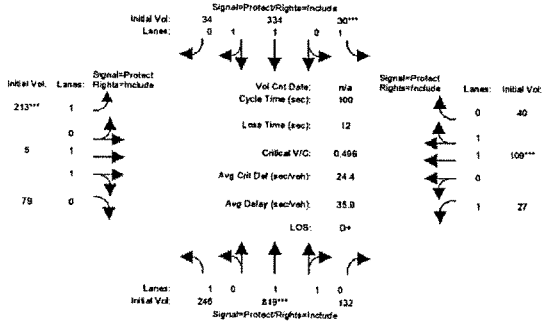
Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=110]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1778]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	246	819	132	30	334	34	213	5	79	27	109	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	819	132	30	334	34	213	5	79	27	109	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	819	132	30	334	34	213	5	79	27	109	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	819	132	30	334	34	213	5	79	27	109	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	819	132	30	334	34	213	5	79	27	109	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	819	132	30	334	34	213	5	79	27	109	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	3186	514	1750	3358	342	1750	1900	1750	1750	2706	993
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.02	0.10	0.10	0.12	0.00	0.05	0.02	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	45.2	48.2	48.2	7.0	10.0	10.0	22.8	19.3	19.3	13.5	10.0	10.0
Volume/Cap:	0.31	0.53	0.53	0.24	0.99	0.99	0.53	0.01	0.23	0.11	0.40	0.40
Delay/Veh:	17.7	18.4	18.4	45.0	90.3	90.3	35.3	32.6	34.4	38.2	42.9	42.9
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:	17.7	18.4	18.4	45.0	90.3	90.3	35.3	32.6	34.4	38.2	42.9	42.9
HCM2kAvg:	5	10	10	1	7	7	6	0	2	1	2	2

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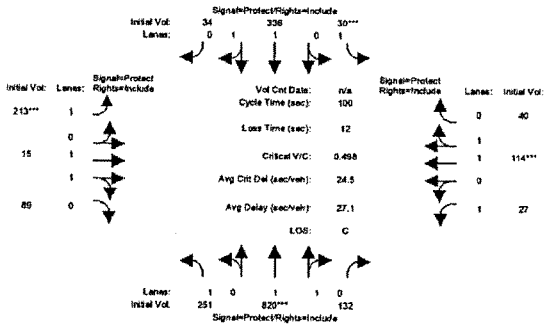
PM Background

Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	246	819	132	30	334	34	213	5	79	27	109	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	819	132	30	334	34	213	5	79	27	109	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	1	0	0	2	0	0	10	10	0	5	0
Initial Fut:	251	820	132	30	336	34	213	15	89	27	114	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	820	132	30	336	34	213	15	89	27	114	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	820	132	30	336	34	213	15	89	27	114	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	820	132	30	336	34	213	15	89	27	114	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.47	0.53
Final Sat.:	1750	3187	513	1750	3360	340	1750	1900	1750	1750	2738	961
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.02	0.10	0.10	0.12	0.01	0.05	0.02	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	32.5	48.2	48.2	7.0	22.7	22.7	22.8	19.3	19.3	13.5	10.0	10.0
Volume/Cap:	0.44	0.53	0.53	0.24	0.44	0.44	0.53	0.04	0.26	0.11	0.42	0.42
Delay/Veh:	27.1	18.4	18.4	45.0	33.6	33.6	35.3	32.8	34.7	38.2	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	18.4	18.4	45.0	33.6	33.6	35.3	32.8	34.7	38.2	43.0	43.0
HCM2kAvg:	6	10	10	1	5	5	6	0	2	1	2	2

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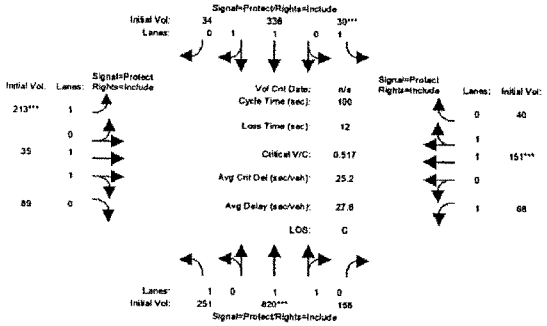
PM Project

Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	246	819	132	30	334	34	213	5	79	27	109	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	819	132	30	334	34	213	5	79	27	109	40
Added Vol:	0	0	26	0	0	0	0	20	0	41	37	0
ATI:	5	1	0	0	2	0	0	10	10	0	5	0
Initial Fut:	251	820	158	30	336	34	213	35	89	68	151	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	820	158	30	336	34	213	35	89	68	151	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	820	158	30	336	34	213	35	89	68	151	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	820	158	30	336	34	213	35	89	68	151	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.67	0.33	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.57	0.43
Final Sat.:	1750	3102	598	1750	3360	340	1750	1900	1750	1750	2925	775
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.02	0.10	0.10	0.12	0.02	0.05	0.04	0.05	0.05
Crit Moves:		****		****			****				****	
Green Time:	32.8	48.6	48.6	7.0	22.8	22.8	22.4	19.0	19.0	13.3	10.0	10.0
Volume/Cap:	0.44	0.54	0.54	0.24	0.44	0.44	0.54	0.10	0.27	0.29	0.52	0.52
Delay/Veh:	26.9	18.3	18.3	45.0	33.4	33.4	35.9	33.4	34.8	39.8	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	18.3	18.3	45.0	33.4	33.4	35.9	33.4	34.8	39.8	44.0	44.0
HCM2kAvg:	6	11	10	1	5	5	6	1	2	2	3	3

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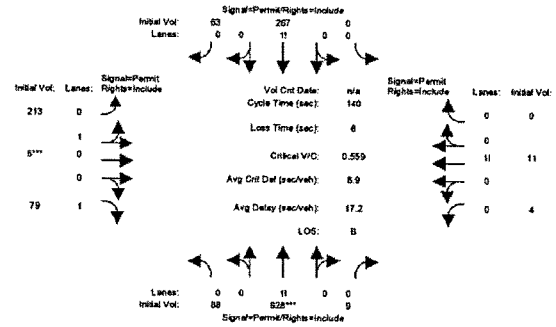
PM Existing

Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	628	9	0	267	63	213	5	79	4	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	628	9	0	267	63	213	5	79	4	11	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	628	9	0	267	63	213	5	79	4	11	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	628	9	0	267	63	213	5	79	4	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	628	9	0	267	63	213	5	79	4	11	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	628	9	0	267	63	213	5	79	4	11	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.12	0.87	0.01	0.00	0.81	0.19	0.98	0.02	1.00	0.27	0.73	0.00
Final Sat.:	212	1516	22	0	1456	344	1759	41	1750	480	1320	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.00	0.18	0.18	0.12	0.12	0.05	0.01	0.01	0.00
Crit Moves:		****						****				
Green Time:	103.7	104	103.7	0.0	104	103.7	30.3	30.3	30.3	30.3	30.3	0.0
Volume/Cap:	0.56	0.56	0.56	0.00	0.25	0.25	0.56	0.56	0.21	0.04	0.04	0.00
Delay/Veh:	8.6	8.6	8.6	0.0	5.9	5.9	50.7	50.7	45.3	43.4	43.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	0.0	5.9	5.9	50.7	50.7	45.3	43.4	43.4	0.0
HCM2kAvg:	14	14	17	0	4	4	8	9	3	0	1	0

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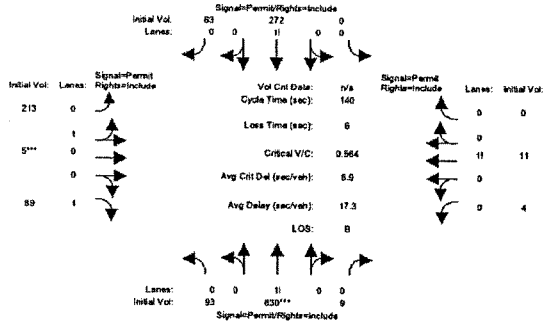
PM Background

Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	628	9	0	267	63	213	5	79	4	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	628	9	0	267	63	213	5	79	4	11	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	2	0	0	5	0	0	0	10	0	0	0
Initial Fut:	93	630	9	0	272	63	213	5	89	4	11	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:	93	630	9	0	272	63	213	5	89	4	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	630	9	0	272	63	213	5	89	4	11	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	630	9	0	272	63	213	5	89	4	11	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.13	0.86	0.01	0.00	0.81	0.19	0.98	0.02	1.00	0.27	0.73	0.00
Final Sat.:	222	1506	22	0	1461	339	1759	41	1750	480	1320	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.00	0.19	0.19	0.12	0.12	0.05	0.01	0.01	0.00
Crit Moves:		****						****				
Green Time:	103.9	104	103.9	0.0	104	103.9	30.1	30.1	30.1	30.1	30.1	0.0
Volume/Cap:	0.56	0.56	0.56	0.00	0.25	0.25	0.56	0.56	0.24	0.04	0.04	0.00
Delay/Veh:	8.6	8.6	8.6	0.0	5.8	5.8	51.0	51.0	45.8	43.5	43.5	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:	8.6	8.6	8.6	0.0	5.8	5.8	51.0	51.0	45.8	43.5	43.5	0.0
HCM2kAvg:	14	14	17	0	4	4	8	9	3	0	1	0

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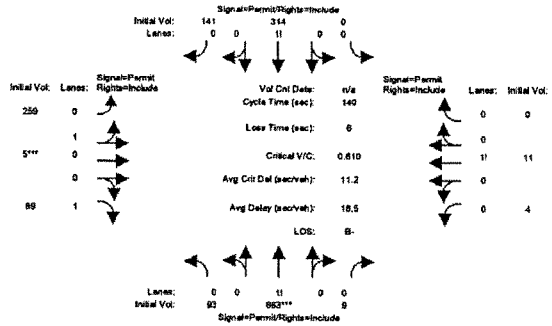
Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	628	9	0	267	63	213	5	79	4	11	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	628	9	0	267	63	213	5	79	4	11	0
Added Vol:	0	33	0	0	42	78	46	0	0	0	0	0
PasserByVol:	5	2	0	0	5	0	0	0	10	0	0	0
Initial Fut:	93	663	9	0	314	141	259	5	89	4	11	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:	93	663	9	0	314	141	259	5	89	4	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	663	9	0	314	141	259	5	89	4	11	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	663	9	0	314	141	259	5	89	4	11	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.12	0.87	0.01	0.00	0.69	0.31	0.98	0.02	1.00	0.27	0.73	0.00
Final Sat.:	213	1517	21	0	1242	558	1766	34	1750	480	1320	0
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.00	0.25	0.25	0.15	0.15	0.05	0.01	0.01	0.00
Crit Moves:		****						****				
Green Time:	100.3	100	100.3	0.0	100	100.3	33.7	33.7	33.7	33.7	33.7	0.0
Volume/Cap:	0.61	0.61	0.61	0.00	0.35	0.35	0.61	0.61	0.21	0.03	0.03	0.00
Delay/Veh:	10.9	10.9	10.9	0.0	7.7	7.7	49.9	49.9	42.8	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	0.0	7.7	7.7	49.9	49.9	42.8	40.8	40.8	0.0
HCM2kAvg:	17	16	19	0	7	7	10	9	3	0	0	0

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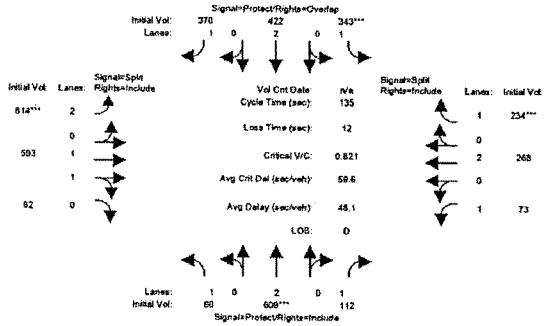
PM Existing

Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	60	609	112	343	422	370	814	593	62	73	268	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	609	112	343	422	370	814	593	62	73	268	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	609	112	343	422	370	814	593	62	73	268	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	609	112	343	422	370	814	593	62	73	268	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	609	112	343	422	370	814	593	62	73	268	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	609	112	343	422	370	814	593	62	73	268	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3350	350	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.06	0.20	0.11	0.21	0.26	0.18	0.18	0.04	0.07	0.13
Crit Moves:		****		****			****					****
Green Time:	7.0	26.3	26.3	32.2	51.6	94.0	42.5	42.5	42.5	22.0	22.0	22.0
Volume/Cap:	0.66	0.82	0.33	0.82	0.29	0.30	0.82	0.56	0.56	0.26	0.43	0.82
Delay/Veh:	94.8	62.0	49.3	65.1	29.5	8.5	50.4	40.5	40.5	51.5	53.1	77.3
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:	94.8	62.0	49.3	65.1	29.5	8.5	50.4	40.5	40.5	51.5	53.1	77.3
HCM2kAvg:	3	13	4	16	6	6	17	12	11	3	5	12

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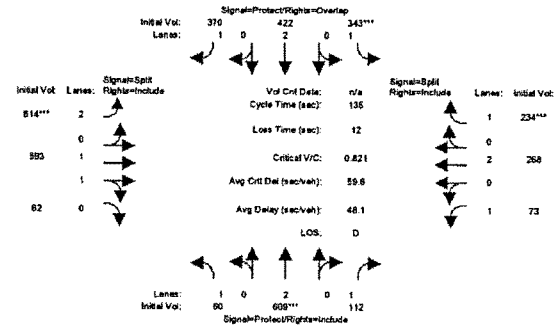
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Background

Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	60	609	112	343	422	370	814	593	62	73	268	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	609	112	343	422	370	814	593	62	73	268	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	609	112	343	422	370	814	593	62	73	268	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	609	112	343	422	370	814	593	62	73	268	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	609	112	343	422	370	814	593	62	73	268	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	609	112	343	422	370	814	593	62	73	268	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3350	350	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.06	0.20	0.11	0.21	0.26	0.18	0.18	0.04	0.07	0.13
Crit Moves:		****		****			****					****
Green Time:	7.0	26.3	26.3	32.2	51.6	94.0	42.5	42.5	42.5	22.0	22.0	22.0
Volume/Cap:	0.66	0.82	0.33	0.82	0.29	0.30	0.82	0.56	0.56	0.26	0.43	0.82
Delay/Veh:	94.8	62.0	49.3	65.1	29.5	8.5	50.4	40.5	40.5	51.5	53.1	77.3
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:	94.8	62.0	49.3	65.1	29.5	8.5	50.4	40.5	40.5	51.5	53.1	77.3
HCM2kAvg:	3	13	4	16	6	6	17	12	11	3	5	12

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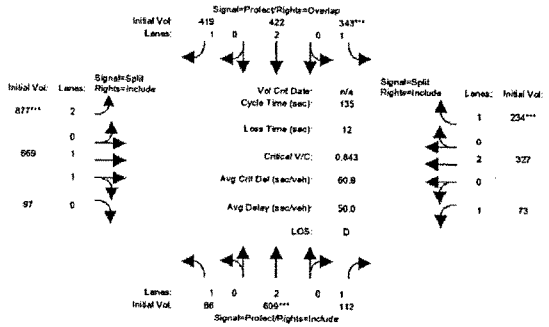
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	60	609	112	343	422	370	814	593	62	73	268	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	609	112	343	422	370	814	593	62	73	268	234
Added Vol:	26	0	0	0	0	49	63	76	35	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	609	112	343	422	419	877	669	97	73	327	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	609	112	343	422	419	877	669	97	73	327	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	609	112	343	422	419	877	669	97	73	327	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	609	112	343	422	419	877	669	97	73	327	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3231	468	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.06	0.20	0.11	0.24	0.28	0.21	0.21	0.04	0.09	0.13
Crit Moves:		****		****			****					****
Green Time:	7.0	25.7	25.7	31.4	50.0	94.6	44.6	44.6	44.6	21.4	21.4	21.4
Volume/Cap:	0.95	0.84	0.34	0.84	0.30	0.34	0.84	0.63	0.63	0.26	0.54	0.84
Delay/Veh:	144.8	64.3	50.0	68.3	30.6	8.7	50.3	40.6	40.6	52.2	55.8	80.8
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:	144.8	64.3	50.0	68.3	30.6	8.7	50.3	40.6	40.6	52.2	55.8	80.8
HCM2kAvg:	5	14	4	16	6	7	19	14	13	3	7	12

