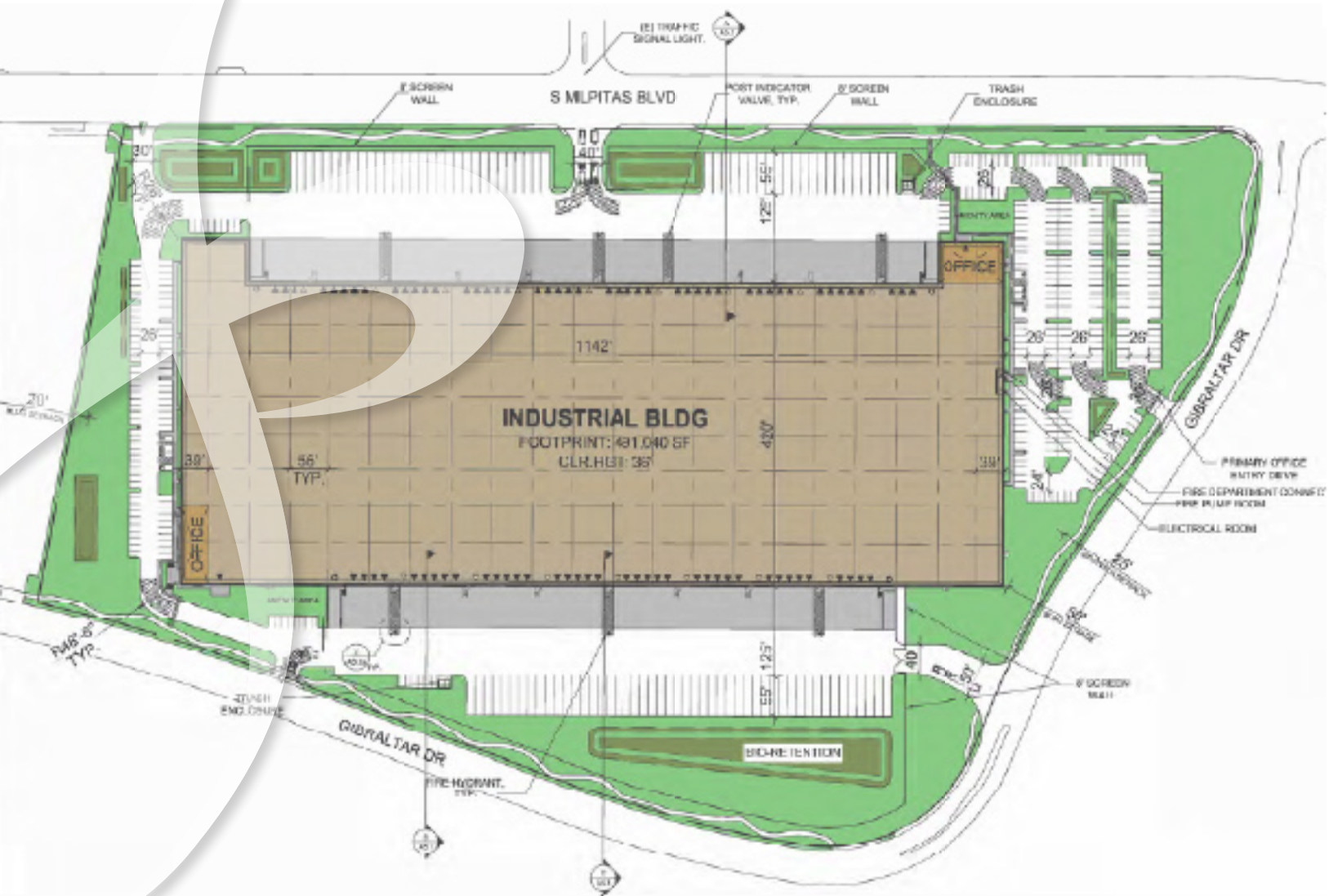


APPENDIX G

TRAFFIC DATA



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October 2020

Draft

Local Transportation Analysis Report

1000 Gibraltar Industrial Project

Prepared for:
City of Milpitas

1000 Gibraltar

Draft Local Transportation Analysis Report

Prepared for:
City of Milpitas
WRA

October 2020

WC20-3690

FEHR  PEERS

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1. Introduction

This report presents the results of a local transportation analysis (LTA) conducted for the proposed industrial development (Project) at 1000 Gibraltar Drive in Milpitas, California. The purpose of the LTA is to identify potential adverse effects of the proposed Project on the surrounding transportation system. Adverse effects were evaluated following guidelines from the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County, as well as direction from City staff. The LTA report is prepared to address specific circulation metrics as part of the City's development application purposes and is not prepared for CEQA purposes.

The LTA presents "traditional" intersection level of service analysis at the site access driveways and at key intersections which will serve project traffic, as requested by City staff, as well as CMP intersections per VTA requirements. The LTA also includes an evaluation of bicycle and pedestrian conditions at and near the Project site, effects of Project traffic on transit travel times, and an evaluation of on-site circulation.

Project Description

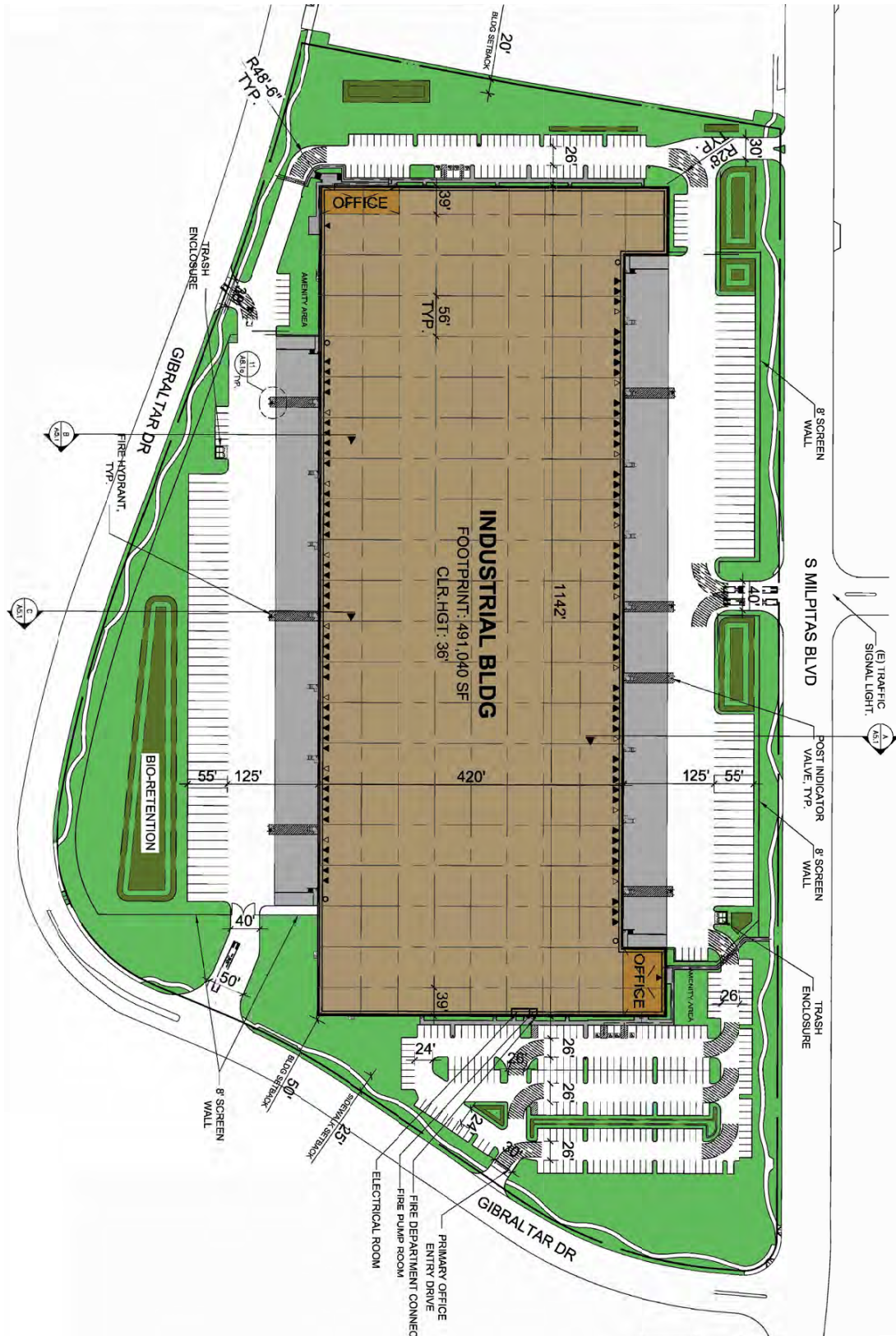
The Project site is located within the south-central portion of the City of Milpitas and is surrounded by light industrial and commercial uses. The site is bounded by South Milpitas Boulevard to the east, Gibraltar Drive to the south and west, and by an existing multi-tenant office building to the north, as shown in the site plan on **Figure 1**. The proposed Project will demolish all existing on-site buildings, parking lots, and associated improvements and construct a new 491,040 square feet (SF) industrial building with two supporting offices at the northwest and southeast corners as well as surface parking on all sides of the building. There are five access points to the Project site. One signalized intersection at South Milpitas Boulevard/Ames Avenue and one driveway on South Milpitas Boulevard north of Ames Avenue will provide access on the east side of the site. Three driveways along Gibraltar Drive will provide access to the west and south sides of the site. The Project may serve a variety of potential industrial uses, but the expected use is a logistics/fulfillment center.