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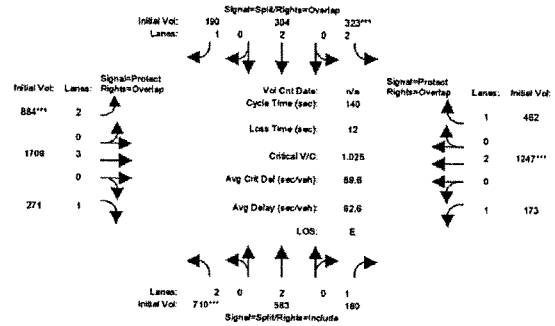
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	710	583	180	323	304	190	884	1709	271	173	1247	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	583	180	323	304	190	884	1709	271	173	1247	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	583	180	323	304	190	884	1709	271	173	1247	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	710	583	180	323	304	190	884	1709	271	173	1247	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	583	180	323	304	190	884	1709	271	173	1247	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	710	583	180	323	304	190	884	1709	271	173	1247	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.15	0.10	0.10	0.08	0.11	0.28	0.30	0.15	0.10	0.33	0.26
Crit Moves:	****			****			****				****	
Green Time:	30.8	30.8	30.8	14.0	14.0	52.4	38.3	62.6	93.4	20.6	44.8	58.9
Volume/Cap:	1.02	0.70	0.47	1.02	0.80	0.29	1.02	0.67	0.23	0.67	1.02	0.63
Delay/Veh:	95.2	55.1	51.5	120.1	77.6	31.9	87.9	32.0	9.7	69.6	79.8	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.2	55.1	51.5	120.1	77.6	31.9	87.9	32.0	9.7	69.6	79.8	36.0
HCM2kAvg:	21	12	7	11	8	6	25	19	4	7	34	16

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Milpitas Library/Senior Center TIA

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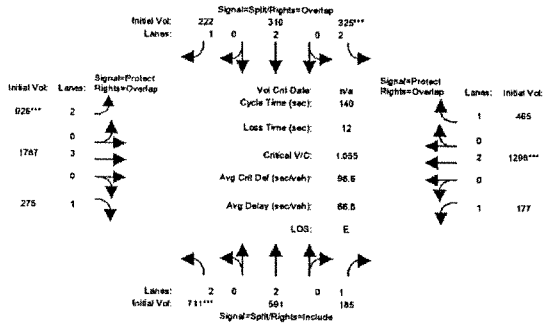
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Background

Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	710	583	180	323	304	190	884	1709	271	173	1247	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	583	180	323	304	190	884	1709	271	173	1247	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	8	5	2	6	32	42	78	4	4	51	3
Initial Fut:	711	591	185	325	310	222	926	1787	275	177	1298	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	591	185	325	310	222	926	1787	275	177	1298	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	591	185	325	310	222	926	1787	275	177	1298	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	711	591	185	325	310	222	926	1787	275	177	1298	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.16	0.11	0.10	0.08	0.13	0.29	0.31	0.16	0.10	0.34	0.27
Crit Moves:	****			****			****				****	
Green Time:	30.0	30.0	30.0	13.7	13.7	52.7	39.0	63.8	93.7	20.6	45.3	59.0
Volume/Cap:	1.05	0.73	0.49	1.05	0.83	0.34	1.05	0.69	0.23	0.69	1.05	0.63
Delay/Veh:	105.0	56.8	53.0	129.6	81.4	32.5	96.4	31.7	9.5	70.7	88.8	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.0	56.8	53.0	129.6	81.4	32.5	96.4	31.7	9.5	70.7	88.8	35.9
HCM2kAvg:	22	13	7	11	9	7	27	20	4	8	36	16

Milpitas Library/Senior Center TIA

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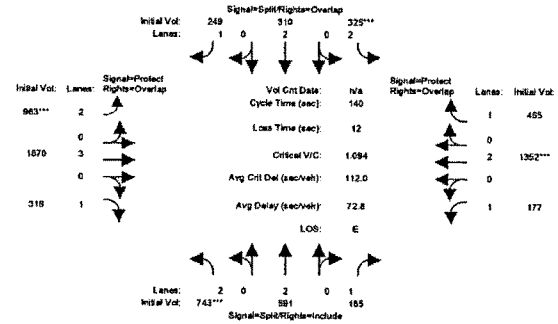
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	710	583	180	323	304	190	884	1709	271	173	1247	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	583	180	323	304	190	884	1709	271	173	1247	462
Added Vol:	32	0	0	0	0	27	37	83	41	0	54	0
ATI:	1	8	5	2	6	32	42	78	4	4	51	3
Initial Fut:	743	591	185	325	310	249	963	1870	316	177	1352	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	591	185	325	310	249	963	1870	316	177	1352	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	591	185	325	310	249	963	1870	316	177	1352	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	743	591	185	325	310	249	963	1870	316	177	1352	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.16	0.11	0.10	0.08	0.14	0.31	0.33	0.18	0.10	0.36	0.27
Crit Moves:	****			****			****				****	
Green Time:	30.2	30.2	30.2	13.2	13.2	52.3	39.1	64.7	94.9	19.9	45.5	58.7
Volume/Cap:	1.09	0.72	0.49	1.09	0.87	0.38	1.09	0.71	0.27	0.71	1.09	0.63
Delay/Veh:	118.1	56.5	52.7	143.2	85.8	33.7	109.9	31.8	9.4	73.0	103	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.1	56.5	52.7	143.2	85.8	33.7	109.9	31.8	9.4	73.0	103	36.3
HCM2kAvg:	24	13	7	12	9	8	30	22	5	8	40	16

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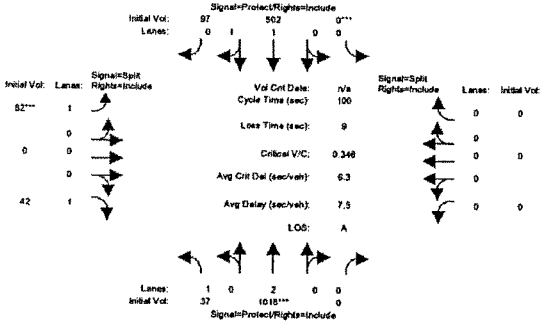
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1018	0	0	502	97	82	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1018	0	0	502	97	82	0	42	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.67	0.33	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3100	599	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.00	0.16	0.16	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	7.0	77.5	0.0	0.0	70.5	70.5	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.30	0.35	0.00	0.00	0.23	0.23	0.35	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	45.6	3.5	0.0	0.0	5.3	5.3	40.1	0.0	38.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	3.5	0.0	0.0	5.3	5.3	40.1	0.0	38.6	0.0	0.0	0.0
HCM2kAvg:	1	5	0	0	3	3	3	0	1	0	0	0

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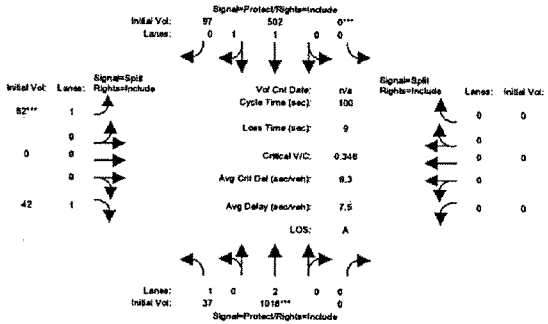
PM Background

Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1018	0	0	502	97	82	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1018	0	0	502	97	82	0	42	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.67	0.33	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3100	599	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.00	0.16	0.16	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	7.0	77.5	0.0	0.0	70.5	70.5	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.30	0.35	0.00	0.00	0.23	0.23	0.35	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	45.6	3.5	0.0	0.0	5.3	5.3	40.1	0.0	38.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	3.5	0.0	0.0	5.3	5.3	40.1	0.0	38.6	0.0	0.0	0.0
HCM2kAvg:	1	5	0	0	3	3	3	0	1	0	0	0

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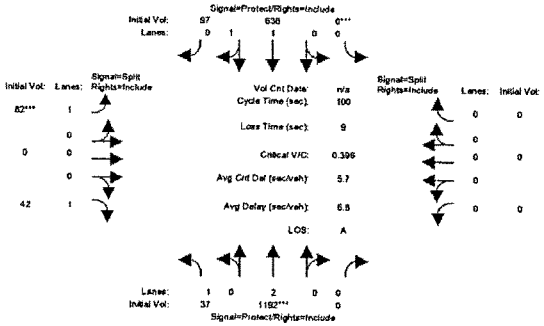
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	37	1018	0	0	502	97	82	0	42	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:	37	1018	0	0	502	97	82	0	42	0	0	0
Added Vol:	0	174	0	0	134	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1192	0	0	636	97	82	0	42	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:	37	1192	0	0	636	97	82	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1192	0	0	636	97	82	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1192	0	0	636	97	82	0	42	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.73	0.27	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3210	490	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.20	0.20	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	7.0	79.2	0.0	0.0	72.2	72.2	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.30	0.40	0.00	0.00	0.27	0.27	0.40	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	45.6	3.2	0.0	0.0	4.9	4.9	42.0	0.0	40.3	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:	45.6	3.2	0.0	0.0	4.9	4.9	42.0	0.0	40.3	0.0	0.0	0.0
HCM2kAvg:	1	5	0	0	4	4	3	0	1	0	0	0

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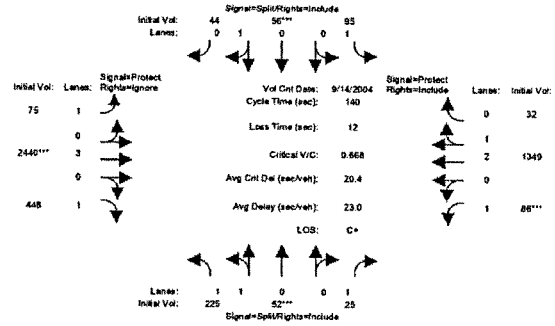
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	225	52	25	95	56	44	75	2440	448	86	1349	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	52	25	95	56	44	75	2440	448	86	1349	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	52	25	95	56	44	75	2440	448	86	1349	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	225	52	25	95	56	44	75	2440	0	86	1349	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	52	25	95	56	44	75	2440	0	86	1349	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	225	52	25	95	56	44	75	2440	0	86	1349	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.63	0.37	1.00	1.00	0.56	0.44	1.00	3.00	1.00	1.00	2.93	0.07
Final Sat.:	2883	666	1750	1750	1008	792	1750	5700	1750	1750	5470	130
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.05	0.06	0.06	0.04	0.43	0.00	0.05	0.25	0.25
Crit Moves:		****			****			****		****		
Green Time:	16.4	16.4	16.4	11.6	11.6	11.6	7.0	89.7	0.0	10.3	93.0	93.0
Volume/Cap:	0.67	0.67	0.12	0.65	0.67	0.67	0.86	0.67	0.00	0.67	0.37	0.37
Delay/Veh:	63.4	63.4	55.7	72.4	73.3	73.3	118.4	16.3	0.0	75.9	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	63.4	55.7	72.4	73.3	73.3	118.4	16.3	0.0	75.9	10.5	10.5
HCM2kAvg:	6	6	1	5	5	5	3	21	0	3	8	8

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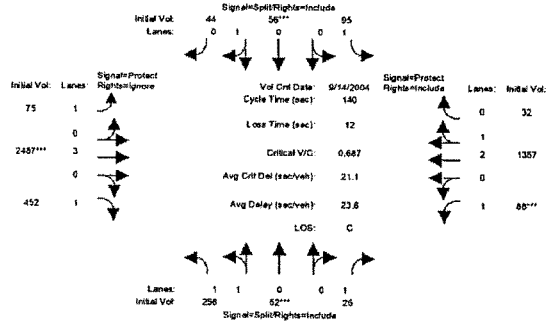
2000 HCM Operations (Future Volume Alternative)
PM Background

Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	255	52	25	95	56	44	75	2440	448	86	1349	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	52	25	95	56	44	75	2440	448	86	1349	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	0	0	0	0	0	47	4	0	8	0
Initial Fut:	256	52	25	95	56	44	75	2487	452	86	1357	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	256	52	25	95	56	44	75	2487	0	86	1357	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	52	25	95	56	44	75	2487	0	86	1357	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	256	52	25	95	56	44	75	2487	0	86	1357	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.67	0.33	1.00	1.00	0.56	0.44	1.00	3.00	1.00	1.00	2.93	0.07
Final Sat.:	2951	599	1750	1750	1008	792	1750	5700	1750	1750	5471	129
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.05	0.06	0.06	0.04	0.44	0.00	0.05	0.25	0.25
Crit Moves:		****			****			****		****		
Green Time:	17.7	17.7	17.7	11.3	11.3	11.3	7.0	89.0	0.0	10.0	92.0	92.0
Volume/Cap:	0.69	0.69	0.11	0.67	0.69	0.69	0.86	0.69	0.00	0.69	0.38	0.38
Delay/Veh:	62.9	62.9	54.4	74.4	75.5	75.5	118.4	17.1	0.0	78.2	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	62.9	54.4	74.4	75.5	75.5	118.4	17.1	0.0	78.2	11.0	11.0
HCM2kAvg:	6	6	1	5	5	5	3	22	0	3	8	8

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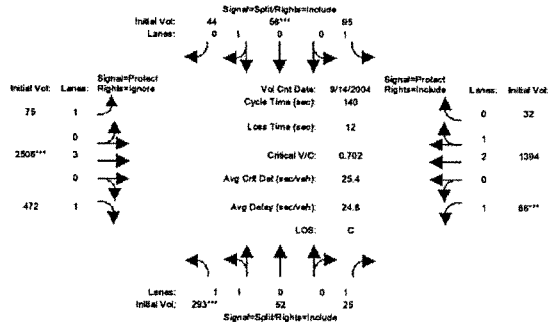
PM Project

Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	255	52	25	95	56	44	75	2440	448	86	1349	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	52	25	95	56	44	75	2440	448	86	1349	32
Added Vol:	37	0	0	0	0	0	0	19	20	0	37	0
ATI:	1	0	0	0	0	0	0	47	4	0	8	0
Initial Fut:	293	52	25	95	56	44	75	2506	472	86	1394	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	293	52	25	95	56	44	75	2506	0	86	1394	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	52	25	95	56	44	75	2506	0	86	1394	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	293	52	25	95	56	44	75	2506	0	86	1394	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.70	0.30	1.00	1.00	0.56	0.44	1.00	3.00	1.00	1.00	2.93	0.07
Final Sat.:	3015	535	1750	1750	1008	792	1750	5700	1750	1750	5474	126
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.05	0.06	0.06	0.04	0.44	0.00	0.05	0.25	0.25
Crit Moves:	****				****			****		****		
Green Time:	19.4	19.4	19.4	11.1	11.1	11.1	7.0	87.7	0.0	9.8	90.5	90.5
Volume/Cap:	0.70	0.70	0.10	0.69	0.70	0.70	0.86	0.70	0.00	0.70	0.39	0.39
Delay/Veh:	62.1	62.1	52.9	76.1	77.4	77.4	118.4	18.1	0.0	80.3	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:	62.1	62.1	52.9	76.1	77.4	77.4	118.4	18.1	0.0	80.3	11.8	11.8
HCM2kAvg:	7	7	1	5	6	6	3	23	0	3	9	8

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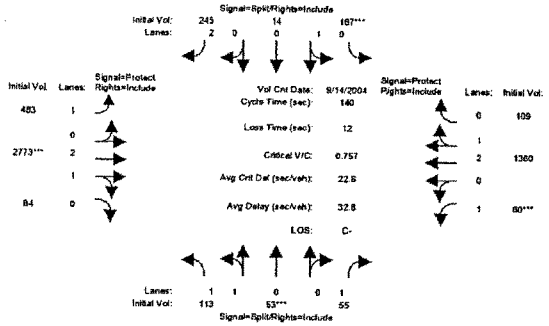
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	113	53	55	167	14	245	483	2773	84	60	1360	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	53	55	167	14	245	483	2773	84	60	1360	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	53	55	167	14	245	483	2773	84	60	1360	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	53	55	167	14	245	483	2773	84	60	1360	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	53	55	167	14	245	483	2773	84	60	1360	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	53	55	167	14	245	483	2773	84	60	1360	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.37	0.63	1.00	0.92	0.08	2.00	1.00	2.91	0.09	1.00	2.77	0.23
Final Sat.:	2416	1133	1750	1661	139	3150	1750	5435	165	1750	5184	415
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.10	0.10	0.08	0.28	0.51	0.51	0.03	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	18.3	18.3	18.3	51.1	92.7	92.7	7.0	48.6	48.6
Volume/Cap:	0.65	0.65	0.44	0.77	0.77	0.60	0.76	0.77	0.77	0.69	0.76	0.76
Delay/Veh:	69.4	69.4	64.8	73.2	73.2	59.8	44.1	17.3	17.3	85.7	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	69.4	64.8	73.2	73.2	59.8	44.1	17.3	17.3	85.7	42.2	42.2
HCM2kAvg:	5	5	3	9	9	6	19	29	28	3	19	18

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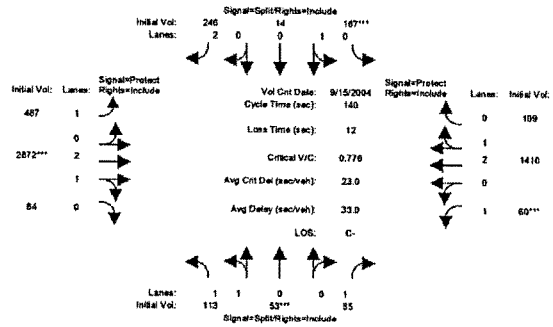
Milpitas Library/Senior Center TIA