1.1 Relevant Regulatory Agencies and Plans

This section describes the relevant transportation regulatory agencies for the purposes of this LTA. This includes regional and local agencies and their programs and plans relevant to the Project.

1.1.1 Regional Plans

The City of Milpitas is part of Santa Clara County and the greater Bay Area. The following plans provide policy guidelines affecting land use and transportation planning decisions within the Bay Area relevant to the City of Milpitas:



Site Plan Source: WRA Environmental Consultants, 4/2/20

Figure 1

Project Site Plan

1.1.1.1 Plan Bay Area 2040

Plan Bay Area is overseen by MTC and ABAG. It serves as the region's Sustainable Community Strategy (SCS) pursuant to SB 375 and the 2040 RTP (preceded by Transportation 2035), integrating transportation and land use strategies to manage greenhouse gas emissions and plan for future population growth. The RTP and SCS include policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in "Priority Development Areas (PDAs)." In July 2013, Plan Bay Area was adopted by ABAG and the MTC. The update to Plan Bay Area, known as Plan Bay Area 2040, was subsequently developed by MTC and adopted in July 2017.

Major transit projects included in Plan Bay Area 2040 include a BART extension to San José/Santa Clara, Caltrain electrification, enhanced service along the Amtrak Capitol Corridor, and improvements to local and express bus services.

1.1.1.2 Valley Transportation Authority Congestion Management Program (CMP)

As the Congestion Management Agency for Santa Clara County, VTA is responsible for maintaining the county's Congestion Management Program (CMP). The intent is to develop a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. The CMP includes chapters with respective policies regarding the Technical Guidelines, Complete Streets Program, Bicycle Program, and Pedestrian Program.

1.1.1.3 Valley Transportation Plan (VTP) 2040

As the Congestion Management Agency for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called Valley Transportation Plan (VTP) 2040. VTP 2040 provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle facilities, pedestrian facilities, and the integration of land use and transportation. VTP 2040 projects serve as VTA's recommendations for the RTP known as Plan Bay Area. VTP 2040 was adopted by the VTA Board of Directors in September of 2014.

1.1.2 Relevant City Plans

The City of Milpitas has jurisdiction over the local transportation network including City streets and City-operated traffic signals, as well as over land use and zoning policies. The City of Milpitas also has adopted several plans that provide guidance for managing the City's transportation system. The following describes plans related to the Project:

1.1.2.1 City of Milpitas General Plan

The City's General Plan (*City of Milpitas General Plan*) identifies a long-term vision for the City, including goals, policies, and strategies. The Circulation Element of the General Plan aims to create accessible multimodal transportation network that meets the needs of all residents, workers, and visitors; to implement transportation demand management measures that increase transit use and other non-motorized travel modes; to promote active transportation; and to comply with other City and regional

plans. The General Plan includes guiding principles and implementing policies to ensure that the overall goals are achievable.

The last comprehensive update to the General Plan was in 1994, and a new update process is currently underway.

1.1.2.2 Milpitas Transit Area Specific Plan

The *Milpitas Transit Area Specific Plan* was adopted in June 2008 and amended in December 2011. It plans for the redevelopment of an approximately 437-acre area in the southern portion of the City. The preferred plan currently proposes redevelopment of this area with 7,109 dwelling units, 993,843 square feet of office space, 340 hotel rooms, and 287,075 square feet of retail spaced centered around the Milpitas BART station and the VTA Light Rail System. The Specific Plan creates a structure for a walkable, transit-oriented area with a mix of land uses to encourage physical and transit transportation and minimize vehicle trips. Design guidelines, land use designations, and transportation goals are defined in this document. The Project site is not within the Specific Plan area, but some study intersections are within the Specific Plan area. Therefore, the level of service goals in the Specific Plan are applied to this study analysis.

1.1.2.3 City of Milpitas Bikeway Master Plan

The *City of Milpitas Bikeway Master Plan* was adopted on December 8, 2003 and updated in 2009. A new update is currently in progress. The Bikeway Master Plan aims to strengthen the City's bicycle transportation system as it relates to alternative transportation modes. The Bikeway Master Plan includes the City's existing bicycle inventory, proposed bicycle improvements and plans, guiding principles, and implementing policies.

1.2 Report Organization

The following chapters are included in this report to meet City requirements for evaluating transportation impacts of the Project:

Chapter 1. Introduction includes the Project description, the relevant regulatory agencies and plans, and an overview of the report.

Chapter 2. Analysis Methodology outlines the scope of the study and analysis methods, including a description of the analysis scenarios included in the report.

Chapter 3. Existing Conditions describes the transportation system near the Project site including the surrounding roadway network, existing transit, bicycle, and pedestrian facilities, morning and evening peak period intersection turning movement volumes, and intersection levels of service.

Chapter 4. Project Characteristics presents the Project trip generation estimates, distribution, and assignment.



Chapter 5. Existing with Project Conditions presents the intersection operations analysis with the addition of Project traffic to existing (2020) traffic volumes.

Chapter 6. Near-Term Conditions presents traffic volumes and intersection operations in approximately 2022, when the Project is expected to be constructed and operational. Near-term without Project and Near-term with Project conditions are presented.

Chapter 7. Cumulative Conditions presents traffic volumes and intersection operations in 2040, including regional and local traffic growth as reflected in the VTA Countywide Travel Demand Model. Cumulative without Project and Cumulative with Project conditions are presented.

Chapter 8. Transit Access and Vehicle Delay Analysis presents an evaluation of the Project's access to transit and the effect of Project traffic volumes on bus transit travel times, for routes affected by Project traffic.

Chapter 9. Bicycle Circulation Evaluation presents a description of the conditions for bicyclists and pedestrians along the Project frontages and connecting to key off-site destinations, such as the Milpitas BART station.

Chapter 10. Pedestrian Circulation Evaluation

Chapter 11. Queueing Analysis presents an assessment of vehicle queue lengths as compared to available storage at dedicated turn lanes where the Project adds ten or more trips.

Chapter 12. Parking Evaluation presents an evaluation of the Project's vehicle parking supply and comparison to City of Milpitas Municipal Code requirements.

Chapter 13. Site Circulation presents an evaluation of the internal Project circulation for autos/vans, trucks, bicyclists, and pedestrians.

Chapter 14. Conclusions summarizes the findings and recommendations of the above analyses and evaluations.

2. Analysis Methodology

The City of Milpitas adheres to the guidelines set forth in the Santa Clara Valley Transportation Authority (VTA) *Transportation Impact Analysis (TIA) Guidelines* in addition to the City's practices. This chapter includes a summary of technical assumptions that form the basis of the LTA.

2.1 Analysis Scenarios

Intersection traffic operations will be evaluated during the AM and PM weekday peak hours for the scenarios listed in **Table 1**.

Table 1: Analysis Scenarios

Scenario	Description
Scenario 1: Existing Conditions	Existing volumes obtained from traffic counts collected in September 2016 for the City of Milpitas General Plan Existing Conditions Report and from PM peak hour counts in the 2018 CMP Monitoring Report, updated to reflect 2020 (pre-COVID) conditions. Where recent count data is not available, StreetLight data was used to estimate pre-COVID peak hour intersection volumes. The new Milpitas BART station trips were not reflected in previous count data or StreetLight data, so manual assignment of BART station trip generation estimates was added to the roadway network.
Scenario 2: Existing with Project Conditions	Volumes from Scenario 1 with Project traffic.
Scenario 3: Near-Term Conditions	Volumes estimated for year 2022, using a straight-line growth assumption between the 2020 volumes in Scenario 1 and the 2040 volumes in Scenario 5.
Scenario 4: Near-Term with Project Conditions	Volumes from Scenario 3 with Project traffic.
Scenario 5: Cumulative Conditions	Volumes from Scenario 1 plus traffic growth to the year 2040, developed using the VTA Travel Demand Model. Note that the 2040 model includes the VTA's planned widening of Montague Expressway from 6 lanes to 8 lanes between I-880 and Great Mall Parkway/East Capitol Avenue. The widening in the eastbound direction extends the full length of this section, while the widening in the westbound direction ends at Oakland Road/South Main Street.
Scenario 6: Cumulative with Project Conditions	Volumes from Scenario 5 with Project traffic.

Source: Fehr & Peers, October 2020.



2.2 Existing Intersection Vehicle Volumes

As noted above, the existing intersection vehicle volumes were based on the September 2016 counts conducted for the City of Milpitas General Plan Existing Conditions Report (ECR), factored up to represent 2020 (pre-COVID) conditions. An annual global growth factor of 2.5% (1% on constrained turning movements) was developed using 2016 ECR and 2018 CMP count data. This global growth factor was applied to intersections with available 2016 ECR count data. At the study intersections where count data was not available, Fehr & Peers used StreetLight data and volume balancing between intersections with available data to estimate 2020 (pre-COVID) AM and PM peak hour turn movements.

The Milpitas BART station began operation on June 13, 2020. Because the StreetLight data and previous count data did not capture any Milpitas BART trips, Fehr & Peers developed BART station trip generation estimates using the ITE Trip Generation Manual (Land Use Code 90 – Park-and-Ride Lot), based on the station's 1,631 parking spaces. The estimated BART station trips were assigned proportionally to the roadway network based on existing directional roadway segment volume distribution.