November 2003

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

Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Sep 2004 <<												
Base Vol:	113	53	55	167	14	245	483	2773	84	60	1360	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	53	55	167	14	245	483	2773	84	60	1360	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	1	4	99	0	0	50	0
Initial Fut:	113	53	55	167	14	246	487	2872	84	60	1410	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	53	55	167	14	246	487	2872	84	60	1410	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	53	55	167	14	246	487	2872	84	60	1410	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	53	55	167	14	246	487	2872	84	60	1410	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.37	0.63	1.00	0.92	0.08	2.00	1.00	2.91	0.09	1.00	2.78	0.22
Final Sat.:	2416	1133	1750	1661	139	3150	1750	5441	159	1750	5198	402
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.10	0.10	0.08	0.28	0.53	0.53	0.03	0.27	0.27
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	17.8	17.8	17.8	50.8	93.2	93.2	7.0	49.5	49.5
Volume/Cap:	0.65	0.65	0.44	0.79	0.79	0.62	0.77	0.79	0.79	0.69	0.77	0.77
Delay/Veh:	69.4	69.4	64.8	76.4	76.4	60.8	45.1	17.8	17.8	85.7	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	69.4	64.8	76.4	76.4	60.8	45.1	17.8	17.8	85.7	42.0	42.0
HCM2kAvg:	5	5	3	9	9	6	20	31	29	3	19	19

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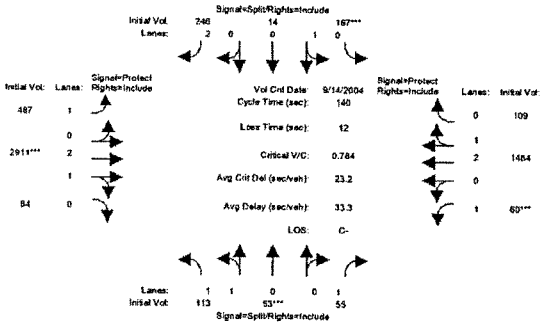
Milpitas Library/Senior Center TIA

November 2003

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

Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	113	53	55	167	14	245	483	2773	84	60	1360	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	53	55	167	14	245	483	2773	84	60	1360	109
Added Vol:	0	0	0	0	0	0	0	39	0	0	74	0
ATI:	0	0	0	0	0	1	4	99	0	0	50	0
Initial Fut:	113	53	55	167	14	246	487	2911	84	60	1484	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	53	55	167	14	246	487	2911	84	60	1484	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	53	55	167	14	246	487	2911	84	60	1484	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	53	55	167	14	246	487	2911	84	60	1484	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.37	0.63	1.00	0.92	0.08	2.00	1.00	2.91	0.09	1.00	2.79	0.21
Final Sat.:	2416	1133	1750	1661	139	3150	1750	5443	157	1750	5216	383
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.10	0.10	0.08	0.28	0.53	0.53	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	17.6	17.6	17.6	49.7	93.4	93.4	7.0	50.8	50.8
Volume/Cap:	0.65	0.65	0.44	0.80	0.80	0.62	0.78	0.80	0.80	0.69	0.78	0.78
Delay/Veh:	69.4	69.4	64.8	77.7	77.7	61.1	46.9	18.0	18.0	85.7	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	69.4	64.8	77.7	77.7	61.1	46.9	18.0	18.0	85.7	41.8	41.8
HCM2kAvg:	5	5	3	10	9	6	20	31	30	3	21	20

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Milpitas Library/Senior Center TIA

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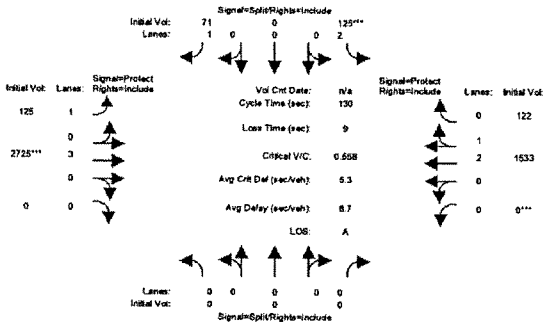
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	125	0	71	125	2725	0	0	1533	122
Growth Adj:	1.00	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	125	0	71	125	2725	0	0	1533	122
Added Vol:	0	0	0	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	125	0	71	125	2725	0	0	1533	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	71	125	2725	0	0	1533	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	71	125	2725	0	0	1533	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	125	0	71	125	2725	0	0	1533	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.77	0.23
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5187	413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.07	0.48	0.00	0.00	0.30	0.30
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	21.6	111	0.0	0.0	89.4	89.4
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.53	0.43	0.56	0.00	0.00	0.43	0.43
Delay/Veh:	0.0	0.0	0.0	59.6	0.0	61.6	49.7	2.8	0.0	0.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	59.6	0.0	61.6	49.7	2.8	0.0	0.0	9.1	9.1
HCM2kAvg:	0	0	0	3	0	3	4	10	0	0	9	9

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Milpitas Library/Senior Center TIA

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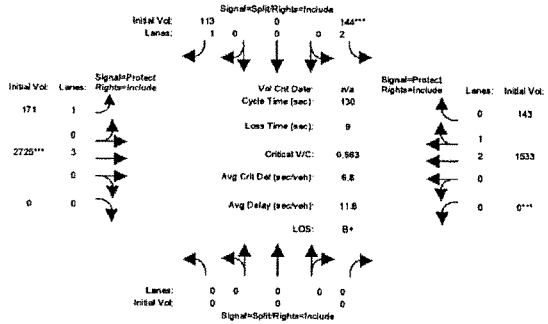
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Background

Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	125	0	71	125	2725	0	0	1533	122
Growth Adj:	1.00	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	125	0	71	125	2725	0	0	1533	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	19	0	42	46	0	0	0	0	21
Initial Fut:	0	0	0	144	0	113	171	2725	0	0	1533	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	144	0	113	171	2725	0	0	1533	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	113	171	2725	0	0	1533	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	144	0	113	171	2725	0	0	1533	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.73	0.27
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5122	478
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.06	0.10	0.48	0.00	0.00	0.30	0.30
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	14.4	0.0	14.4	26.2	107	0.0	0.0	80.4	80.4
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.58	0.48	0.58	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	54.7	0.0	59.4	46.9	4.2	0.0	0.0	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.7	0.0	59.4	46.9	4.2	0.0	0.0	13.6	13.6
HCM2kAvg:	0	0	0	3	0	5	6	12	0	0	12	11

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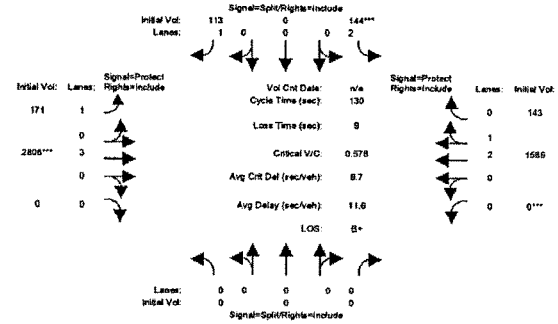
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	125	0	71	125	2725	0	0	1533	122
Growth Adj:	1.00	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	125	0	71	125	2725	0	0	1533	122
Added Vol:	0	0	0	0	0	0	0	83	0	0	53	0
ATI:	0	0	0	19	0	42	46	0	0	0	0	21
Initial Fut:	0	0	0	144	0	113	171	2808	0	0	1586	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	144	0	113	171	2808	0	0	1586	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	113	171	2808	0	0	1586	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	144	0	113	171	2808	0	0	1586	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5136	463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.06	0.10	0.49	0.00	0.00	0.31	0.31
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	14.0	0.0	14.0	25.7	107	0.0	0.0	81.3	81.3
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.60	0.49	0.60	0.00	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	55.1	0.0	60.5	47.5	4.2	0.0	0.0	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.1	0.0	60.5	47.5	4.2	0.0	0.0	13.3	13.3
HCM2kAvg:	0	0	0	3	0	5	6	13	0	0	12	11

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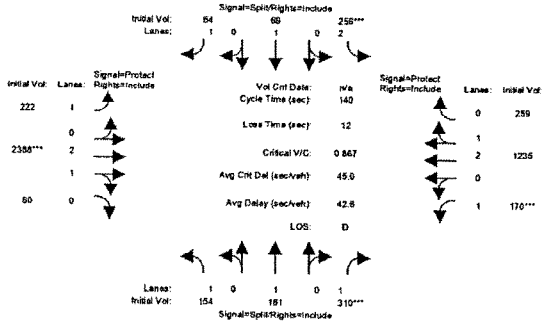
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	154	161	310	256	69	64	222	2388	60	170	1235	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	161	310	256	69	64	222	2388	60	170	1235	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	161	310	256	69	64	222	2388	60	170	1235	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	161	310	256	69	64	222	2388	60	170	1235	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	161	310	256	69	64	222	2388	60	170	1235	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	161	310	256	69	64	222	2388	60	170	1235	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.92	0.08	1.00	2.46	0.54
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5463	137	1750	4628	971
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.18	0.08	0.04	0.04	0.13	0.44	0.44	0.10	0.27	0.27
Crit Moves:			****	****				****		****		
Green Time:	28.6	28.6	28.6	13.1	13.1	13.1	27.8	70.6	70.6	15.7	58.5	58.5
Volume/Cap:	0.43	0.41	0.87	0.87	0.39	0.39	0.64	0.87	0.87	0.87	0.64	0.64
Delay/Veh:	49.4	49.1	73.4	85.3	61.1	61.2	55.5	33.7	33.7	92.2	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.1	73.4	85.3	61.1	61.2	55.5	33.7	33.7	92.2	33.0	33.0
HCM2kAvg:	6	6	16	8	3	3	9	32	29	10	17	17

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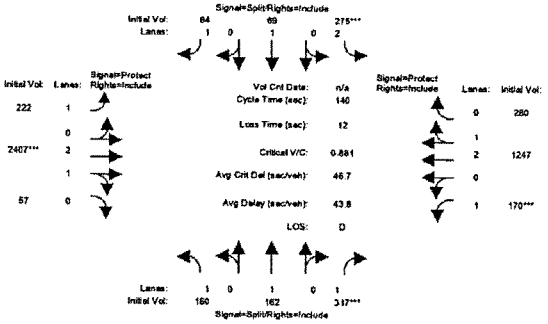
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Background

Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	154	161	310	256	69	64	222	2388	60	170	1235	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	161	310	256	69	64	222	2388	60	170	1235	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	1	7	19	0	0	0	19	-3	0	12	21
Initial Fut:	160	162	317	275	69	64	222	2407	57	170	1247	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	162	317	275	69	64	222	2407	57	170	1247	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	162	317	275	69	64	222	2407	57	170	1247	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	162	317	275	69	64	222	2407	57	170	1247	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.93	0.07	1.00	2.43	0.57
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5470	130	1750	4572	1027
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.18	0.09	0.04	0.04	0.13	0.44	0.44	0.10	0.27	0.27
Crit Moves:			****	****				****		****		
Green Time:	28.8	28.8	28.8	13.9	13.9	13.9	27.1	69.9	69.9	15.4	58.3	58.3
Volume/Cap:	0.44	0.41	0.88	0.88	0.37	0.37	0.66	0.88	0.88	0.88	0.66	0.66
Delay/Veh:	49.5	49.0	75.4	86.2	60.2	60.3	56.7	34.9	34.9	95.6	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	49.0	75.4	86.2	60.2	60.3	56.7	34.9	34.9	95.6	33.5	33.5
HCM2kAvg:	6	6	16	8	3	3	9	32	32	10	18	17

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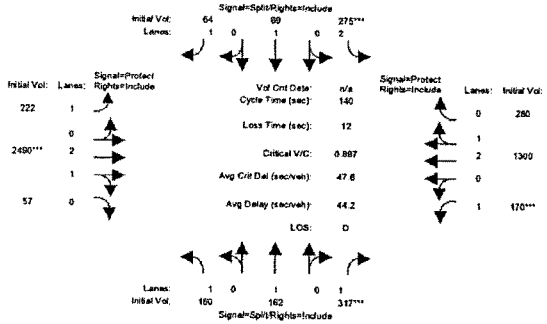
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	154	161	310	256	69	64	222	2388	60	170	1235	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	161	310	256	69	64	222	2388	60	170	1235	259
Added Vol:	0	0	0	0	0	0	0	83	0	0	53	0
ATI:	6	1	7	19	0	0	0	19	-3	0	12	21
Initial Fut:	160	162	317	275	69	64	222	2490	57	170	1300	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	162	317	275	69	64	222	2490	57	170	1300	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	162	317	275	69	64	222	2490	57	170	1300	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	162	317	275	69	64	222	2490	57	170	1300	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.93	0.07	1.00	2.45	0.55
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5475	125	1750	4606	992
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.18	0.09	0.04	0.04	0.13	0.45	0.45	0.10	0.28	0.28
Crit Moves:			****	****				****		****		
Green Time:	28.3	28.3	28.3	13.6	13.6	13.6	26.7	71.0	71.0	15.2	59.4	59.4
Volume/Cap:	0.45	0.42	0.90	0.90	0.37	0.38	0.67	0.90	0.90	0.90	0.67	0.67
Delay/Veh:	50.0	49.5	78.8	89.6	60.5	60.6	57.5	35.5	35.5	99.7	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	49.5	78.8	89.6	60.5	60.6	57.5	35.5	35.5	99.7	33.0	33.0
HCM2kAvg:	6	6	16	9	3	3	9	34	33	10	18	18

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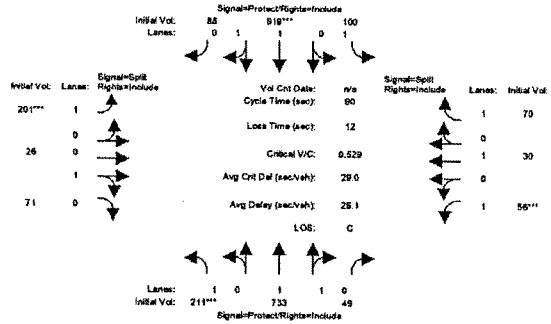
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	211	733	49	100	619	88	201	26	71	56	30	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	733	49	100	619	88	201	26	71	56	30	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	733	49	100	619	88	201	26	71	56	30	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	733	49	100	619	88	201	26	71	56	30	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	733	49	100	619	88	201	26	71	56	30	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	733	49	100	619	88	201	26	71	56	30	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.74	0.26	1.00	0.27	0.73	1.00	1.00	1.00
Final Sat.:	1750	3468	232	1750	3239	460	1750	482	1318	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.21	0.06	0.19	0.19	0.11	0.05	0.05	0.03	0.02	0.04
Crit Moves:	****				****		****			****		
Green Time:	19.2	42.7	42.7	7.0	30.5	30.5	18.3	18.3	18.3	10.0	10.0	10.0
Volume/Cap:	0.56	0.45	0.45	0.73	0.56	0.56	0.56	0.26	0.26	0.29	0.14	0.36
Delay/Veh:	33.6	15.9	15.9	59.2	24.9	24.9	34.4	30.6	30.6	37.6	36.4	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:	33.6	15.9	15.9	59.2	24.9	24.9	34.4	30.6	30.6	37.6	36.4	38.2
HCM2kAvg:	6	7	7	3	8	8	6	2	2	2	1	2

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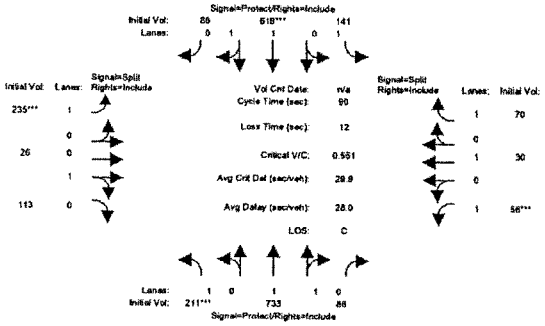
PM Background

Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	211	733	49	100	619	88	201	26	71	56	30	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	733	49	100	619	88	201	26	71	56	30	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	37	41	0	0	34	0	42	0	0	0
Initial Fut:	211	733	86	141	619	88	235	26	113	56	30	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	733	86	141	619	88	235	26	113	56	30	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	733	86	141	619	88	235	26	113	56	30	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	733	86	141	619	88	235	26	113	56	30	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.74	0.26	1.00	0.19	0.81	1.00	1.00	1.00
Final Sat.:	1750	3311	388	1750	3239	460	1750	337	1463	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.08	0.19	0.19	0.13	0.08	0.08	0.03	0.02	0.04
Crit Moves:	****				****		****			****		
Green Time:	18.4	34.8	34.8	12.7	29.1	29.1	20.5	20.5	20.5	10.0	10.0	10.0
Volume/Cap:	0.59	0.57	0.57	0.57	0.59	0.59	0.59	0.34	0.34	0.29	0.14	0.36
Delay/Veh:	35.0	22.3	22.3	39.3	26.2	26.2	33.4	29.6	29.6	37.6	36.4	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:	35.0	22.3	22.3	39.3	26.2	26.2	33.4	29.6	29.6	37.6	36.4	38.2
HCM2kAvg:	6	9	9	4	8	8	7	3	3	2	1	2