Following standard practice for transportation analysis in Santa Clara County, 2018 CMP PM peak hour count data was used for the CMP intersections, with exceptions for intersections with existing lane geometries that do not match the CMP Traffic database or where BART trips were manually added.

2.3 Study Intersections and Freeway Segments

The estimated Project-generated trips were assigned to the roadway network based on the distribution above. Study intersections were selected based on City staff direction and the criteria in the VTA TIA Guidelines. As described below, no freeway segments met the criteria for inclusion in the analysis.

2.3.1 Intersections

The VTA guidelines indicate Congestion Management Program (CMP) intersections shall be included in the study if any one of the following conditions apply:

- The proposed Project is expected to add 10 or more peak hour vehicles per lane to any intersection movement
- The intersection is adjacent to the Project
- Lead agency staff determines that the intersection should be included in the analysis

Based on the above criteria, the following intersections and driveways were selected for analysis. 'City' indicates the City requested the intersection to be studied, and 'CMP' indicates the intersection meets the 10 trips per lane test per the VTA Guidelines. The five Project driveway intersections are indicated by the label 'Project Intersection'. The intersections are also shown on **Figure 2**.

1. I-880 Southbound Ramp & Calaveras Boulevard (City)
2. I-880 Northbound Ramp & Calaveras Boulevard (City)
3. Abel Street & Calaveras Boulevard (City and CMP)

4. Milpitas Boulevard & Calaveras Boulevard (City and CMP)
5. Calaveras Boulevard & Hillview Drive (City)
6. South Milpitas Boulevard & Yosemite Drive (City)
7. South Milpitas Boulevard & Ames Avenue/South Project Driveway (Project intersection)
8. Main Street/Oakland Road & Montague Expressway (CMP)
9. McCandless Drive/Trade Zone Boulevard & Montague Expressway (CMP)
10. Great Mall Parkway/Capitol Avenue & Montague Expressway (CMP)
11. South Milpitas Boulevard & Montague Expressway (City and CMP)
12. South Milpitas Boulevard & North Project Driveway (Project Intersection)
13. Gibraltar Drive & West Project Driveway (Project Intersection)
14. Gibraltar Drive & Southwest Project Driveway (Project Intersection)
15. Gibraltar Drive & South Project Driveway (Project Intersection)

2.3.2 Freeway Segments

VTA guidelines indicate freeway segments shall be included in the study if any one of the following conditions apply:

- The proposed Project is expected to add traffic equal to or greater than one percent of the freeway segment's capacity
- The proposed Project is adjacent to one of the freeway segment's access or egress points
- Lead agency staff determines that the freeway segment should be included in the analysis

The freeway segment trip assignment and criteria testing are shown in **Table 2**. Based on the above criteria, local area freeway segments will not be adversely affected by Project traffic, and therefore no further freeway analysis is included in this report.



Table 2: Project Trips on Freeway Segments Near the Project Site

Freeway	Segment	Direction	Peak Hour	Lanes	Capacity	Project Trips	<1%? ¹
SR-237	McCarthy Boulevard to I-880	EB	AM	2	4,600	12	No
	McCarthy Boulevard to I-880	EB	PM	2	4,600	3	No
	I-880 to McCarthy Boulevard	WB	AM	2	4,600	11	No
	I-880 to McCarthy Boulevard	WB	PM	2	4,600	3	No
I-680	Capitol Avenue to Montague Expressway	NB	AM	4	9,200	60	No
	Capitol Avenue to Montague Expressway	NB	PM	4	9,200	15	No
	Calaveras Boulevard/SR-237 to Jacklin Road	NB	AM	3	6,900	14	No
	Calaveras Boulevard/SR-237 to Jacklin Road	NB	PM	3	6,900	4	No
	Montague Expressway to Capitol Avenue	SB	AM	4	9,200	53	No
	Montague Expressway to Capitol Avenue	SB	PM	4	9,200	16	No
	Jacklin Road to Calaveras Blvd/SR-237	SB	AM	3	6,900	15	No
	Jacklin Road to Calaveras Blvd/SR-237	SB	PM	3	6,900	4	No
I-880	E. Brokaw Road to Montague Expressway	NB	AM	3	6,900	15	No
	E. Brokaw Road to Montague Expressway	NB	PM	3	6,900	4	No
	SR-237 to Dixon Landing Road	NB	AM	3	6,900	15	No
	SR-237 to Dixon Landing Road	NB	PM	3	6,900	5	No
	Montague Expressway to E. Brokaw Road	SB	AM	3	6,900	14	No
	Montague Expressway to E. Brokaw Road	SB	PM	3	6,900	4	No
	Dixon Landing to Rd SR-237	SB	AM	3	6,900	17	No
	Dixon Landing to Rd SR-237	SB	PM	3	6,900	4	No

1. Threshold for analysis is whether the Project peak hour trip assignment constitutes more than one percent of the segment's hourly capacity. Note: HOV lane segments are not included in the table and are considered screened out based on the mixed-flow segment analysis.

Source: Fehr & Peers, October 2020.

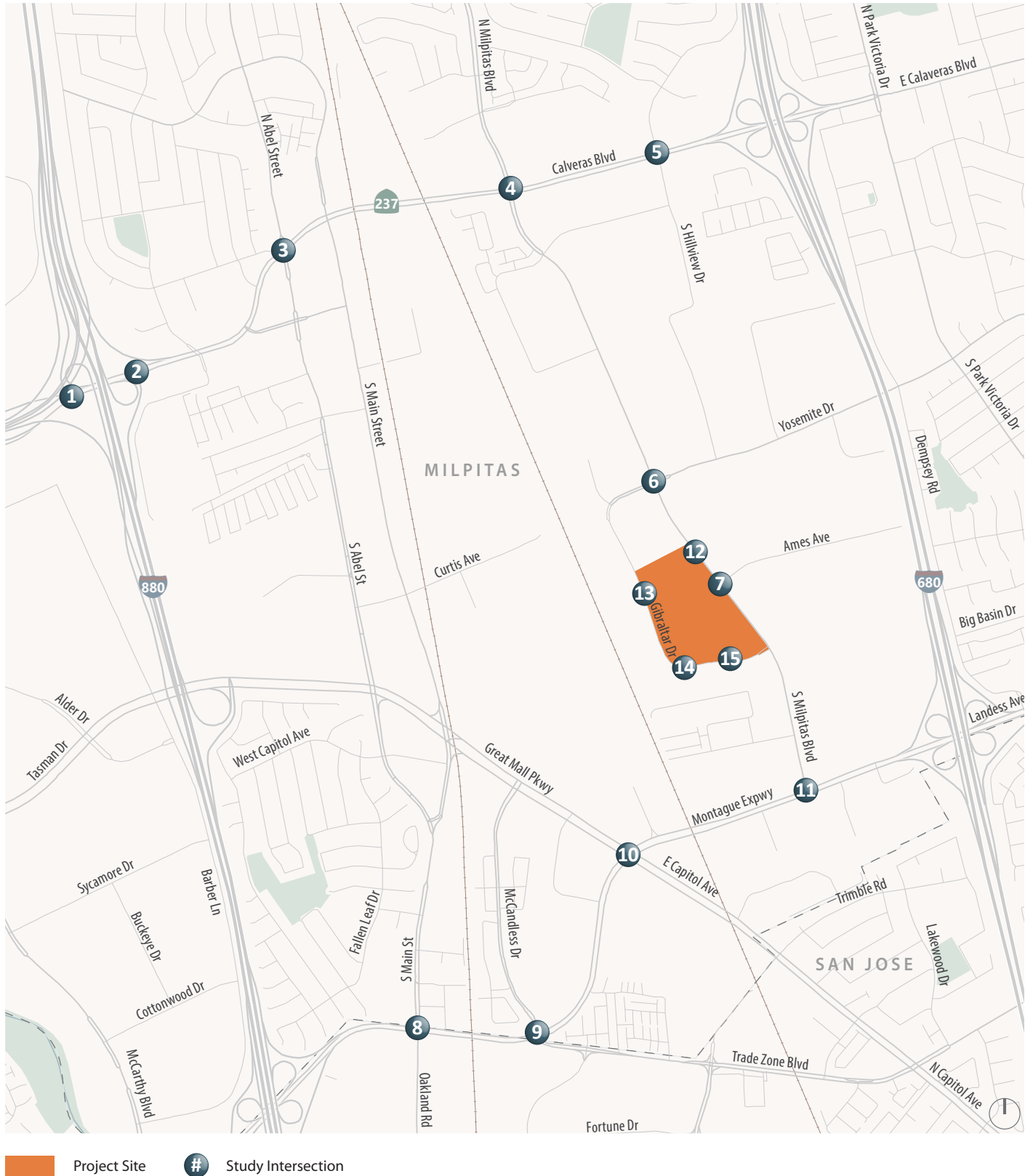


Figure 2

Study Area and Analysis Locations

2.4 Analysis Methods and Deficiency Criteria

2.4.1 Intersection Operations

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

2.4.1.1 Signalized Intersection Operations

The method described in Chapter 16 of the *2000 Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the level of service calculation for the study intersections. This level of service method, which is approved by the City of Milpitas and VTA, analyzes a signalized intersection’s operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay is calculated using the TRAFFIX analysis software and is correlated to an LOS designation as shown in **Table 3**.

Table 3: Signalized Intersection Level of Service Definitions Using Average Control Vehicular Delay

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, December 2017; *Highway Capacity Manual*, Transportation Research Board, 2000.