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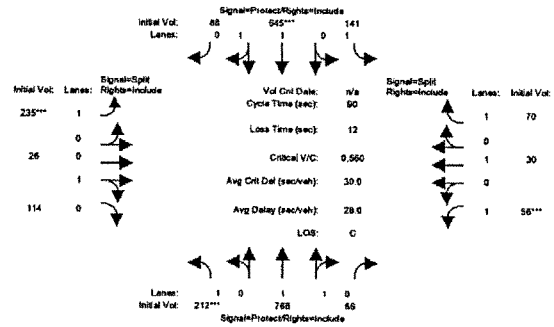
PM Project

Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	211	733	49	100	619	88	201	26	71	56	30	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	733	49	100	619	88	201	26	71	56	30	70
Added Vol:	1	35	0	0	26	0	0	0	1	0	0	0
ATI:	0	0	37	41	0	0	34	0	42	0	0	0
Initial Fut:	212	768	86	141	645	88	235	26	114	56	30	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	768	86	141	645	88	235	26	114	56	30	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	768	86	141	645	88	235	26	114	56	30	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	768	86	141	645	88	235	26	114	56	30	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	1.00	1.75	0.25	1.00	0.19	0.81	1.00	1.00	1.00
Final Sat.:	1750	3327	373	1750	3255	444	1750	334	1466	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.08	0.20	0.20	0.13	0.08	0.08	0.03	0.02	0.04
Crit Moves:	****				****		****			****		
Green Time:	18.2	35.5	35.5	12.4	29.7	29.7	20.1	20.1	20.1	10.0	10.0	10.0
Volume/Cap:	0.60	0.59	0.59	0.59	0.60	0.60	0.60	0.35	0.35	0.29	0.14	0.36
Delay/Veh:	35.5	22.1	22.1	40.1	26.0	26.0	33.9	29.9	29.9	37.6	36.4	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:	35.5	22.1	22.1	40.1	26.0	26.0	33.9	29.9	29.9	37.6	36.4	38.2
HCM2kAvg:	6	10	9	4	8	8	7	3	3	2	1	2

Milpitas Library/Senior Center TIA

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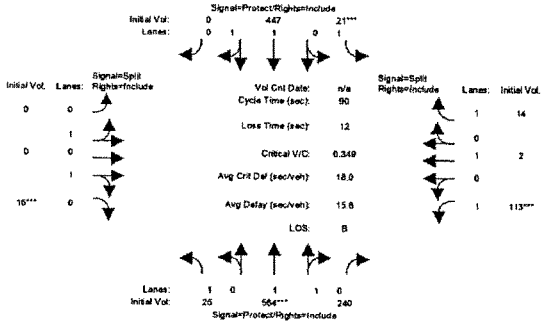
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #17: Milpitas Blvd./Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	25	564	240	21	447	0	0	0	16	113	2	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	564	240	21	447	0	0	0	16	113	2	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	564	240	21	447	0	0	0	16	113	2	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	564	240	21	447	0	0	0	16	113	2	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	564	240	21	447	0	0	0	16	113	2	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	564	240	21	447	0	0	0	16	113	2	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.39	0.61	1.00	2.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2595	1104	1750	3700	0	1750	0	1800	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.12	0.00	0.00	0.00	0.01	0.06	0.00	0.01
Crit Moves:		****		****					****	****		
Green Time:	7.0	47.0	47.0	7.0	47.0	0.0	0.0	0.0	10.0	14.0	14.0	14.0
Volume/Cap:	0.18	0.42	0.42	0.15	0.23	0.00	0.00	0.00	0.08	0.42	0.01	0.05
Delay/Veh:	39.5	13.3	13.3	39.3	11.7	0.0	0.0	0.0	36.0	35.4	32.2	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	13.3	13.3	39.3	11.7	0.0	0.0	0.0	36.0	35.4	32.2	32.5
HCM2kAvg:	1	7	6	1	3	0	0	0	0	3	0	0

Milpitas Library/Senior Center TIA

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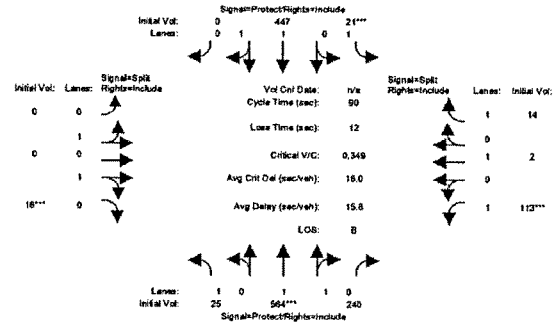
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Background

Intersection #17: Milpitas Blvd./Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	25	564	240	21	447	0	0	0	16	113	2	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	564	240	21	447	0	0	0	16	113	2	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	564	240	21	447	0	0	0	16	113	2	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	564	240	21	447	0	0	0	16	113	2	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	564	240	21	447	0	0	0	16	113	2	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	564	240	21	447	0	0	0	16	113	2	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.39	0.61	1.00	2.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2595	1104	1750	3700	0	1750	0	1800	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.12	0.00	0.00	0.00	0.01	0.06	0.00	0.01
Crit Moves:		****		****					****	****		
Green Time:	7.0	47.0	47.0	7.0	47.0	0.0	0.0	0.0	10.0	14.0	14.0	14.0
Volume/Cap:	0.18	0.42	0.42	0.15	0.23	0.00	0.00	0.00	0.08	0.42	0.01	0.05
Delay/Veh:	39.5	13.3	13.3	39.3	11.7	0.0	0.0	0.0	36.0	35.4	32.2	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	13.3	13.3	39.3	11.7	0.0	0.0	0.0	36.0	35.4	32.2	32.5
HCM2kAvg:	1	7	6	1	3	0	0	0	0	3	0	0

Milpitas Library/Senior Center TIA

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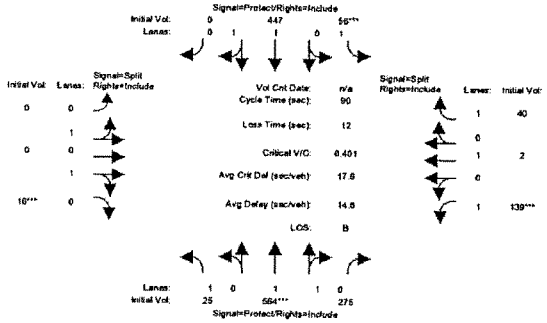
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #17: Milpitas Blvd./Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	25	564	240	21	447	0	0	0	16	113	2	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	564	240	21	447	0	0	0	16	113	2	14
Added Vol:	0	0	35	35	0	0	0	0	0	26	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	564	275	56	447	0	0	0	16	139	2	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	564	275	56	447	0	0	0	16	139	2	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	564	275	56	447	0	0	0	16	139	2	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	564	275	56	447	0	0	0	16	139	2	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	1.00	1.33	0.67	1.00	2.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2486	1212	1750	3700	0	1750	0	1800	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.03	0.12	0.00	0.00	0.00	0.01	0.08	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	7.0	51.0	51.0	7.2	51.2	0.0	0.0	0.0	10.0	17.8	17.8	17.8
Volume/Cap:	0.18	0.40	0.40	0.40	0.21	0.00	0.00	0.00	0.08	0.40	0.01	0.12
Delay/Veh:	39.5	11.1	11.1	41.2	9.6	0.0	0.0	0.0	36.0	32.2	29.0	29.7
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:	39.5	11.1	11.1	41.2	9.6	0.0	0.0	0.0	36.0	32.2	29.0	29.7
HCM2kAvg:	1	6	6	1	3	0	0	0	0	4	0	1

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Milpitas Library/Senior Center TIA

November 2003

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Midday Existing				Midday Project				???						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Abel Street/Marylinn Drive	B	17.0	0.257	16.6	B-	19.2	0.348	18.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#2	Abel Street/Weller Lane	A	8.4	0.179	11.6	B	15.0	0.289	19.0	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3	Main Street/Weller Lane	C+	21.5	0.188	20.1	C	23.8	0.336	23.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#4	Abel Street/Calaveras Boulevard	D	39.3	0.767	37.6	D	40.3	0.787	39.6	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#5	Main Street/Calaveras Boulevard WB Off-Ramp	B	4.0	0.000	4.0	C	8.4	0.000	8.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#6	Main Street/Calaveras EB On-Ramp (Carlo Street)	B	10.6	0.428	10.6	B	13.1	0.626	13.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#7	Abel Street/Serra Way	C+	20.6	0.454	21.1	C+	20.8	0.483	21.4	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#8	Main Street/Serra Way	A	9.4	0.422	11.1	A	9.5	0.443	10.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#9	Milpitas Boulevard/Jacklin Road	C+	21.6	0.403	23.4	C+	22.8	0.458	24.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#10	Milpitas Boulevard/Calaveras Boulevard	D	41.9	0.759	48.5	D	42.9	0.800	50.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#11	Redwood Ave./Abel St.	A	9.5	0.200	12.0	A	7.8	0.240	10.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#12	Serra Way/Calaveras Blvd.	C	30.0	0.637	29.5	C	30.7	0.655	30.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#13	Abbott Ave./Calaveras Blvd.	C	32.0	0.766	43.5	C-	32.1	0.781	43.7	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#14	Town Center Dr./Calavers Blvd.	C+	20.7	0.554	30.2	C+	20.4	0.565	29.9	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#15	Hillview Dr./Calaveras Blvd.	C-	33.1	0.522	32.9	C-	32.6	0.533	32.5	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#16	Milpitas Blvd./Town Center Dr.	C	27.0	0.543	28.1	C	27.1	0.563	28.2	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#17	Milpitas Blvd./Escuela Dr.	B-	18.3	0.259	17.3	B-	19.4	0.312	19.1	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

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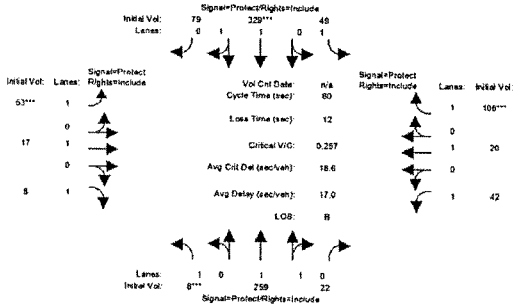
Milpitas Library/Senior Center TIA

November 2003

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

Intersection #1: Abel Street/Marylinn Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	8	259	22	49	329	79	53	17	8	42	20	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	259	22	49	329	79	53	17	8	42	20	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	259	22	49	329	79	53	17	8	42	20	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	259	22	49	329	79	53	17	8	42	20	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	259	22	49	329	79	53	17	8	42	20	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	259	22	49	329	79	53	17	8	42	20	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.60	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3410	290	1750	2983	716	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.03	0.11	0.11	0.03	0.01	0.00	0.02	0.01	0.06
Crit Moves:	****				****		****					****
Green Time:	7.0	17.0	17.0	11.9	21.9	21.9	7.0	11.2	11.2	7.8	12.1	12.1
Volume/Cap:	0.04	0.27	0.27	0.14	0.30	0.30	0.26	0.05	0.02	0.18	0.05	0.30
Delay/Veh:	23.6	16.8	16.8	20.0	13.7	13.7	24.8	20.1	20.0	23.6	19.4	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	16.8	16.8	20.0	13.7	13.7	24.8	20.1	20.0	23.6	19.4	20.9
HCM2kAvg:	0	2	2	1	3	3	1	0	0	1	0	2

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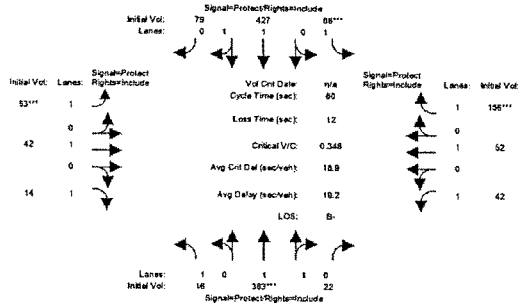
Milpitas Library/Senior Center TIA

November 2003

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

Intersection #1: Abel Street/Marylinn Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	8	259	22	49	329	79	53	17	8	42	20	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	259	22	49	329	79	53	17	8	42	20	106
Added Vol:	8	124	0	37	98	0	0	25	6	0	32	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	383	22	86	427	79	53	42	14	42	52	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	383	22	86	427	79	53	42	14	42	52	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	383	22	86	427	79	53	42	14	42	52	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	383	22	86	427	79	53	42	14	42	52	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3499	201	1750	3122	578	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.05	0.14	0.14	0.03	0.02	0.01	0.02	0.03	0.09
Crit Moves:		****		****			****					****
Green Time:	10.8	18.1	18.1	8.1	15.4	15.4	7.0	12.8	12.8	9.0	14.8	14.8
Volume/Cap:	0.05	0.36	0.36	0.36	0.53	0.53	0.26	0.10	0.04	0.16	0.11	0.36
Delay/Veh:	20.4	16.6	16.6	24.5	19.7	19.7	24.8	19.1	18.8	22.5	17.6	19.3
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:	20.4	16.6	16.6	24.5	19.7	19.7	24.8	19.1	18.8	22.5	17.6	19.3
HCM2kAvg:	0	3	3	2	5	5	1	1	0	1	1	3

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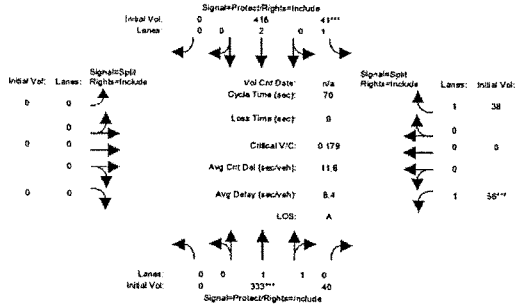
Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	333	40	41	418	0	0	0	0	56	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	40	41	418	0	0	0	0	56	0	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	333	40	41	418	0	0	0	0	56	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	333	40	41	418	0	0	0	0	56	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	40	41	418	0	0	0	0	56	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	333	40	41	418	0	0	0	0	56	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.78	0.22	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3303	397	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	0.0	39.4	39.4	9.1	48.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5
Volume/Cap:	0.00	0.18	0.18	0.18	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.12
Delay/Veh:	0.0	7.5	7.5	27.5	3.7	0.0	0.0	0.0	0.0	24.7	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.5	27.5	3.7	0.0	0.0	0.0	0.0	24.7	0.0	24.3
HCM2kAvg:	0	2	2	1	2	0	0	0	0	1	0	1

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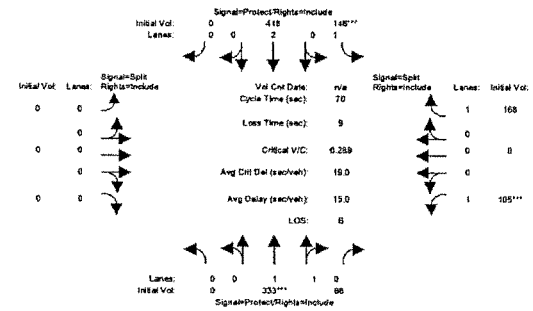
Intersection #2: Abel Street/Weller Lane



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Volume Module:												
Base Vol:	0	333	40	41	418	0	0	0	0	56	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	40	41	418	0	0	0	0	56	0	36
Added Vol:	0	0	28	105	0	0	0	0	0	49	0	132
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	333	68	146	418	0	0	0	0	105	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	333	68	146	418	0	0	0	0	105	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	68	146	418	0	0	0	0	105	0	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	333	68	146	418	0	0	0	0	105	0	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.65	0.35	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3072	627	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.11	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	23.0	23.0	17.7	40.7	0.0	0.0	0.0	0.0	20.3	0.0	20.3
Volume/Cap:	0.00	0.33	0.33	0.33	0.19	0.00	0.00	0.00	0.00	0.21	0.00	0.33
Delay/Veh:	0.0	17.9	17.9	21.8	7.0	0.0	0.0	0.0	0.0	18.9	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	17.9	21.8	7.0	0.0	0.0	0.0	0.0	18.9	0.0	19.9
HCM2kAvg:	0	3	3	3	2	0	0	0	0	2	0	3

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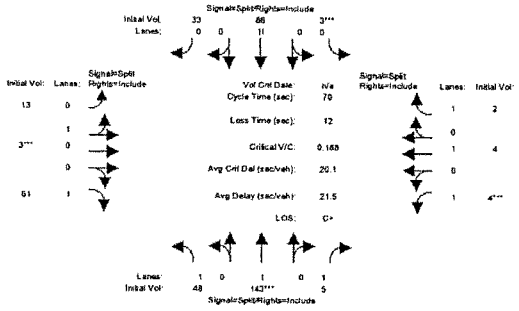
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	48	143	5	3	86	33	13	3	61	4	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	143	5	3	86	33	13	3	61	4	4	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	143	5	3	86	33	13	3	61	4	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	143	5	3	86	33	13	3	61	4	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	143	5	3	86	33	13	3	61	4	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	143	5	3	86	33	13	3	61	4	4	2
Saturation 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	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.02	0.71	0.27	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	43	1234	473	1462	337	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.00	0.07	0.07	0.07	0.01	0.01	0.03	0.00	0.00	0.00
Crit Moves:		****		****				****		****		
Green Time:	19.7	19.7	19.7	18.3	18.3	18.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.10	0.27	0.01	0.27	0.27	0.27	0.06	0.06	0.24	0.02	0.01	0.01
Delay/Veh:	18.6	19.8	18.1	20.9	20.9	20.9	26.0	26.0	27.2	25.8	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	19.8	18.1	20.9	20.9	20.9	26.0	26.0	27.2	25.8	25.8	25.8
HCM2kAvg:	1	3	0	3	2	2	0	0	1	0	0	0