2.4.1.2 Unsignalized Intersection Operations

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 4** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 4: Unsignalized Intersection Level of Service Definitions Using Average Control Vehicular Delay

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

Source: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, December 2017; *Highway Capacity Manual*, Transportation Research Board, 2000.

2.4.1.3 Deficiency Criteria

The determination of transportation system operational deficiency is based on applicable policies, regulations, goals, and guidelines defined by the City of Milpitas and Santa Clara County. The detailed deficiency criteria presented below pertains to roadway system operations.

2.4.1.3.1 Santa Clara County Congestion Management Program

The LOS standard for Santa Clara County expressway and CMP intersections is LOS E. Traffic deficiencies at these intersections would occur when the addition of traffic associated with a Project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbation of unacceptable operations by increasing the average critical delay by 4.0 seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increases in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.



2.4.1.3.2 City of Milpitas

The City of Milpitas adheres to the Santa Clara County CMP level of service (LOS) standards for CMP intersections, and the Milpitas General Plan does not cite separate LOS standards for non-CMP intersections. However, a LOS standard of D was used for non-CMP intersections in the Transit Area Specific Plan EIR; based on this precedent, this standard for non-CMP intersections is used in this study. The same deficiency thresholds as applied to CMP intersections, above, would apply to the City intersections, with LOS D being deemed acceptable as opposed to LOS E.

2.4.1.3.3 Intersection LOS Standards

As discussed above, signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 5**. The City of Milpitas General Plan Circulation Element Policy 3.a-G-1 guides transportation analysis and adverse effects for the City of Milpitas. Milpitas's minimum threshold for acceptable signalized intersection operations is LOS D. For CMP intersections under VTA's jurisdiction, the minimum threshold for acceptable intersection operations is LOS E. Since all study intersections are under City jurisdiction, the City's minimum threshold of LOS D were applied.

Table 5: Intersection LOS Standards

Intersection Type	LOS Standard
City of Milpitas Intersections ¹	LOS D
Santa Clara County CMP Intersections ²	LOS E

Notes:

1. City of Milpitas, General Plan Circulation Element Policy 3.a-G-1.
2. VTA Congestion Management Program, 2017.

2.4.2 Transit Service

The VTA TIA Guidelines Section 9.2 requires analysis of transit network performance including transit access and facilities, and transit vehicle delay. The Guidelines state that the transit vehicle delay analysis should include the following components:

- **A qualitative assessment** of additional transit vehicle delay caused by any roadway or intersection geometry changes proposed by a project, taking into account unique considerations of transit vehicles compared to autos (e.g., pulling into and out of stops, longer gaps needed for left turns). These qualitative considerations may also inform the assessment of transit vehicle delay caused by auto congestion;
- **A quantitative estimate** of additional seconds of transit vehicle delay that will result from automobile congestion caused by a project and any changes to signal operations proposed by that project. This analysis may utilize information produced by the intersection Auto Level of Service (LOS) analysis or other sources, if available.

The Project does not propose an off-site roadway or intersection changes that would affect transit vehicle delay.

With regard to transit delay caused by added traffic congestion, there is not a well-established national methodology for quantitatively evaluating transit network performance due to roadway congestion. Increased roadway congestion can affect transit vehicle travel time/speed and service reliability. For the purposes of this study, transit network performance is analyzed during the AM and PM peak hour based on the average transit vehicle delay associated with congestion at signalized intersections along a specified corridor with and without the Project. The change in average transit vehicle delay will be determined using the following process:

- Review TRAFFIX 8.0 analysis software output for intersection delay. The average delay, by movement, at each intersection within a study corridor in the transit vehicle path of travel will be determined.
- The transit vehicle average delay due to congestion at intersections will be determined by summing the movement delay for each signalized intersection along the study transit corridor.
- Without and With Project average transit vehicle delay associated with congestion at intersections will be compared. Note that the transit vehicle dwell time at transit stops is not included in the analysis.

This analysis methodology determines changes in transit delay based on the delay at the intersections evaluated in this report. Not every intersection along each transit route is included in the transit delay calculation. In addition, the transit delay analysis does not account for additional delays including bus pull-out time or dwell time for boardings and alightings. Such additional delays are not anticipated to be substantial relative to delays at the major intersections studied in the traffic impact analysis.

Per the VTA TIA Guidelines, if increased transit vehicle delay is found, the Lead Agency (the City of Milpitas) should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA.

2.4.2.1 Deficiency Criteria

As described in the CEQA Guidelines, the Project may cause a significant impact to transit facilities and services if an element of the Project would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
- While the VTA TIA Guidelines call out the potential need for performing a transit capacity analysis, there is no CEQA specific threshold of significance. The California Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* states that a project that blocks access to a transit stop or blocks a transit route may interfere with transit functions. By contrast, when evaluating multimodal transportation networks OPR advises:



- *[L]ead agencies generally should not treat the addition of new users as an adverse impact. Any travel-efficient infill development is likely to add riders to transit systems, potentially slowing transit vehicle mobility, but also potentially improving overall destination proximity. Meanwhile, such development improves regional vehicle flow generally by loading less travel onto the regional network than if that development were to occur elsewhere.*
- OPR recognizes that increased demand throughout a region may cause a cumulative impact requiring new or additional transit infrastructure. However, OPR states such impacts may be best addressed through a fee program that fairly allocates the cost of improvements not just to projects that locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system.

2.4.3 Bicycle and Pedestrian Facilities

The VTA TIA Guidelines Section 9.3 requires analysis of bicycle and pedestrian modes under project conditions. The analysis shall address project effects on existing bicyclists and pedestrians as well as the effects and benefits of site development and associated roadway improvements on bicycle/pedestrian infrastructure, circulation, Quality of Service (QOS), and conformance to existing plans and policies.

Because the Project does not propose roadway network changes beyond the project driveway improvements, and no intersection improvements are identified to address level of service deficiencies in this report, the bicycle and pedestrian evaluation in this report is based on an evaluation of the existing facilities along the Project frontages, including the Project's proposed frontage improvements.

2.4.3.1 Deficiency Criteria

A deficiency would be identified if the Project design creates an obstruction or otherwise adversely affects bicycle or pedestrian circulation along the Project frontages, including at the five Project driveways.

3. Existing Conditions

This section describes transportation facilities in the Project study area, including the surrounding roadway network, transit, pedestrian, and bicycle facilities in the Project site vicinity. Existing intersection operations are also described.

3.1 Existing Roadway Facilities

Regional access to the study area is provided by Interstate 680 (I-680), Interstate 880 (I-880), State Route 237 (SR-237). Local and direct access are provided by Abel Street, Ames Avenue, Calaveras Boulevard, Gibraltar Drive, Great Mall Parkway, Main Street, Montague Expressway, South Hillview Drive, South Milpitas Boulevard, Trade Zone Boulevard, and Yosemite Drive. The City of Milpitas classifies streets according to their function and access, as shown in **Table 6**. The roadways within the study area that would provide access to the site and are most likely to experience direct changes in traffic patterns, if any, from the Project are described below.

Table 6: Street Classifications

Classification	Function	Access
Freeway	Provides for intra- and inter- regional mobility.	Restricted to primary arterials and expressways via interchanges.
Expressway	Provide for movement of through-traffic.	Limited accesses to abutting properties; varies according to situation.
Arterial	Collect and distribute traffic from freeways and expressways to collector streets, and vice versa.	Varies according to situation.
Collector	Serves as connectors between local and arterial streets and provide direct access to parcels.	Driveways and/or intersecting streets or collector streets should be no closer than 300-400 feet apart.
Local Street	Provide access to parcels.	Access is not restricted.

Source: City of Milpitas General Plan Circulation Element.

3.1.1 Regional Roadways

I-680 is a freeway north-south freeway extending north from San Jose to the I-80 in Fairfield. It has four general purpose lanes in each direction within the study area. Access to I-680 from the study area is provided via East Calaveras Boulevard and Montague Expressway.

I-880 is a north-south freeway extending north from the I-280/I-880/SR-17 interchange in San José to Oakland. It has three general purpose lanes and one HOV lane in each direction. Access to I-880 from the study area is provided via West Calaveras Boulevard, Great Mall Parkway, or Montague Expressway.



SR-237 is an east-west freeway that runs from El Camino Real in Mountain View to I-680 in Milpitas. It has two general purpose lanes and one HOV express lane in each direction. Access to SR-237 from the study area is provided via West Calaveras Boulevard.

3.1.2 Local Roadways

Abel Street-Main Street is a north-south collector roadway primarily serving residential and commercial land uses west of the Project site. It provides access to the major arterial Calaveras Boulevard north of the Project site and to Montague Expressway south of the site. Abel Street-Main Street has two travel lanes in each direction with a two-way left turn lane on some segments and a physical center median on other segments. The posted speed limit is 35 miles per hour (MPH). On-street parking is not permitted. Sidewalks and bicycle facilities are provided on both sides of the roadway.

Ames Avenue is an east-west local street that provides direct access to the Project site and to commercial, office, and light industrial land uses east of the Project site. It has one travel lane in each direction. The posted speed limit is 35 MPH. On-street parking is permitted east of the railroad tracks. Discontinuous sidewalks are provided on either side of the roadway. Bicycle facilities are not provided.

Calaveras Boulevard is an east-west arterial that provides access to I-680 and I-880 freeways north of the Project site. It is divided by a median and has three travel lanes in each direction west of Abel Street to SR-237 and two travel lanes in each direction east of Abel Street. The posted speed limit is 40 MPH. On-street parking is not permitted. Sidewalks are provided on both sides of the street, except between Milpitas Boulevard and Abel Street where a sidewalk is provided only on the north side. Bicycle facilities are not provided.