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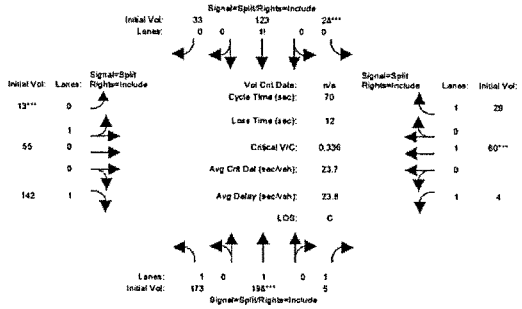
Intersection #3: Main Street/Weller Lane



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	48	143	5	3	86	33	13	3	61	4	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	143	5	3	86	33	13	3	61	4	4	2
Added Vol:	125	55	0	25	37	0	0	52	81	0	56	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	198	5	28	123	33	13	55	142	4	60	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	198	5	28	123	33	13	55	142	4	60	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	198	5	28	123	33	13	55	142	4	60	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	198	5	28	123	33	13	55	142	4	60	29
Saturation 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	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.15	0.67	0.18	0.19	0.81	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	266	1170	314	344	1456	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.11	0.11	0.11	0.04	0.04	0.08	0.00	0.03	0.02
Crit Moves:		****		****			****				****	
Green Time:	17.2	17.2	17.2	17.4	17.4	17.4	13.4	13.4	13.4	10.0	10.0	10.0
Volume/Cap:	0.40	0.42	0.01	0.42	0.42	0.42	0.20	0.20	0.42	0.02	0.22	0.12
Delay/Veh:	22.7	22.8	20.0	22.8	22.8	22.8	24.1	24.1	25.8	25.8	27.0	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.8	20.0	22.8	22.8	22.8	24.1	24.1	25.8	25.8	27.0	26.4
HCM2kAvg:	3	4	0	4	4	4	1	1	3	0	1	1

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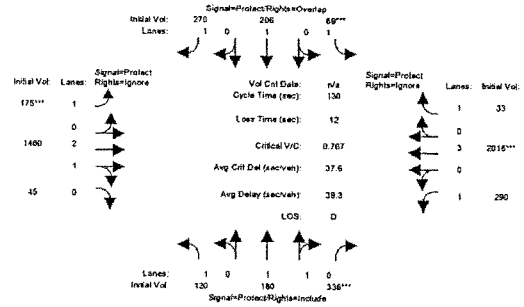
Midday Existing

Intersection #4: Abel Street/Calaveras Boulevard



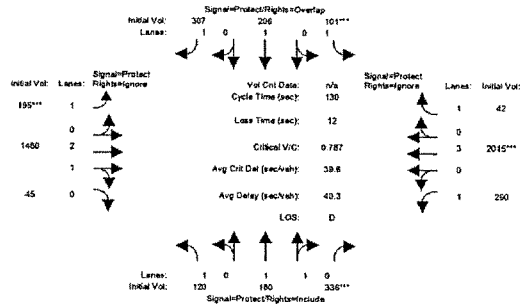
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	120	180	336	89	206	270	175	1480	45	290	2015	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	180	336	89	206	270	175	1460	45	290	2015	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	180	336	89	206	270	175	1480	45	290	2015	33
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:	120	180	336	89	206	270	175	1480	0	290	2015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	180	336	89	206	270	175	1480	0	290	2015	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
Final Vol.:	120	180	336	89	206	270	175	1480	0	290	2015	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.19	0.05	0.11	0.15	0.10	0.26	0.00	0.17	0.35	0.00
Crit Moves:			****	****			****				****	
Green Time:	15.9	32.5	32.5	8.6	25.2	42.2	16.9	47.2	0.0	29.6	59.9	0.0
Volume/Cap:	0.56	0.38	0.77	0.77	0.56	0.48	0.77	0.73	0.00	0.73	0.77	0.00
Delay/Veh:	57.0	40.5	50.5	85.7	49.3	35.7	69.1	37.2	0.0	53.1	30.6	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:	57.0	40.5	50.5	85.7	49.3	35.7	69.1	37.2	0.0	53.1	30.6	0.0
HCM2kAvg:	5	6	14	5	8	9	9	18	0	12	23	0

Milpitas Library/Senior Center TIA

November 2003

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

Intersection #4: Abel Street/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	120	180	336	69	206	270	175	1460	45	290	2015	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	180	336	69	206	270	175	1460	45	290	2015	33
Added Vol:	0	0	0	12	0	37	20	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	180	336	101	206	307	195	1460	45	290	2015	42
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:	120	180	336	101	206	307	195	1480	0	290	2015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	180	336	101	206	307	195	1480	0	290	2015	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
Final Vol.:	120	180	336	101	206	307	195	1480	0	290	2015	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.19	0.06	0.11	0.18	0.11	0.26	0.00	0.17	0.35	0.00
Crit Moves:			****	****			****				****	
Green Time:	16.0	31.7	31.7	9.5	25.3	43.7	18.4	47.2	0.0	29.6	58.4	0.0
Volume/Cap:	0.56	0.39	0.79	0.79	0.56	0.52	0.79	0.73	0.00	0.73	0.79	0.00
Delay/Veh:	56.9	41.2	52.3	86.1	49.2	35.6	69.3	37.2	0.0	53.1	32.2	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:	56.9	41.2	52.3	86.1	49.2	35.6	69.3	37.2	0.0	53.1	32.2	0.0
HCM2kAvg:	5	6	14	6	8	10	9	18	0	12	24	0

Milpitas Library/Senior Center TIA

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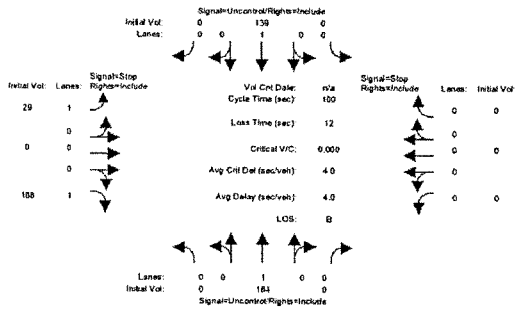
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Midday Existing

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  184     0     0  139     0    29    0   188     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  184     0     0  139     0    29    0   188     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  184     0     0  139     0    29    0   188     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  184     0     0  139     0    29    0   188     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0  184     0     0  139     0    29    0   188     0    0     0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   323 xxxx   139  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   675 xxxx   915  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   675 xxxx   915  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  0.21  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Queue:      xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx   0.6 xxxxx xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.6 xxxx  10.0 xxxxx xxxx xxxxx
LOS by Move:  *    *     *     *    *     *     B    *     A     *    *     *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            10.0            xxxxxx
ApproachLOS:      *                 *                 B                *
```

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



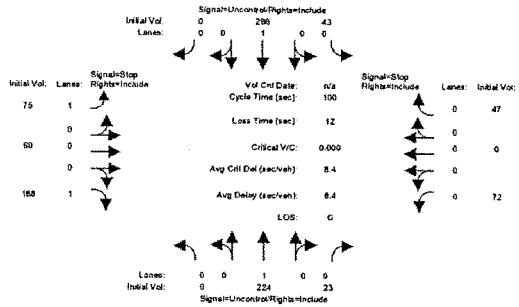
```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       0  0  1  0  0    0  0  1  0  0    1  0  0  0  1    0  0  0  0  0
Final Vol.:     0  184     0     0  139     0    29    0   188     0    0     0
ApproachDel:    xxxxxx            xxxxxx            10.0            xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=217]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=540]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
```

Milpitas Library/Senior Center TIA

November 2003

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Midday Project

Intersection #5: Main Street/Calaveras Boulevard WB Off-Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module:												
Base Vol:	0	184	0	0	139	0	29	0	188	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	184	0	0	139	0	29	0	188	0	0	0
Added Vol:	0	41	22	42	160	0	46	60	0	71	0	46
PasserByVol:	0	-1	1	1	-1	0	0	0	0	1	0	1
Initial Fut:	0	224	23	43	298	0	75	60	188	72	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	224	23	43	298	0	75	60	188	72	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	224	23	43	298	0	75	60	188	72	0	47
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	247	xxxx	xxxxx	643	631	298	744	xxxx	236
Potent Cap.:	xxxx	xxxx	xxxxx	1331	xxxx	xxxxx	389	401	746	333	xxxx	808
Move Cap.:	xxxx	xxxx	xxxxx	1331	xxxx	xxxxx	357	387	746	214	xxxx	808
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.21	0.15	0.25	0.34	xxxx	0.06
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR	- RT	LT -	LTR	- RT	LT -	LTR	- RT	LT -	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	370	xxxx	610	xxxx	302	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	1.6	xxxx	2.0	xxxxx	1.8	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	20.2	xxxx	14.9	xxxxx	24.5	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	B	*	C	*
ApproachDel:	xxxxxx			xxxxxx			16.8			24.5		
ApproachLOS:	*			*			C			C		

Signal Warrant Report

****

Intersection #5 Main Street/Calaveras Boulevard WB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R

Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0
Final Vol.:	0	224		23		43	298		0		75	60		188		72	0		47	
ApproachDel:	xxxxxx					xxxxxx					16.8					24.5				

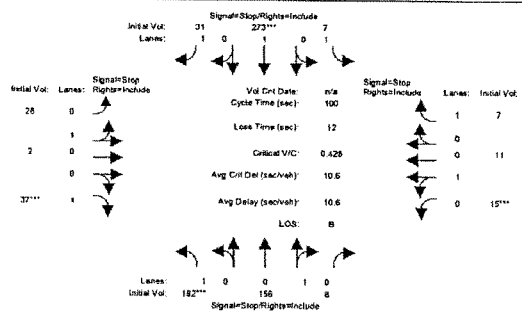
```
Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=323]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1030]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1030]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
```

Milpitas Library/Senior Center TIA

November 2003

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Midday Existing

Intersection #6: Main Street/Calaveras EB On-Ramp (Carlo Street)




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10        7  10  10        7  10  10        7  10  10
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     192 156   8      7 273  31     26   2  37     15  11   7
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  192 156   8      7 273  31     26   2  37     15  11   7
Added Vol:      0   0   0      0   0   0      0   0   0      0   0   0
PasserByVol:    0   0   0      0   0   0      0   0   0      0   0   0
Initial Fut:  192 156   8      7 273  31     26   2  37     15  11   7
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   192 156   8      7 273  31     26   2  37     15  11   7
Reduct Vol:     0   0   0      0   0   0      0   0   0      0   0   0
Reduced Vol:  192 156   8      7 273  31     26   2  37     15  11   7
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   192 156   8      7 273  31     26   2  37     15  11   7
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       1.00 0.95 0.05   1.00 1.00 1.00   0.93 0.07 1.00   0.58 0.42 1.00
Final Sat.:   632 664   34     579 637 718     472   36 609     297 218 599
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.23 0.23   0.01 0.43 0.04   0.06 0.06 0.06   0.05 0.05 0.01
Crit Moves:  ****                 ****                      ****  ****
Delay/Veh:   10.6  9.2  9.2    8.8 12.2  7.8    9.6  9.6  8.4    9.5  9.5  8.2
Delay Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  10.6  9.2  9.2    8.8 12.2  7.8    9.6  9.6  8.4    9.5  9.5  8.2
LOS by Move:   B    A    A      A    B    A      A    A    A      A    A    A
ApproachDel:      10.0              11.7              9.0              9.2
Delay Adj:        1.00              1.00             1.00             1.00
ApprAdjDel:       10.0              11.7              9.0              9.2
LOS by Appr:        A                 B                A                A
```

Signal Warrant Report

```
*****************************************************************************
Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
```



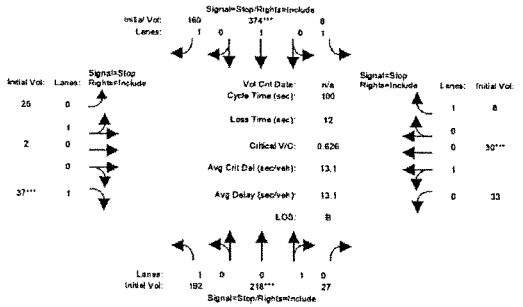
```
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1 0 0 1 0 0      1 0 1 0 1 0      1 0 1 0 1 0      1 0 1 0 1 0
Final Vol.:   192 156   8      7 273  31     26   2  37     15  11   7
ApprAdjDel:       10.0             11.7              9.0              9.2
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=356]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=765]
   FAIL - Total volume less than 800 for intersection
          with four or more approaches.
-----------------------------------------------------------------------------
Approach[southbound][lanes=3][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=311]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=765]
   FAIL - Total volume less than 800 for intersection
          with four or more approaches.
-----------------------------------------------------------------------------
Approach[eastbound][lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=65]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=765]
   FAIL - Total volume less than 800 for intersection
          with four or more approaches.
-----------------------------------------------------------------------------
Approach[westbound][lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=33]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=765]
   FAIL - Total volume less than 800 for intersection
          with four or more approaches.
```

Milpitas Library/Senior Center TIA

November 2003

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Midday Project

Intersection #6: Main Street/Calaveras EB On-Ramp (Carlo Street)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	192	156	8	7	273	31	26	2	37	15	11	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	156	8	7	273	31	26	2	37	15	11	7
Added Vol:	0	63	18	0	102	129	0	0	0	17	19	0
PasserByVol:	0	-1	1	1	-1	0	0	0	0	1	0	1
Initial Fut:	192	218	27	8	374	160	26	2	37	33	30	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	218	27	8	374	160	26	2	37	33	30	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	218	27	8	374	160	26	2	37	33	30	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	192	218	27	8	374	160	26	2	37	33	30	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	0.93	0.07	1.00	0.52	0.48	1.00
Final Sat.:	579	569	70	543	598	667	422	32	533	246	224	536
Capacity Analysis Module:												
Vol/Sat:	0.33	0.38	0.38	0.01	0.63	0.24	0.06	0.06	0.07	0.13	0.13	0.01
Crit Moves:		****			****				****		****	
Delay/Veh:	11.6	11.4	11.4	9.2	17.7	9.5	10.5	10.5	9.3	10.8	10.8	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.4	11.4	9.2	17.7	9.5	10.5	10.5	9.3	10.8	10.8	8.9
LOS by Move:	B	B	B	A	C	A	B	B	A	B	B	A
ApproachDel:		11.5			15.2			9.8			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			15.2			9.8			10.6	
LOS by Appr:		B			C			A			B	

Signal Warrant Report

****

Intersection #6 Main Street/Calaveras EB On-Ramp (Carlo Street)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Final Vol.:	192	218	27	8	374	160	26	2	37	33	30	8
ApprAdjDel:	11.5			15.2			9.8			10.6		

```
Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=437]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1115]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-----------------------------------------------------------------------------
Approach[southbound] [lanes=3] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=2.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=542]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1115]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-----------------------------------------------------------------------------
Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=65]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1115]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-----------------------------------------------------------------------------
Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1115]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
```

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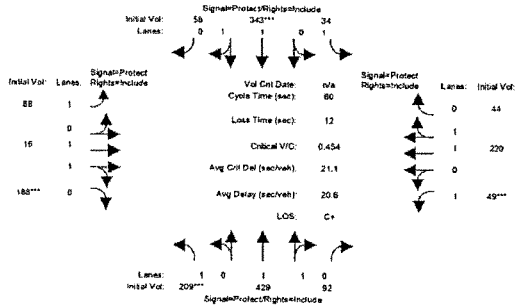
Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	209	429	92	34	343	58	88	16	188	49	220	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	429	92	34	343	58	88	16	188	49	220	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	429	92	34	343	58	88	16	188	49	220	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	429	92	34	343	58	88	16	188	49	220	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	429	92	34	343	58	88	16	188	49	220	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	429	92	34	343	58	88	16	188	49	220	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.64	0.36	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	1750	3046	653	1750	3164	535	1750	1900	1750	1750	3083	617
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.02	0.11	0.11	0.05	0.01	0.11	0.03	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	14.6	16.4	16.4	11.5	13.3	13.3	8.3	13.1	13.1	7.0	11.8	11.8
Volume/Cap:	0.49	0.52	0.52	0.10	0.49	0.49	0.36	0.04	0.49	0.24	0.36	0.36
Delay/Veh:	20.4	18.9	18.9	20.1	20.9	20.9	24.4	18.5	21.4	24.7	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	18.9	18.9	20.1	20.9	20.9	24.4	18.5	21.4	24.7	21.1	21.1
HCM2kAvg:	4	5	5	1	4	4	2	0	4	1	2	2