Gibraltar Drive is a north-south local street with a portion of the street oriented in the east-west direction. Gibraltar Drive provides direct access to the Project site and to industrial and office land uses west of the Project site. It has one travel lane in each direction, with a two-way left-turn lane on the east-west oriented portion. The posted speed limit is 30 MPH. On-street parking is not permitted. Sidewalks are provided on both sides of the street. Bicycle facilities are not provided.

Great Mall Parkway-Capitol Avenue is a northwest-southeast oriented arterial that provides access to residential, commercial, and office uses in the southwestern area of the City. It has three travel lanes in each direction with the VTA rail tracks in the middle. The posted speed limit is 40 MPH. On-street parking is not permitted. Sidewalks and striped bike lanes are provided on both sides of the street.

Montague Expressway is an east-west expressway to the south of the Project site. It is divided by a center median. There are three general travel lanes and one carpool lane (weekdays between 6 AM to 9AM) in each direction between Montague Court and Great Mall Parkway and three general travel lanes in each direction west of Great Mall Parkway. The posted speed limit is 45 MPH. On-street parking is not permitted. Discontinuous sidewalks are provided on either side of the street and bicycle facilities are not provided.

South Hillview Drive is a north-south collector roadway to the northeast of the Project site. It has one travel lane in each direction. The street is divided by a two-way left-turn lane between East Calaveras Boulevard and Los Coches Street. There is no median south of Los Coches Street. South Hillview Drive provides access to office, commercial, and industrial uses near the Project site. The posted speed limit is 35 MPH. On-street parking is permitted on some segments of the street. Sidewalks are provided on both sides of the street between East Calaveras Boulevard and Los Coches Street and on one side south of Los Coches Street. Bicycle facilities are not provided.

South Milpitas Boulevard is a north-south collector roadway that provides direct access to the Project site. There is a center two-way left-turn lane between Los Coches Street and Gibraltar Drive for access to office, industrial, and commercial use driveways along and a median on the rest of the street. It has two travel lanes in each direction. The posted speed limit is 40 MPH. On-street parking is not permitted. Sidewalks are provided on both sides of the street and continuous pedestrian paths are disrupted by landscaped building frontages. Striped bike lanes are provided on both sides of the street.

Trade Zone Boulevard-McCandless Drive is a collector roadway southwest of the Project site. Trade Zone Boulevard south of Montague Express way is east-west oriented and McCandless Drive north of Montague Expressway is north-south oriented. It provides access to residential, commercial, and office uses. Trade Zone Boulevard has two travel lanes in each direction with a physical center median with a posted speed limit of 35 MPH. McCandless Drive has one travel lane in each direction with a median with a posted speed limit of 25 MPH. On-street parking is not permitted. Sidewalks and bicycle facilities are provided on both sides of the roadway.

Yosemite Drive is an east-west local street to the northeast of the Project site. It is a divided street with two travel lanes in each direction. Yosemite Drive provides access to office, industrial, and commercial uses within the study area. The posted speed limit is 40 MPH. On-street parking is not permitted. Sidewalks and striped bike lanes are provided on both sides of the street.

3.1.3 Truck Routes

The City of Milpitas identifies primary truck routes for the safe and adequate circulation of trucks entering and leaving the City. Further information about policies pertaining to goods movement can be found in the General Plan Circulation Element. Truck routes providing direct access or connection to direct access routes to the Project site are listed below:

- Ames Avenue
- Calaveras Boulevard
- Gibraltar Drive
- Great Mall Parkway-Capitol Avenue
- Landess Avenue
- Los Coches Street
- Montague Expressway
- South Abel Street
- South Hillview Drive
- South Main Street
- South Milpitas Boulevard
- SR-237
- Trade Zone Boulevard-McCandless Drive
- Yosemite Avenue



Existing primary truck routes in the vicinity of the Project study area are shown on **Figure 3**.

3.2 Existing Transit Services

The study area is served by a variety of transit services provided by the Santa Clara Valley Transportation Authority (VTA), Alameda-Contra Costa (AC) Transit, and Bay Area Rapid Transit (BART). These services include local bus and light rail transit services and inter-city rail services. The existing transit routes and stops in the study area are shown on **Figure 4**.

The Project site is directly served by AC Transit bus route 217 with bus stops on South Milpitas Boulevard, one south of Ames Avenue on the west side and one north of Ames Avenue on the east side. VTA provides bus service within the study area including local bus routes 44, 47, and 71, frequent bus routes 60, 66, 70 and 77, and express bus route 104. The LRT Orange Line also serves the study area. BART service was extended to the Milpitas Station starting June 13, 2020. These transit routes, operating hours, and peak headways are summarized in **Table 7**.

Table 7: Existing Transit Service

Route	From	To	Weekday		Weekends	
			Operating Hours ¹	Peak Headway (minutes) ¹	Operating Hours ¹	Peak Headway (minutes) ¹
AC Transit Bus Route						
217	Milpitas BART	Fremont BART	7:05 am – 10:40 pm	30	Same as weekday	
VTA Local Bus Routes						
44	Milpitas BART	Ranch & McCarthy Walmart	8:20 am – 7:00 pm	60	Same as weekday	
47	Milpitas BART	Ranch & McCarthy Walmart	8:00 am – 7:25 pm	60	Same as weekday	
71	Capitol Station	Milpitas BART	6:50 am – 9:45 pm	30	Same as weekday	
VTA Frequent Bus Routes						
60	Winchester Station	Milpitas BART	5:20 am – 10:00 pm	20	Same as weekday	
66	North Milpitas	Kaiser San José	5:40 am – 10:10 pm	20	Same as weekday	
70	Eastridge Transit Center	Milpitas BART	6:05 am – 9:25 pm	20	Same as weekday	
77	Eastridge Transit Center	Milpitas BART	6:40 am – 9:35 pm	30	Same as weekday	

Table 7: Existing Transit Service

Route	From	To	Weekday		Weekends	
			Operating Hours ¹	Peak Headway (minutes) ¹	Operating Hours ¹	Peak Headway (minutes) ¹
VTA Express Bus Routes						
104 Westbound	Milpitas BART	Stanford Research Park	6:05 am – 7:55 am	35	No weekend service	
104 Eastbound	Stanford Research Park	Milpitas BART	4:00 pm – 5:55 pm	30	No weekend service	
VTA Light Rail Routes						
Orange Line	Mountain View Station	Alum Rock Station	5:00 am – 9:50 pm	30	6:20 am – 9:30 pm	30
BART						
Orange	Berryessa/ North San José	Richmond	5:00 am – 11:00 pm	15 – 30	7:50 am – 10:40 pm	20 – 25
Green	Berryessa/ North San José	Daly City	4:45 am – 8:55 pm	15 – 30	8:30 am – 8:25 pm	20 – 25

Note: The operating hours and peak headways reflect Covid-19 reduced service schedules.

1. Time rounded to the nearest five minutes.

Sources: AC Transit, VTA, and BART.

Fehr & Peers, October 2020.

3.3 Existing Bicycle Facilities

Bikeway planning and design in California typically relies upon guidelines and design standards established by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Caltrans provides four distinct types of bikeway facilities, as described below and shown in the accompanying figures. The City's existing and proposed bicycle facilities near the Project site are identified below and illustrated on **Figure 5** and summarized below.

3.3.1 Class I Bikeways (Shared-Use Path)

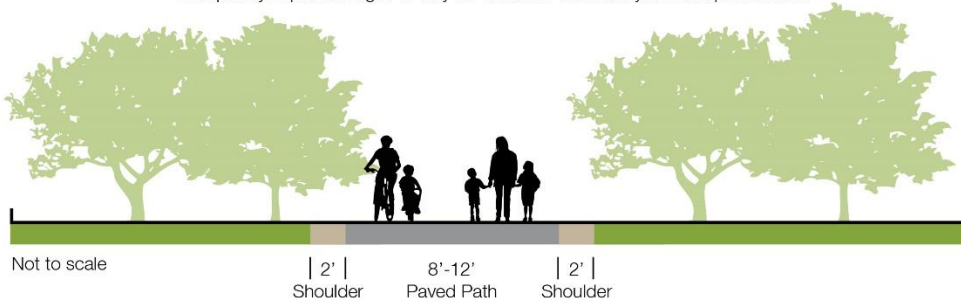
Class I Bikeways (Shared-Use Paths) provide separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian crossflow minimized. In general, bike paths serve corridors when on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.

Existing Class I Bikeways are not present on the Project study roadways. The Santa Clara Countywide Bike Plan (updated 2018) identifies a proposed Class I Bikeway on Hillview Drive.



SHARED-USE PATH (CLASS I)

Completely separated right-of-way for exclusive use of bicycles and pedestrians



3.3.2 Class II (Bicycle Lane)

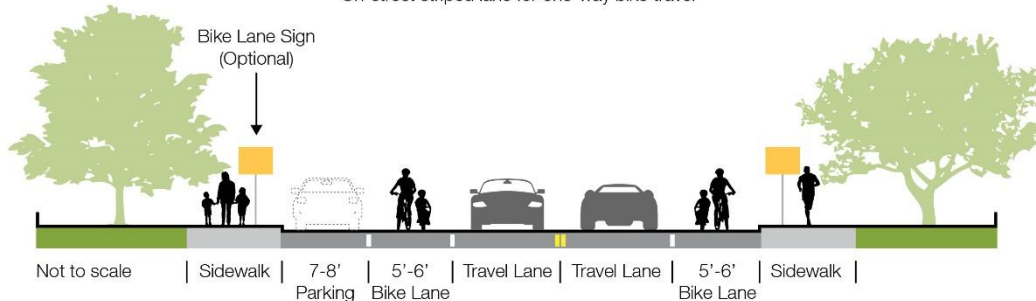
Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian crossflow are permitted.

Within the Project vicinity, existing Class II Bikeways are provided on:

- Abel-Main Street south of Calaveras Boulevard
- Great Mall Parkway
- Capitol Avenue
- South Milpitas Boulevard
- Trade Zone Boulevard-McCandless Drive
- Yosemite Drive

BICYCLE LANE (CLASS II)

On-street striped lane for one-way bike travel

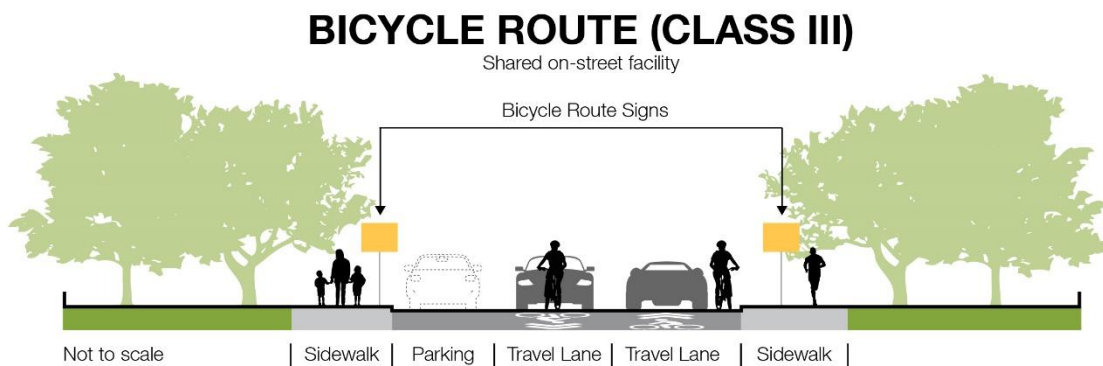


3.3.3 Class III (Bicycle Route)

Class III Bikeways (Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Bike routes serve either to a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.

Within the Project vicinity, Class III Bikeways are provided on:

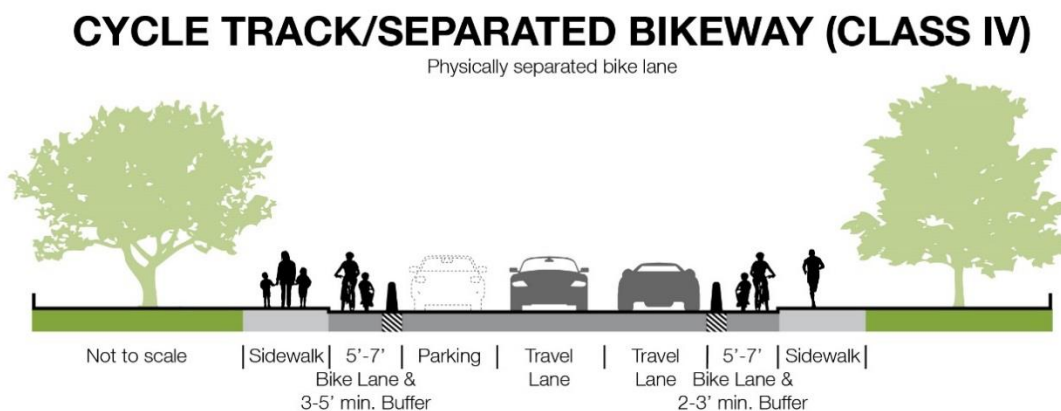
- Calaveras Boulevard
- Abel Street north of Corning Avenue



3.3.4 Class IV (Cycle Track/Separated Bikeway)

Class IV Bikeways (cycle tracks or “separated” bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers including, but not limited to, grade separation, flexible posts, and inflexible vertical barriers such as raised curbs or parked cars.

There are no existing or proposed Class IV Bikeways in the Project study area.



3.4 Existing Pedestrian Facilities

Pedestrian facilities including sidewalks, crosswalks, curb ramps, and pedestrian signals are provided throughout the Project vicinity, as shown on **Figure 6**. Sidewalks are generally provided on at least one side along all surface roadways in the study area. Pedestrian signals, pushbuttons, and crosswalks are provided at all signalized study intersections. Crosswalks are provided at unsignalized intersections within the Project vicinity. Curb ramps are also provided at all the study intersections.

3.5 Existing Intersection Traffic Volumes

Existing (2020) AM and PM peak hour intersection vehicle volumes were developed as described in Chapter 2.2. The existing traffic volumes and lane configurations are presented on **Figure 7**.

3.6 Existing Intersection Level of Service

Existing intersection lane configurations and peak hour turning movement volumes were input into the Traffix software program to calculate the levels of service for the study intersections during each peak hour. The existing conditions peak hour intersection LOS results are presented in **Table 8**. Detailed intersection LOS calculation worksheets are presented in the Technical Appendix.

Under existing conditions, the intersection of Main Street and Montague Expressway operates at LOS F, which is below the relevant standard, LOS E, in the AM peak hour. All other intersections operate acceptably.

Table 8: Existing Conditions Peak Hour Intersection LOS Summary

Intersection	Control ¹	LOS Threshold ²	Peak Hour ³	Delay ⁴	LOS
1. I-880 WB Ramp & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	10.9 9	B+ A
2. I-880 EB Ramps & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	13.7 26.9	B C
3. Abel Street & Calaveras Boulevard	Signal	E (CMP)	AM PM	41.9 72.1	D E
4. South Milpitas Blvd & Calaveras Boulevard	Signal	E (CMP)	AM PM	49.2 42.6	D D
5. Hillview Drive & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	20 31	C+ C
6. South Milpitas Boulevard & Yosemite Drive	Signal	D (Milpitas)	AM PM	29.7 35	C D+
7. South Milpitas Boulevard & Ames Avenue	Signal	D (Milpitas)	AM PM	26.1 23.9	C C
8. Main Street & Montague Expressway	Signal	E (CMP)	AM PM	91.6 66.8	F E
9. Trade Zone Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	64.8 55.2	E E+
10. Great Mall Parkway & Montague Expressway	Signal	E (CMP)	AM PM	51.7 56.4	D- E+
11. South Milpitas Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	42.7 54.6	D D-
12. South Milpitas Boulevard & North Project Driveway	SSSC	D (Milpitas)	AM PM	-	-
13. Gibraltar Drive & West Project Driveway	SSSC	D (Milpitas)	AM PM	-	-
14. Gibraltar Drive & Southwest Project Driveway	SSSC	D (Milpitas)	AM PM	-	-
15. Gibraltar Drive & South Project Driveway	SSSC	D (Milpitas)	AM PM	-	-

Notes:

Bold text indicates unacceptable operations.

1. Intersection traffic control type (Signal = Signalized; SSSC = Side-Street Stop-Controlled)
2. Lowest acceptable LOS threshold between acceptable and unacceptable level of service (criteria jurisdiction).
3. AM = Weekday morning peak hour, PM = Weekday evening peak hour
4. Delay calculated per HCM 2000 methodologies.

Source: Fehr & Peers, October 2020.