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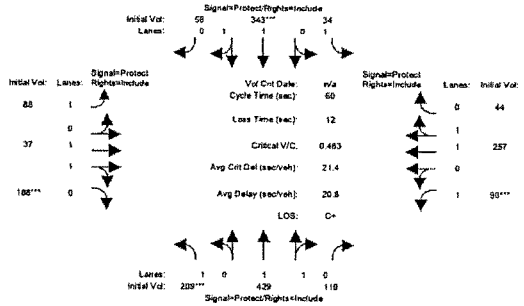
Intersection #7: Abel Street/Serra Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	209	429	92	34	343	58	88	16	188	49	220	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	429	92	34	343	58	88	16	188	49	220	44
Added Vol:	0	0	27	0	0	0	0	21	0	41	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	429	119	34	343	58	88	37	188	90	257	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	429	119	34	343	58	88	37	188	90	257	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	429	119	34	343	58	88	37	188	90	257	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	429	119	34	343	58	88	37	188	90	257	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	0.45	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	2896	803	1750	3164	535	1750	1900	1750	1750	3159	541
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.02	0.11	0.11	0.05	0.02	0.11	0.05	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	14.6	16.4	16.4	11.5	13.3	13.3	8.3	13.1	13.1	7.0	11.8	11.8
Volume/Cap:	0.49	0.54	0.54	0.10	0.49	0.49	0.36	0.09	0.49	0.44	0.41	0.41
Delay/Veh:	20.4	19.2	19.2	20.1	20.9	20.9	24.4	18.7	21.3	26.2	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	19.2	19.2	20.1	20.9	20.9	24.4	18.7	21.3	26.2	21.4	21.4
HCM2kAvg:	4	5	5	1	4	4	2	1	4	2	3	3

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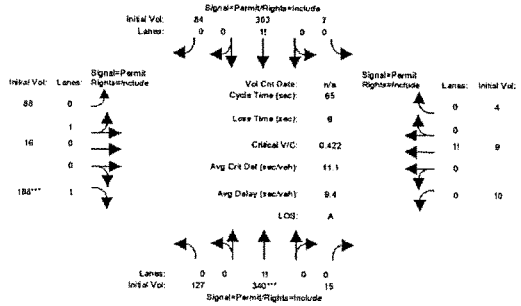
Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	127	340	15	7	303	84	88	16	188	10	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	340	15	7	303	84	88	16	188	10	9	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	340	15	7	303	84	88	16	188	10	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	340	15	7	303	84	88	16	188	10	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	340	15	7	303	84	88	16	188	10	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	340	15	7	303	84	88	16	188	10	9	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	0.26	0.71	0.03	0.02	0.77	0.21	0.85	0.15	1.00	0.44	0.39	0.17
Final Sat.:	461	1234	54	31	1346	373	1523	277	1750	761	685	304
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.23	0.23	0.23	0.06	0.06	0.11	0.01	0.01	0.01
Crit Moves:		****							****			
Green Time:	42.4	42.4	42.4	42.4	42.4	42.4	16.6	16.6	16.6	16.6	16.6	16.6
Volume/Cap:	0.42	0.42	0.42	0.34	0.34	0.34	0.23	0.23	0.42	0.05	0.05	0.05
Delay/Veh:	5.7	5.7	5.7	5.2	5.2	5.2	19.4	19.4	20.9	18.3	18.3	18.3
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:	5.7	5.7	5.7	5.2	5.2	5.2	19.4	19.4	20.9	18.3	18.3	18.3
HCM2kAvg:	5	5	5	3	4	4	2	2	4	0	0	0

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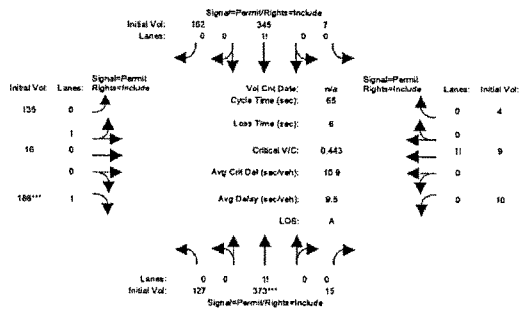
Intersection #8: Main Street/Serra Way



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	10	10	10	10	10	10
Volume Module:												
Base Vol:	127	340	15	7	303	84	88	16	188	10	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	340	15	7	303	84	88	16	188	10	9	4
Added Vol:	0	33	0	0	42	78	47	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	373	15	7	345	162	135	16	188	10	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	373	15	7	345	162	135	16	188	10	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	373	15	7	345	162	135	16	188	10	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	373	15	7	345	162	135	16	188	10	9	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	0.25	0.72	0.03	0.01	0.67	0.32	0.89	0.11	1.00	0.44	0.39	0.17
Final Sat.:	432	1267	51	24	1175	552	1609	191	1750	761	685	304
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.08	0.11	0.01	0.01	0.01
Crit Moves:		****							****			
Green Time:	43.2	43.2	43.2	43.2	43.2	43.2	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	0.44	0.44	0.44	0.44	0.44	0.44	0.35	0.35	0.44	0.05	0.05	0.05
Delay/Veh:	5.4	5.4	5.4	5.4	5.4	5.4	20.8	20.8	21.6	18.9	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	5.4	5.4	5.4	5.4	20.8	20.8	21.6	18.9	18.9	18.9
HCM2kAvg:	5	5	5	7	5	5	3	3	4	0	0	0

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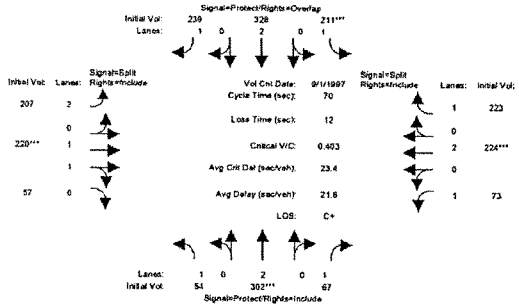
Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	54	302	67	211	328	239	207	220	57	73	224	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	302	67	211	328	239	207	220	57	73	224	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	302	67	211	328	239	207	220	57	73	224	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	302	67	211	328	239	207	220	57	73	224	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	302	67	211	328	239	207	220	57	73	224	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	302	67	211	328	239	207	220	57	73	224	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	2938	761	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.04	0.12	0.09	0.14	0.07	0.07	0.07	0.04	0.06	0.13
Crit Moves:		****		****				****			****	
Green Time:	14.3	13.8	13.8	20.9	20.4	33.5	13.0	13.0	13.0	22.1	22.1	22.1
Volume/Cap:	0.15	0.40	0.19	0.40	0.30	0.29	0.35	0.40	0.40	0.13	0.19	0.40
Delay/Veh:	23.8	26.1	24.7	21.8	19.9	11.9	26.5	26.8	26.8	17.6	17.7	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	26.1	24.7	21.8	19.9	11.9	26.5	26.8	26.8	17.6	17.7	20.9
HCM2kAvg:	1	3	1	4	3	3	2	3	3	1	2	4

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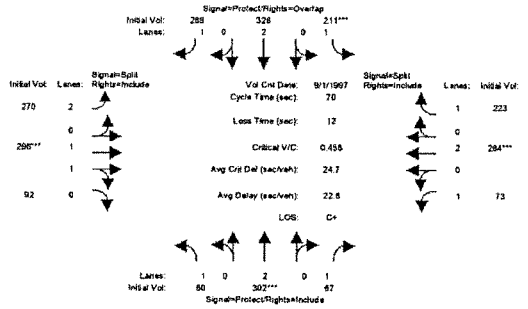
Midday Project

Intersection #9: Milpitas Boulevard/Jacklin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	54	302	67	211	328	239	207	220	57	73	224	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	302	67	211	328	239	207	220	57	73	224	223
Added Vol:	26	0	0	0	0	50	63	76	35	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	302	67	211	328	289	270	296	92	73	284	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	302	67	211	328	289	270	296	92	73	284	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	302	67	211	328	289	270	296	92	73	284	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	302	67	211	328	289	270	296	92	73	284	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	2822	877	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.04	0.12	0.09	0.17	0.09	0.10	0.10	0.04	0.07	0.13
Crit Moves:		****		****				****			****	
Green Time:	12.6	12.1	12.1	18.4	18.0	34.0	16.0	16.0	16.0	19.5	19.5	19.5
Volume/Cap:	0.25	0.46	0.22	0.46	0.34	0.34	0.37	0.46	0.46	0.15	0.27	0.46
Delay/Veh:	26.6	28.3	26.5	24.9	22.1	12.2	24.2	25.0	25.0	19.7	20.3	24.0
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:	26.6	28.3	26.5	24.9	22.1	12.2	24.2	25.0	25.0	19.7	20.3	24.0
HCM2kAvg:	2	3	1	4	3	4	3	4	4	1	3	4

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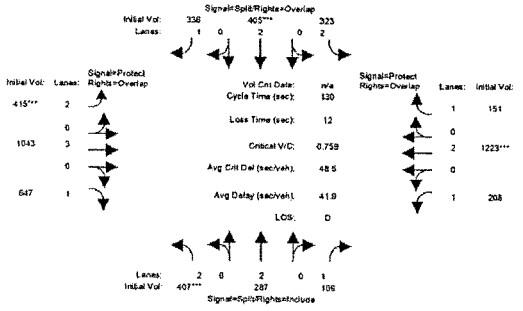
Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	407	287	106	323	405	336	415	1043	647	208	1223	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	287	106	323	405	336	415	1043	647	208	1223	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	287	106	323	405	336	415	1043	647	208	1223	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	287	106	323	405	336	415	1043	647	208	1223	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	287	106	323	405	336	415	1043	647	208	1223	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	407	287	106	323	405	336	415	1043	647	208	1223	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.06	0.10	0.11	0.19	0.13	0.18	0.37	0.12	0.32	0.09
Crit Moves:	****				****		****				****	
Green Time:	22.1	22.1	22.1	18.2	18.2	40.8	22.6	52.0	74.1	25.7	55.1	73.3
Volume/Cap:	0.76	0.44	0.36	0.73	0.76	0.61	0.76	0.46	0.65	0.60	0.76	0.15
Delay/Veh:	61.1	50.6	51.0	63.7	63.5	42.9	60.7	29.3	22.4	55.1	35.2	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	50.6	51.0	63.7	63.5	42.9	60.7	29.3	22.4	55.1	35.2	13.8
HCM2kAvg:	9	5	4	8	9	12	10	10	18	8	22	3

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2000 HCM Operations (Future Volume Alternative)
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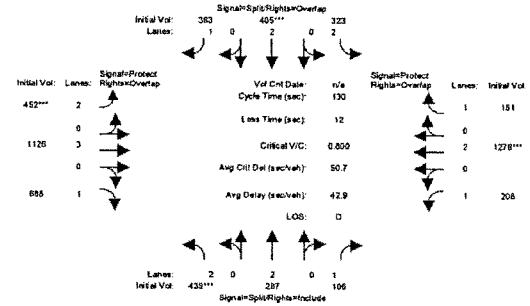
Intersection #10: Milpitas Boulevard/Calaveras Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	407	287	106	323	405	336	415	1043	647	208	1223	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	287	106	323	405	336	415	1043	647	208	1223	151
Added Vol:	32	0	0	0	0	27	37	83	41	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	287	106	323	405	363	452	1126	688	208	1278	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	439	287	106	323	405	363	452	1126	688	208	1278	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	287	106	323	405	363	452	1126	688	208	1278	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	439	287	106	323	405	363	452	1126	688	208	1278	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.06	0.10	0.11	0.21	0.14	0.20	0.39	0.12	0.34	0.09
Crit Moves:	****				****		****				****	
Green Time:	22.7	22.7	22.7	17.3	17.3	40.7	23.3	53.1	75.8	24.9	54.7	72.0
Volume/Cap:	0.80	0.43	0.35	0.77	0.80	0.66	0.80	0.48	0.67	0.62	0.80	0.16
Delay/Veh:	63.1	50.0	50.3	67.1	67.1	45.0	62.4	29.0	22.2	56.6	37.2	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	50.0	50.3	67.1	67.1	45.0	62.4	29.0	22.2	56.6	37.2	14.5
HCM2kAvg:	10	5	4	8	10	13	11	11	19	8	24	3

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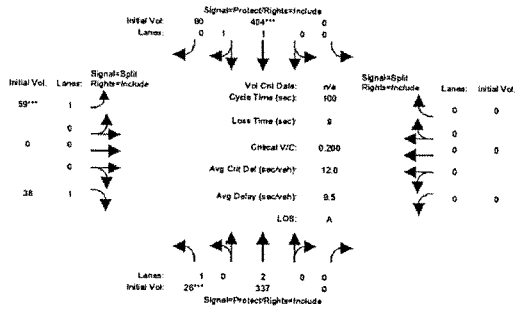
Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	26	337	0	0	404	90	59	0	38	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:	26	337	0	0	404	90	59	0	38	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:	26	337	0	0	404	90	59	0	38	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:	26	337	0	0	404	90	59	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	337	0	0	404	90	59	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	337	0	0	404	90	59	0	38	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3025	674	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.00	0.13	0.13	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.4	74.2	0.0	0.0	66.7	66.7	16.8	0.0	16.8	0.0	0.0	0.0
Volume/Cap:	0.20	0.12	0.00	0.00	0.20	0.20	0.20	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	44.3	3.7	0.0	0.0	6.4	6.4	36.1	0.0	35.5	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:	44.3	3.7	0.0	0.0	6.4	6.4	36.1	0.0	35.5	0.0	0.0	0.0
HCM2kAvg:	1	1	0	0	3	3	2	0	1	0	0	0

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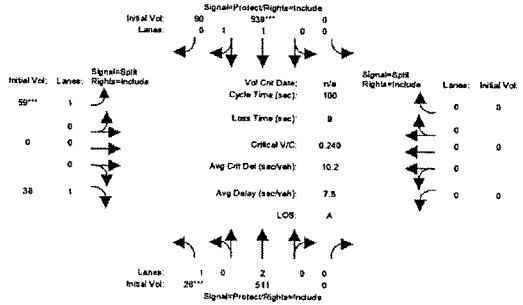
Intersection #11: Redwood Ave./Abel St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	26	337	0	0	404	90	59	0	38	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:	26	337	0	0	404	90	59	0	38	0	0	0
Added Vol:	0	174	0	0	135	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	511	0	0	539	90	59	0	38	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:	26	511	0	0	539	90	59	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	511	0	0	539	90	59	0	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	511	0	0	539	90	59	0	38	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3170	529	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.17	0.17	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	77.1	0.0	0.0	70.1	70.1	13.9	0.0	13.9	0.0	0.0	0.0
Volume/Cap:	0.21	0.17	0.00	0.00	0.24	0.24	0.24	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	44.8	3.1	0.0	0.0	5.4	5.4	38.9	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	3.1	0.0	0.0	5.4	5.4	38.9	0.0	38.2	0.0	0.0	0.0
HCM2kAvg:	1	2	0	0	3	3	2	0	1	0	0	0

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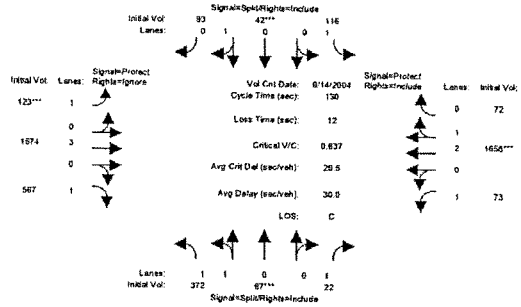
Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	372	67	22	116	42	93	123	1574	567	73	1658	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	67	22	116	42	93	123	1574	567	73	1658	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	67	22	116	42	93	123	1574	567	73	1658	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	372	67	22	116	42	93	123	1574	0	73	1658	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	67	22	116	42	93	123	1574	0	73	1658	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	372	67	22	116	42	93	123	1574	0	73	1658	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.70	0.30	1.00	1.00	0.31	0.69	1.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3008	542	1750	1750	560	1240	1750	5700	1750	1750	5367	233
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.07	0.08	0.08	0.07	0.28	0.00	0.04	0.31	0.31
Crit Moves:		****			****		****				****	
Green Time:	25.3	25.3	25.3	15.3	15.3	15.3	14.4	70.4	0.0	7.0	63.1	63.1
Volume/Cap:	0.64	0.64	0.06	0.56	0.64	0.64	0.64	0.51	0.00	0.77	0.64	0.64
Delay/Veh:	50.1	50.1	42.8	57.7	61.0	61.0	62.2	19.0	0.0	92.9	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	50.1	42.8	57.7	61.0	61.0	62.2	19.0	0.0	92.9	25.4	25.4
HCM2kAvg:	9	9	1	5	6	6	6	13	0	5	17	17