Figure 3

Primary Truck Routes



Existing Transit Routes and Stations

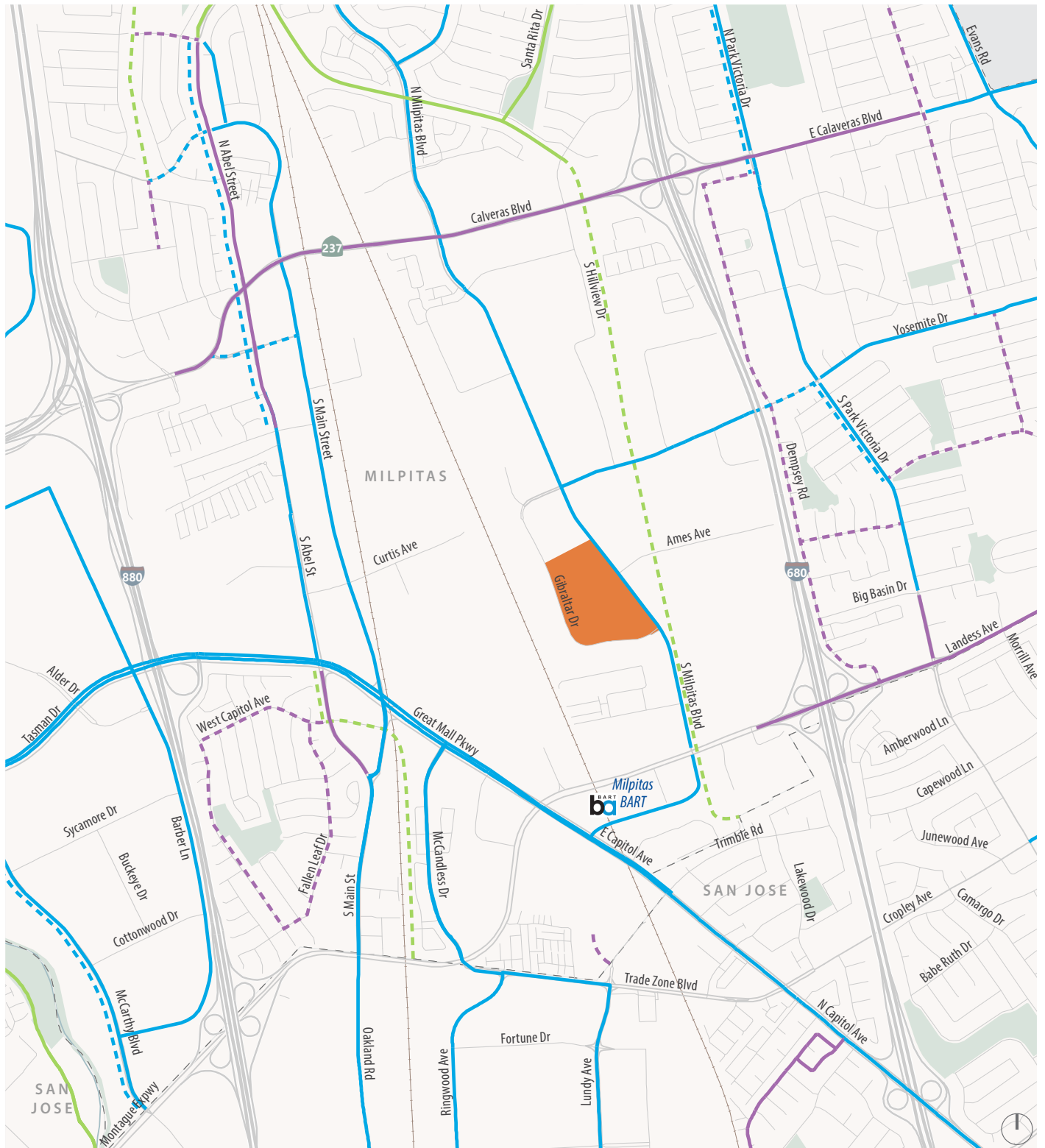


Figure 5

Existing and Planned Bicycle Facilities

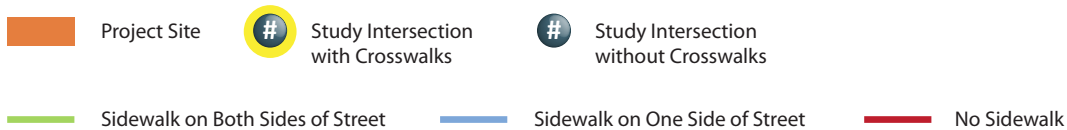
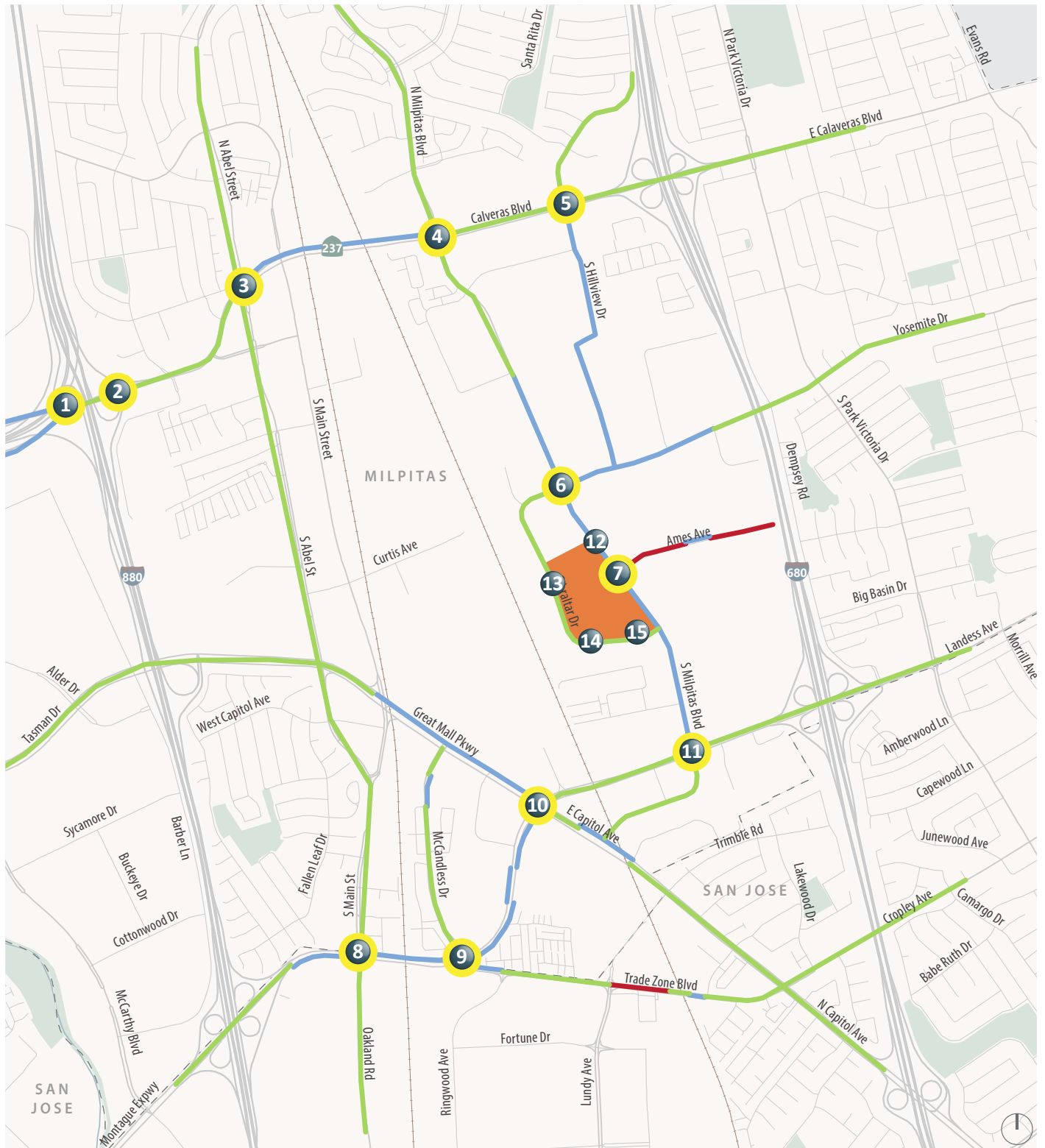
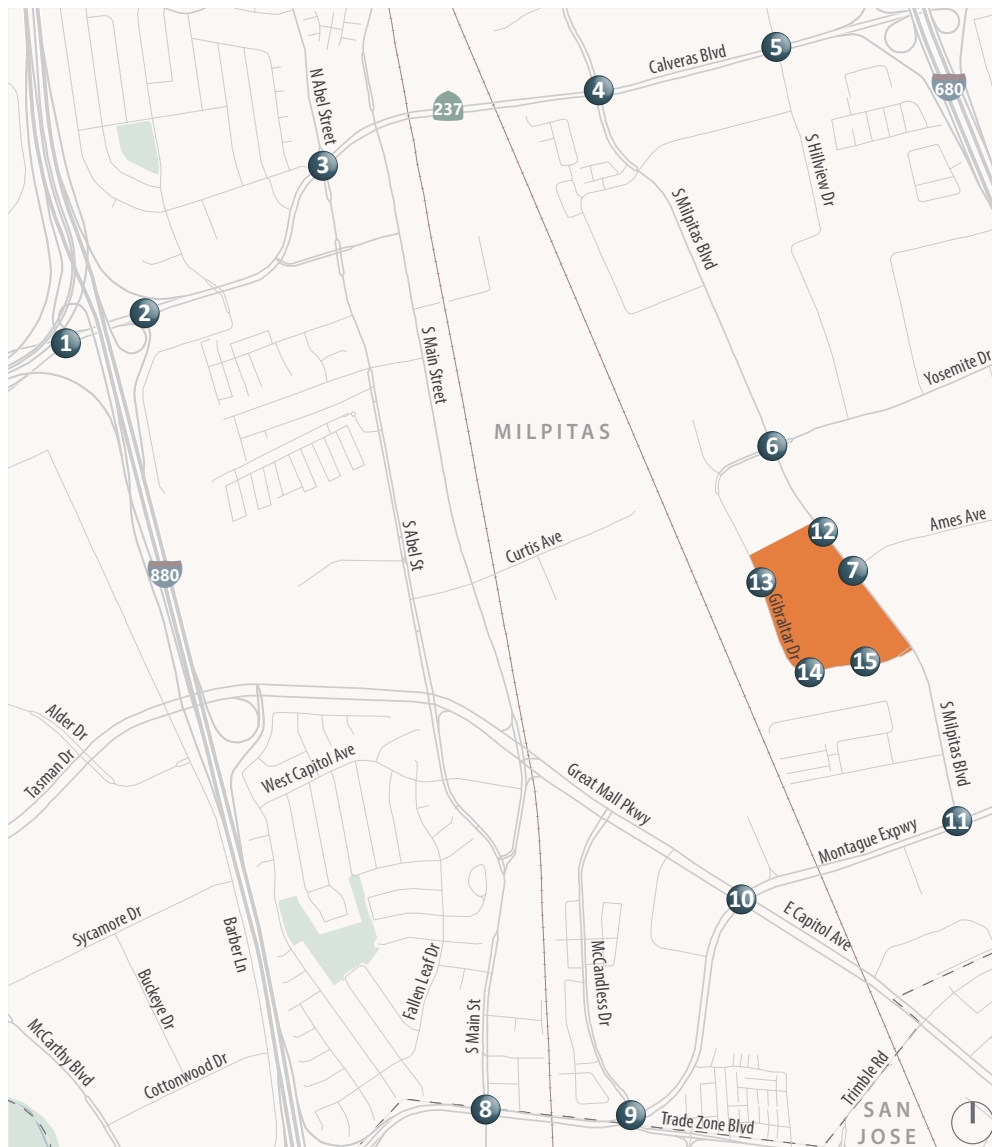