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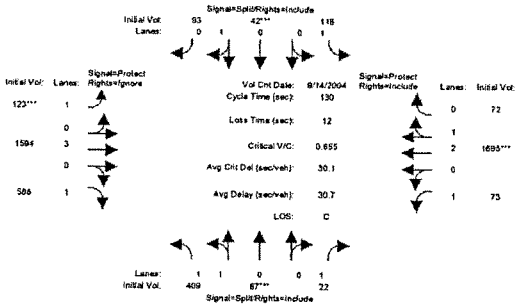
Intersection #12: Serra Way/Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	372	67	22	116	42	93	123	1574	567	73	1658	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	67	22	116	42	93	123	1574	567	73	1658	72
Added Vol:	37	0	0	0	0	0	0	20	21	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	67	22	116	42	93	123	1594	588	73	1695	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	409	67	22	116	42	93	123	1594	0	73	1695	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	67	22	116	42	93	123	1594	0	73	1695	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	409	67	22	116	42	93	123	1594	0	73	1695	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.72	0.28	1.00	1.00	0.31	0.69	1.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3050	500	1750	1750	560	1240	1750	5700	1750	1750	5372	228
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.07	0.08	0.08	0.07	0.28	0.00	0.04	0.32	0.32
Crit Moves:		****			****		****				****	
Green Time:	26.6	26.6	26.6	14.9	14.9	14.9	13.9	69.5	0.0	7.0	62.6	62.6
Volume/Cap:	0.66	0.66	0.06	0.58	0.66	0.66	0.66	0.52	0.00	0.77	0.66	0.66
Delay/Veh:	49.7	49.7	41.7	58.8	62.5	62.5	63.8	19.7	0.0	92.9	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	49.7	41.7	58.8	62.5	62.5	63.8	19.7	0.0	92.9	26.1	26.1
HCM2kAvg:	10	10	1	5	6	6	6	13	0	5	18	17

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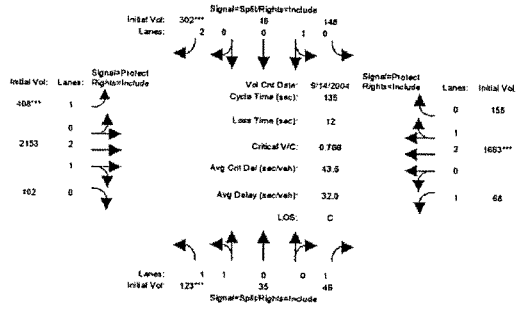
Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	123	35	46	148	18	302	408	2153	102	68	1663	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	35	46	148	18	302	408	2153	102	68	1663	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	35	46	148	18	302	408	2153	102	68	1663	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	35	46	148	18	302	408	2153	102	68	1663	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	35	46	148	18	302	408	2153	102	68	1663	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	35	46	148	18	302	408	2153	102	68	1663	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.56	0.44	1.00	0.69	0.11	2.00	1.00	2.86	0.14	1.00	2.73	0.27
Final Sat.:	2763	786	1750	1605	195	3150	1750	5346	253	1750	5122	477
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.09	0.09	0.10	0.23	0.40	0.40	0.04	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	16.6	16.6	16.6	40.3	89.4	89.4	7.0	56.1	56.1
Volume/Cap:	0.60	0.60	0.35	0.75	0.75	0.78	0.78	0.61	0.61	0.75	0.78	0.78
Delay/Veh:	64.4	64.4	61.1	70.7	70.7	67.3	50.8	13.2	13.2	91.9	35.9	35.9
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:	64.4	64.4	61.1	70.7	70.7	67.3	50.8	13.2	13.2	91.9	35.9	35.9
HCM2kAvg:	4	4	2	8	8	8	17	17	17	4	23	22

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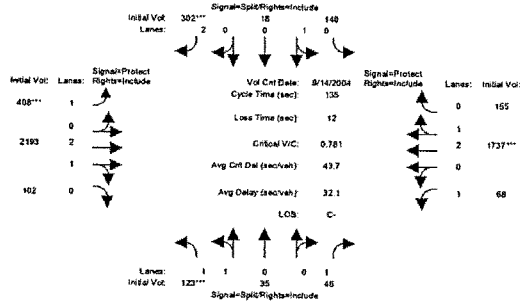
Intersection #13: Abbott Ave./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	123	35	46	148	18	302	408	2153	102	68	1663	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	35	46	148	18	302	408	2153	102	68	1663	155
Added Vol:	0	0	0	0	0	0	0	40	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	35	46	148	18	302	408	2193	102	68	1737	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	35	46	148	18	302	408	2193	102	68	1737	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	35	46	148	18	302	408	2193	102	68	1737	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	35	46	148	18	302	408	2193	102	68	1737	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.95	0.95	0.83	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.56	0.44	1.00	0.89	0.11	2.00	1.00	2.86	0.14	1.00	2.75	0.25
Final Sat.:	2763	786	1750	1605	195	3150	1750	5351	249	1750	5141	459
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.09	0.09	0.10	0.23	0.41	0.41	0.04	0.34	0.34
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	16.2	16.2	16.2	39.5	89.8	89.8	7.0	57.3	57.3
Volume/Cap:	0.60	0.60	0.35	0.77	0.77	0.80	0.80	0.62	0.62	0.75	0.80	0.80
Delay/Veh:	64.4	64.4	61.1	72.6	72.6	69.0	52.6	13.2	13.2	91.9	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	64.4	61.1	72.6	72.6	69.0	52.6	13.2	13.2	91.9	35.8	35.8
HCM2kAvg:	4	4	2	8	8	8	17	18	17	4	24	24

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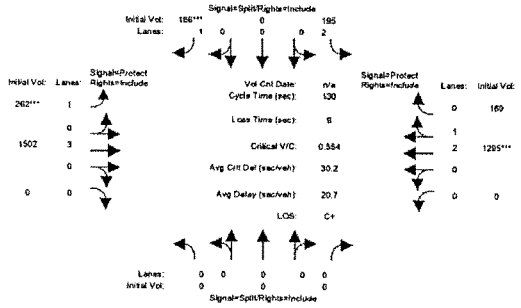
Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	195	0	186	262	1502	0	0	1295	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	186	262	1502	0	0	1295	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	186	262	1502	0	0	1295	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	186	262	1502	0	0	1295	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	186	262	1502	0	0	1295	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	195	0	186	262	1502	0	0	1295	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.66	0.34
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	4983	616
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.11	0.15	0.26	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	24.9	0.0	24.9	35.1	96.1	0.0	0.0	61.0	61.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.55	0.55	0.36	0.00	0.00	0.55	0.55
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	49.5	42.2	6.1	0.0	0.0	25.0	25.0
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	45.6	0.0	49.5	42.2	6.1	0.0	0.0	25.0	25.0
HCM2kAvg:	0	0	0	4	0	7	9	7	0	0	14	13

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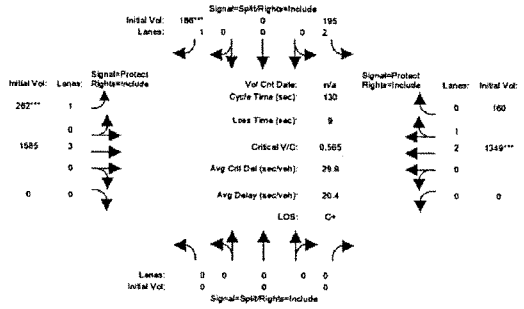
Intersection #14: Town Center Dr./Calavers Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	195	0	186	262	1502	0	0	1295	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	186	262	1502	0	0	1295	160
Added Vol:	0	0	0	0	0	0	0	83	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	186	262	1585	0	0	1349	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	186	262	1585	0	0	1349	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	186	262	1585	0	0	1349	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	195	0	186	262	1585	0	0	1349	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.67	0.33
Final Sat.:	0	0	0	3150	0	1750	1750	5700	0	0	5005	594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.11	0.15	0.28	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	24.5	0.0	24.5	34.5	96.5	0.0	0.0	62.1	62.1
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.56	0.56	0.37	0.00	0.00	0.56	0.56
Delay/Veh:	0.0	0.0	0.0	46.0	0.0	50.2	42.9	6.0	0.0	0.0	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.0	0.0	50.2	42.9	6.0	0.0	0.0	24.6	24.6
HCM2kAvg:	0	0	0	4	0	7	9	7	0	0	14	14

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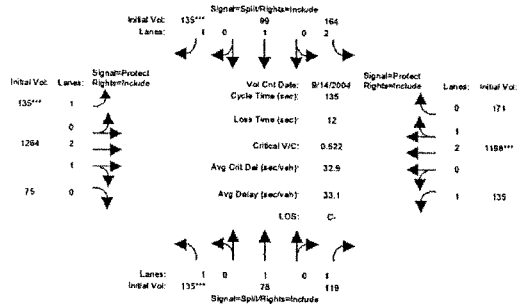
Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	135	78	119	164	99	135	135	1264	75	135	1198	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	78	119	164	99	135	135	1264	75	135	1198	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	78	119	164	99	135	135	1264	75	135	1198	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	78	119	164	99	135	135	1264	75	135	1198	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	78	119	164	99	135	135	1264	75	135	1198	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	78	119	164	99	135	135	1264	75	135	1198	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	2.61	0.39
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5286	314	1750	4900	699
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.05	0.05	0.08	0.08	0.24	0.24	0.08	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	19.9	62.9	62.9	20.3	63.2	63.2
Volume/Cap:	0.52	0.28	0.46	0.35	0.35	0.52	0.52	0.51	0.51	0.51	0.52	0.52
Delay/Veh:	55.1	51.7	53.9	52.2	52.5	55.1	55.1	25.5	25.5	54.6	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	51.7	53.9	52.2	52.5	55.1	55.1	25.5	25.5	54.6	25.5	25.5
HCM2kAvg:	6	3	5	3	4	6	6	13	13	6	13	13

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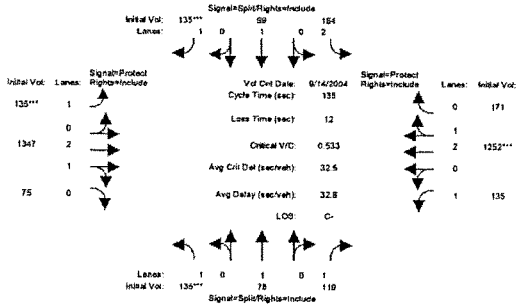
Intersection #15: Hillview Dr./Calaveras Blvd.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	135	78	119	164	99	135	135	1264	75	135	1198	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	78	119	164	99	135	135	1264	75	135	1198	171
Added Vol:	0	0	0	0	0	0	0	83	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	78	119	164	99	135	135	1347	75	135	1252	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	78	119	164	99	135	135	1347	75	135	1252	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	78	119	164	99	135	135	1347	75	135	1252	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	78	119	164	99	135	135	1347	75	135	1252	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.84	0.16	1.00	2.63	0.37
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5304	295	1750	4926	673
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.05	0.05	0.08	0.08	0.25	0.25	0.08	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	19.5	19.5	19.5	19.5	19.5	19.5	19.5	64.4	64.4	19.6	64.4	64.4
Volume/Cap:	0.53	0.28	0.47	0.36	0.36	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	55.7	52.1	54.4	52.6	52.9	55.7	55.7	25.0	25.0	55.7	25.0	25.0
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:	55.7	52.1	54.4	52.6	52.9	55.7	55.7	25.0	25.0	55.7	25.0	25.0
HCM2kAvg:	6	3	5	3	4	6	6	14	13	6	14	13

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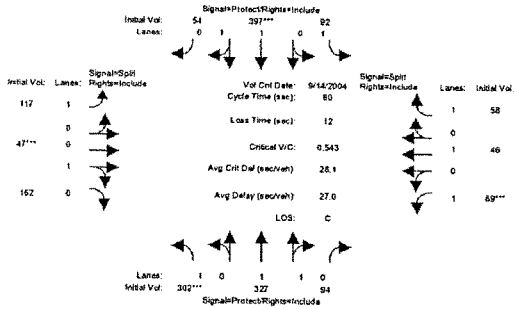
Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	302	327	94	92	397	54	117	47	162	89	46	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	327	94	92	397	54	117	47	162	89	46	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	327	94	92	397	54	117	47	162	89	46	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	327	94	92	397	54	117	47	162	89	46	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	327	94	92	397	54	117	47	162	89	46	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	302	327	94	92	397	54	117	47	162	89	46	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.54	0.46	1.00	1.75	0.25	1.00	0.22	0.78	1.00	1.00	1.00
Final Sat.:	1750	2873	826	1750	3257	443	1750	405	1395	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.05	0.12	0.12	0.07	0.12	0.12	0.05	0.02	0.03
Crit Moves:	****				****			****		****		
Green Time:	24.4	24.5	24.5	17.1	17.2	17.2	16.4	16.4	16.4	10.0	10.0	10.0
Volume/Cap:	0.57	0.37	0.37	0.25	0.57	0.57	0.33	0.57	0.57	0.41	0.19	0.27
Delay/Veh:	24.8	22.0	22.0	26.4	29.0	29.0	27.6	30.7	30.7	33.5	31.8	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	22.0	22.0	26.4	29.0	29.0	27.6	30.7	30.7	33.5	31.8	32.3
HCM2kAvg:	7	4	4	2	6	6	3	6	5	2	1	2

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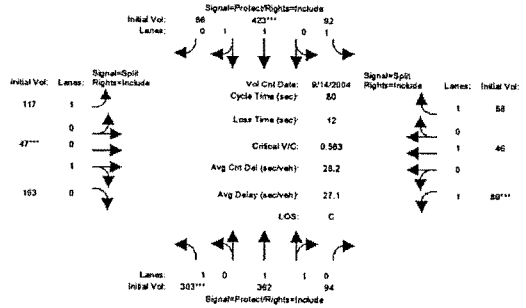
Intersection #16: Milpitas Blvd./Town Center Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 14 Sep 2004 <<												
Base Vol:	302	327	94	92	397	86	117	47	162	89	46	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	327	94	92	397	86	117	47	162	89	46	58
Added Vol:	1	35	0	0	26	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	362	94	92	423	86	117	47	163	89	46	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	362	94	92	423	86	117	47	163	89	46	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	362	94	92	423	86	117	47	163	89	46	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	303	362	94	92	423	86	117	47	163	89	46	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.65	0.35	1.00	0.22	0.78	1.00	1.00	1.00
Final Sat.:	1750	2937	763	1750	3074	625	1750	403	1397	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.05	0.14	0.14	0.07	0.12	0.12	0.05	0.02	0.03
Crit Moves:	****				****			****		****		
Green Time:	23.5	24.8	24.8	17.4	18.7	18.7	15.8	15.8	15.8	10.0	10.0	10.0
Volume/Cap:	0.59	0.40	0.40	0.24	0.59	0.59	0.34	0.59	0.59	0.41	0.19	0.27
Delay/Veh:	25.9	21.9	21.9	26.2	28.3	28.3	28.2	31.7	31.7	33.5	31.8	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	21.9	21.9	26.2	28.3	28.3	28.2	31.7	31.7	33.5	31.8	32.3
HCM2kAvg:	7	5	5	2	6	6	3	6	6	2	1	2

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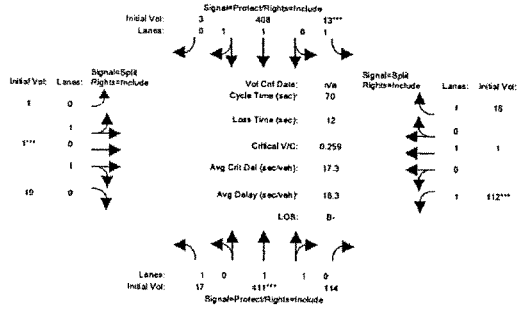
Intersection #17: Milpitas Blvd./Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	17	411	114	13	408	3	1	1	19	112	1	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	411	114	13	408	3	1	1	19	112	1	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	411	114	13	408	3	1	1	19	112	1	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	411	114	13	408	3	1	1	19	112	1	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	411	114	13	408	3	1	1	19	112	1	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	411	114	13	408	3	1	1	19	112	1	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.55	0.45	1.00	1.98	0.02	0.50	0.50	1.00	1.00	1.00	1.00
Final Sat.:	1750	2896	803	1750	3673	27	900	900	1800	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.01	0.11	0.11	0.00	0.00	0.01	0.06	0.00	0.01
Crit Moves:		****		****				****		****		
Green Time:	14.5	28.3	28.3	7.0	20.7	20.7	10.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.05	0.35	0.35	0.07	0.37	0.37	0.01	0.01	0.07	0.35	0.00	0.05
Delay/Veh:	22.3	14.6	14.6	28.7	19.7	19.7	25.7	25.7	26.1	25.7	23.4	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	14.6	14.6	28.7	19.7	19.7	25.7	25.7	26.1	25.7	23.4	23.7
HCM2kAvg:	0	4	4	0	4	3	0	0	0	2	0	0

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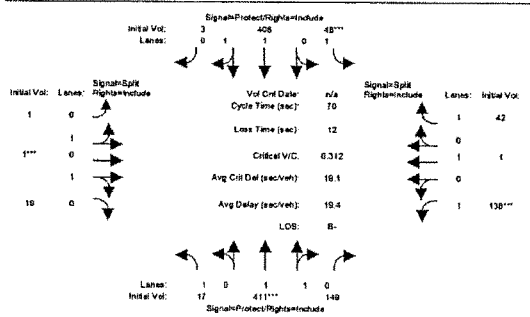
Intersection #17: Milpitas Blvd./Escuela Dr.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	17	411	114	13	408	3	1	1	19	112	1	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	411	114	13	408	3	1	1	19	112	1	16
Added Vol:	0	0	35	35	0	0	0	0	0	26	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	411	149	48	408	3	1	1	19	138	1	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	411	149	48	408	3	1	1	19	138	1	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	411	149	48	408	3	1	1	19	138	1	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	411	149	48	408	3	1	1	19	138	1	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	1.98	0.02	0.50	0.50	1.00	1.00	1.00	1.00
Final Sat.:	1750	2715	984	1750	3673	27	900	900	1800	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.03	0.11	0.11	0.00	0.00	0.01	0.08	0.00	0.02
Crit Moves:		****		****				****		****		
Green Time:	14.0	27.0	27.0	7.0	20.0	20.0	10.0	10.0	10.0	14.0	14.0	14.0
Volume/Cap:	0.05	0.39	0.39	0.27	0.39	0.39	0.01	0.01	0.07	0.39	0.00	0.12
Delay/Veh:	22.7	15.8	15.8	30.0	20.3	20.3	25.7	25.7	26.1	25.0	22.4	23.1
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:	22.7	15.8	15.8	30.0	20.3	20.3	25.7	25.7	26.1	25.0	22.4	23.1
HCM2kAvg:	0	5	4	1	4	3	0	0	0	3	0	1

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APPENDIX B-4

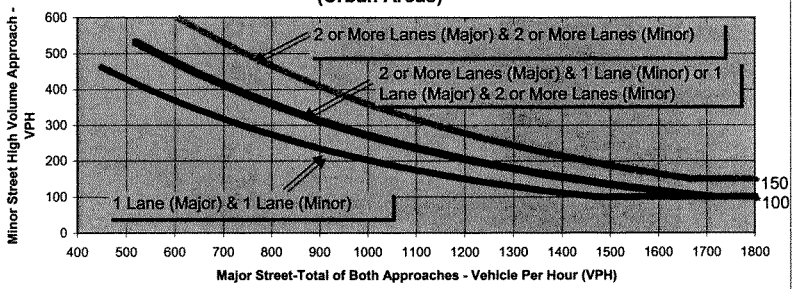
SIGNAL WARRANT ANALYSIS

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Computed by	EB	Date	9-Sep-04
Checked by		Date	
Approved by		Date	

Project No 1045-698 Page No 1
Subject Calaveras Off-Ramp/Main
Existing Conditions
AM
Sheet No of

Figure 4 - PM
PEAK HOUR VOLUME WARRANT
(Urban Areas)



*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		321	198	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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Approved by		Date	

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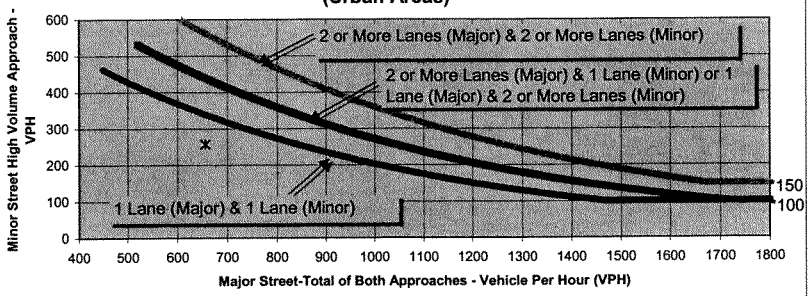

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		656	257	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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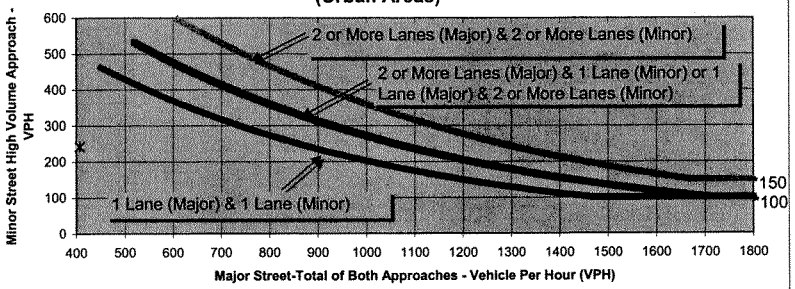

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		407	242	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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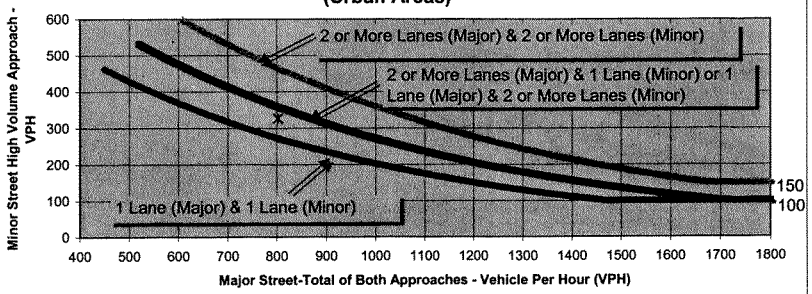

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	YES
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		803	326	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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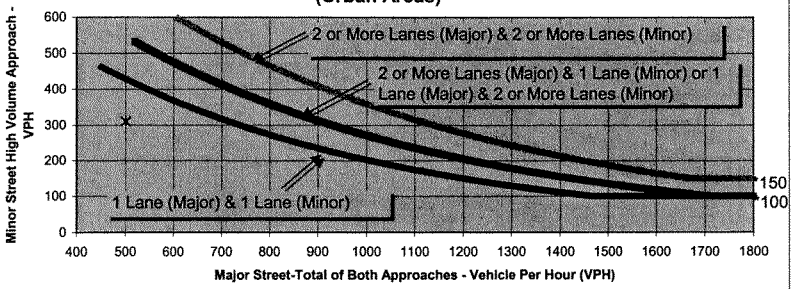

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		501	310	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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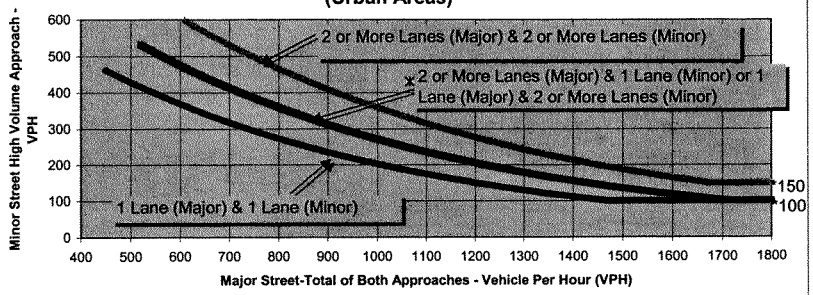

*Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.
Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	YES
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		1067	430	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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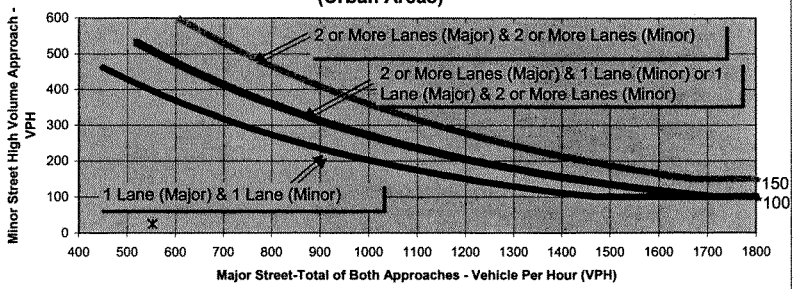

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		553	25	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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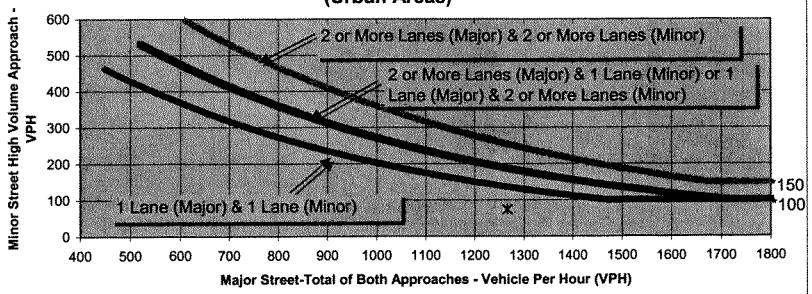

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		1266	74	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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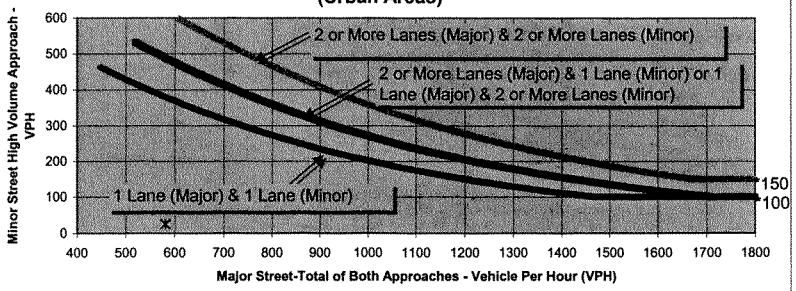

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		581	25	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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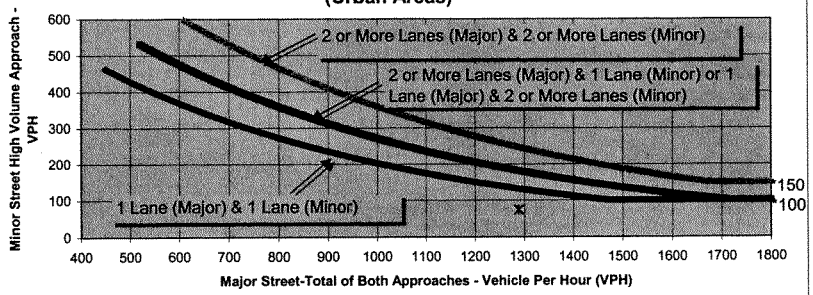

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		1289	74	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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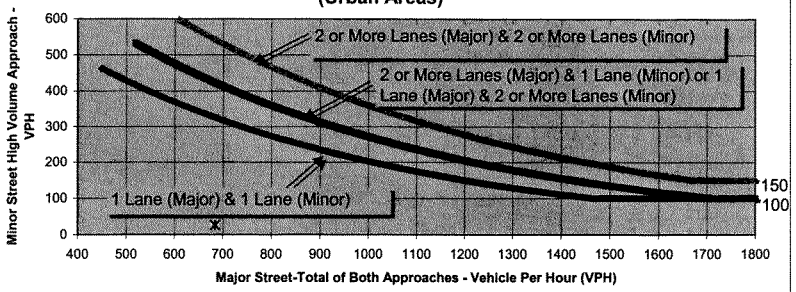

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	NO
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		684	27	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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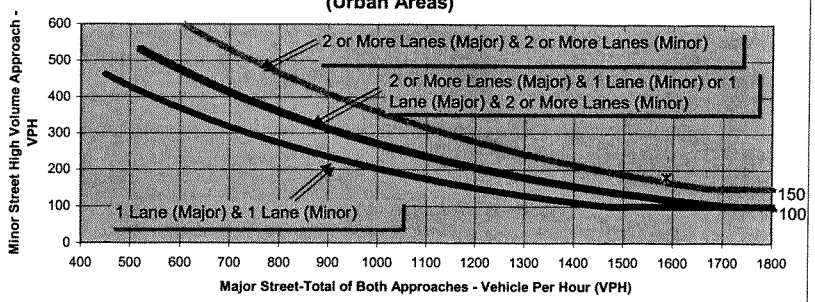

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Source: Traffic Manual, Caltrans 1996.

Name of Street		Major Street	Minor Street	Warrant Met
Number of Lanes	Two or More Lane (Y/N)	n	n	YES
	One Lane (Y/N)	y	y	
Traffic Volume (VPH) *		1587	180	

*Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

APPENDIX B-5

APPROVED TRIP INVENTORIES

Intersection: 1 **Marylinn/Abel**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 2 **Weller/Abel**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments			8							25		
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments			26							13		
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**

Updated 9/10/2004

Intersection: 3 **Weller/Main**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		6			21	25	8					
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**6**	**0**	**0**	**21**	**25**	**8**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		22			12	13	26					
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**22**	**0**	**0**	**12**	**13**	**26**	**0**	**0**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 4 **Abel/Calaveras**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D						11	2	6			36	
Irvine Company						11	3	8			42	
Cisco Systems	6		2					15	1	13	68	
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		1			2	23	7					
Milpitas Town Center			11	5				25		9	30	4
Lockheed Residential		2										
Total	**6**	**3**	**13**	**5**	**2**	**45**	**12**	**54**	**1**	**22**	**176**	**4**
PM Peak Hour												
Milpitas General Plan												
Peery R&D						2	11	36			6	
Irvine Company			2				10	38			7	
Cisco Systems	1		9					64	5	2	12	
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		3			2	11	23					
Milpitas Town Center			17	9				48		17	41	8
Lockheed Residential		1			2							
Total	**1**	**4**	**28**	**9**	**4**	**13**	**44**	**186**	**5**	**19**	**66**	**8**

Updated 9/10/2004

Intersection: 5 **Main/Calaveras Off-Ramp**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		1			21		5					
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**1**	**0**	**0**	**21**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		4			12		18					
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**4**	**0**	**0**	**12**	**0**	**18**	**0**	**0**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 6 **Main/Carlo**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments		1			4	17						
Milpitas Town Center												
Lockheed Residential		5			1							
Total	**0**	**6**	**0**	**0**	**5**	**17**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments	4				2	10						
Milpitas Town Center												
Lockheed Residential	2				5							
Total	**6**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 7 **Serra/Abel**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential	10	2						2	2		10	
Total	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**10**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential	5	1			2			10	10		5	
Total	**5**	**1**	**0**	**0**	**2**	**0**	**0**	**10**	**10**	**0**	**5**	**0**

Updated 9/10/2004

Intersection: 8 **Serra/Main**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential	10	5			1				2			
Total	**10**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential	5	2			5				10			
Total	**5**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 9 **Milpitas/Jacklin**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems		2			2					2		
Great Mall Redevelopment		1			1							
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 10 **Milpitas/Calaveras**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D	4					4	1	4	1		28	
Irvine Company												
Cisco Systems												
Great Mall Redevelopment		1			1							
Hillview Center												
Apton Apartments												
Milpitas Town Center		3	3		3	19	18	23		3	24	
Lockheed Residential												
Total	**4**	**4**	**3**	**0**	**4**	**23**	**19**	**27**	**1**	**3**	**52**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D	1					1	4	28	4		4	
Irvine Company								9			9	
Cisco Systems		3		2	2	3	5					3
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center		5	5		4	28	33	41		4	38	
Lockheed Residential												
Total	**1**	**8**	**5**	**2**	**6**	**32**	**42**	**78**	**4**	**4**	**51**	**3**

Updated 9/10/2004

Intersection: 11 **Redwood/Abel**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 12 **Serra/Calaveras**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D	4							8	1		47	
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**47**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D	1							47	4		8	
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**4**	**0**	**8**	**0**

Updated 9/10/2004

Intersection: 13 **Abbott/Calaveras**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D						4	1	9			51	
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center								25			30	
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**34**	**0**	**0**	**81**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D						1	4	51			9	
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center								48			41	
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**99**	**0**	**0**	**50**	**0**

Updated 9/10/2004

Intersection: 14 **Town Center/Calaveras**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center				12		27	27					12
Lockheed Residential												
Total	**0**	**0**	**0**	**12**	**0**	**27**	**27**	**0**	**0**	**0**	**0**	**12**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center				19		42	46					21
Lockheed Residential												
Total	**0**	**0**	**0**	**19**	**0**	**42**	**46**	**0**	**0**	**0**	**0**	**21**

Updated 9/10/2004

Intersection: 15 **Hillview/Calaveras**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center	1		1		1				9	10		
Apton Apartments												
Milpitas Town Center				12				12			12	12
Lockheed Residential												
Total	**1**	**0**	**1**	**12**	**1**	**0**	**0**	**12**	**9**	**10**	**12**	**12**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center	6	1	7						-3			
Apton Apartments												
Milpitas Town Center				19				19			12	21
Lockheed Residential												
Total	**6**	**1**	**7**	**19**	**0**	**0**	**0**	**19**	**-3**	**0**	**12**	**21**

Updated 9/10/2004

Intersection: 16 **Town Center/Milpitas**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center			21	28			22		20			
Lockheed Residential												
Total	**0**	**0**	**21**	**28**	**0**	**0**	**22**	**0**	**20**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center			37	41			34		42			
Lockheed Residential												
Total	**0**	**0**	**37**	**41**	**0**	**0**	**34**	**0**	**42**	**0**	**0**	**0**

Updated 9/10/2004

Intersection: 17 **Escuela/Milpitas**

Approved Projects

	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour												
Milpitas General Plan												
Peery R&D												
Irvine Company												
Cisco Systems												
Great Mall Redevelopment												
Hillview Center												
Apton Apartments												
Milpitas Town Center												
Lockheed Residential												
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**