Figure 6

Existing Pedestrian Facilities



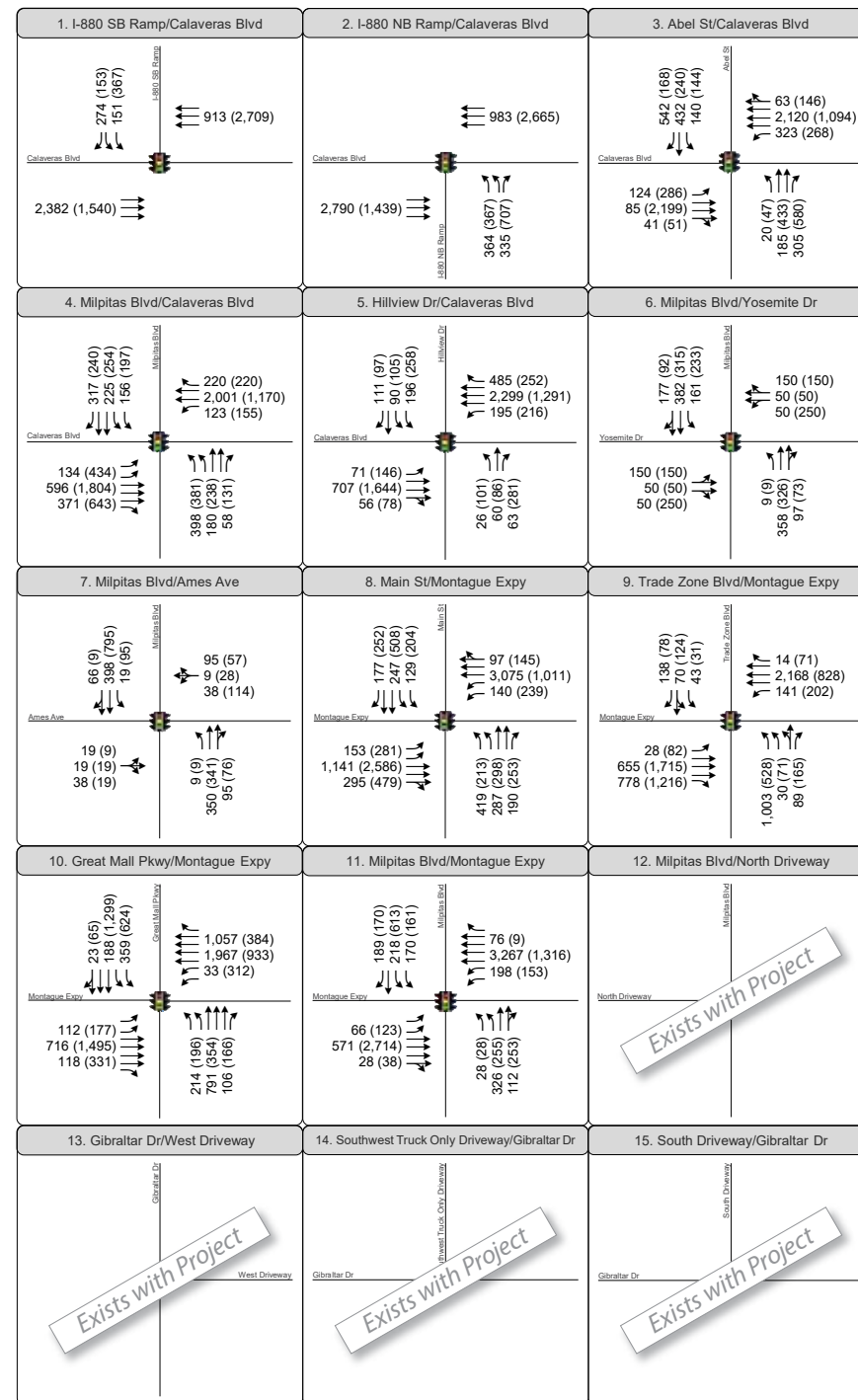
XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection



WC20-3694_X_Volumes

Figure 7
Existing Peak Hour
Intersection Traffic Volumes



4. Project Characteristics

This chapter discusses Project trip generation estimates, distribution, and assignment.

4.1 Project Description

The proposed Project at 1000 Gibraltar Drive in Milpitas, California will demolish all existing on-site buildings and construct a new 491,040 square foot industrial building with two supporting offices at the northwest and southeast corners, as well as surface parking on all sides of the building. There are five proposed access driveways to the Project site. One signalized intersection at South Milpitas Boulevard/Ames Avenue and one driveway on South Milpitas Boulevard north of Ames Avenue will provide access on the east side of the site. Three driveways along Gibraltar Drive provide access to the west and south sides of the site. The driveway at South Milpitas Boulevard/Ames Avenue and the two western-most driveways on Gibraltar Drive will accommodate larger trucks, and the other two driveways will be used only by automobiles and smaller trucks/vans.

The Project may serve a variety of potential industrial uses, but the expected use is a logistics/fulfillment center.

4.2 Project Trips

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

4.2.1 Trip Generation Estimates

Project trips were estimated using custom trip generation rates developed from driveway count data from an Amazon fulfillment center in Newark, California. Peak hour driveway counts were conducted on three mid-week days (April 21, 22, and 23). An additional 24-hour driveway count was conducted on Tuesday, June 2, 2020. All four days of counts were averaged and used to develop peak hour trip generation rates. The daily trip generation rate was developed using the 24-hour count data.

The trip generation rates are shown in **Table 9**. The Project trips are broken down into passenger vehicles, delivery vans, and heavy trucks. Trucks are larger than regular cars and vans and take up more roadway capacity. Therefore, truck trips were converted to “passenger car equivalents” (PCEs) using a factor of two (i.e., one truck is the equivalent of two passenger cars).



Table 10 presents the Project trip generation based on the above noted rates as total vehicles and as PCEs. In total vehicle trips (cars, vans and large trucks), the Project is expected to add approximately 3,303 daily trips, 348 AM peak hour trips, and 88 PM peak hour trips. In terms of PCEs, the Project is expected to add approximately 3,680 daily PCE trips, 359 AM peak hour PCE trips and 101 PM peak hour PCE trips. The PCE trips are used in the operations analysis.

Table 9: Trip Generation Rates

Vehicle Class	Daily Rate	AM Rates		PM Rates	
		In	Out	In	Out
Passenger Vehicle	5.005	0.355	0.316	0.066	0.067
Van	0.953	0.006	0.009	0.008	0.012
Heavy Truck	0.767	0.013	0.010	0.012	0.014

Note:

1. Rate per 1,000 square feet.

Source: Fehr & Peers, October 2020; based on counts obtained in April and June 2020 at the Newark, CA Amazon facility.

Table 10: Project Trip Generation Estimate

Land Use	Size ¹	Vehicle Class (PCE Factor)	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Vehicles									
Light Logistics Center	491.04 KSF	Passenger Vehicle	2,458	329	174	155	65	32	33
		Van	468	8	3	5	10	4	6
		Heavy Truck	377	11	6	5	13	6	7
Total Vehicles			3,303	348	183	165	88	42	46
PCEs									
Light Logistics Center	491.04 KSF	Passenger Vehicle	2,458	329	174	155	65	32	33
		Van	468	8	3	5	10	4	6
		Heavy Truck (2)	754	22	12	10	26	12	14
Total PCEs			3,680	359	189	170	101	48	53

Note:

1. KSF = 1,000 square feet

Source: Fehr & Peers, October 2020.

4.2.2 Trip Distribution

The directions of approach and departure of Project trips were derived from the Santa Clara County VTA Travel Demand Model, which takes into account the locations of complementary land uses as well as existing and future travel patterns in the area, as well as input from the Project applicant regarding the

likely regional distribution of heavy trucks. **Figure 8** shows the distribution of Project passenger vehicle traffic along the roadway network. **Figure 9** shows the distribution of Project truck traffic along the roadway network and the designated truck routes to the Project site. **Table 11** shows the trip distribution for each relevant segment in the roadway network.

Table 11: Project Trip Distribution

Destination	Passenger Vehicle and Van Distribution	Heavy Truck Distribution
I-680 south of Project site	32%	55%
I-680 north of Project site	8%	15%
I-880 north of Project site	9%	15%
I-880 south of Project site	8%	15%
SR-237 west of Project site	7%	--
Montague Expressway west of Project site	10%	--
Yosemite Drive east of Project site	8%	--
Great Mall Parkway	3%	--
Capitol Avenue	3%	--
Morrill Avenue	3%	--
Landess Avenue	3%	--
Milpitas Boulevard	6%	--
Total	100%	100%

Source: Fehr & Peers, October 2020.

4.2.3 Trip Assignment

The estimated PCE trips generated by the Project were then assigned to the local roadway network based on the expected trip distribution patterns, as shown on **Figure 10**.





Figure 8

Project Passenger Vehicle and Van Trip Distribution

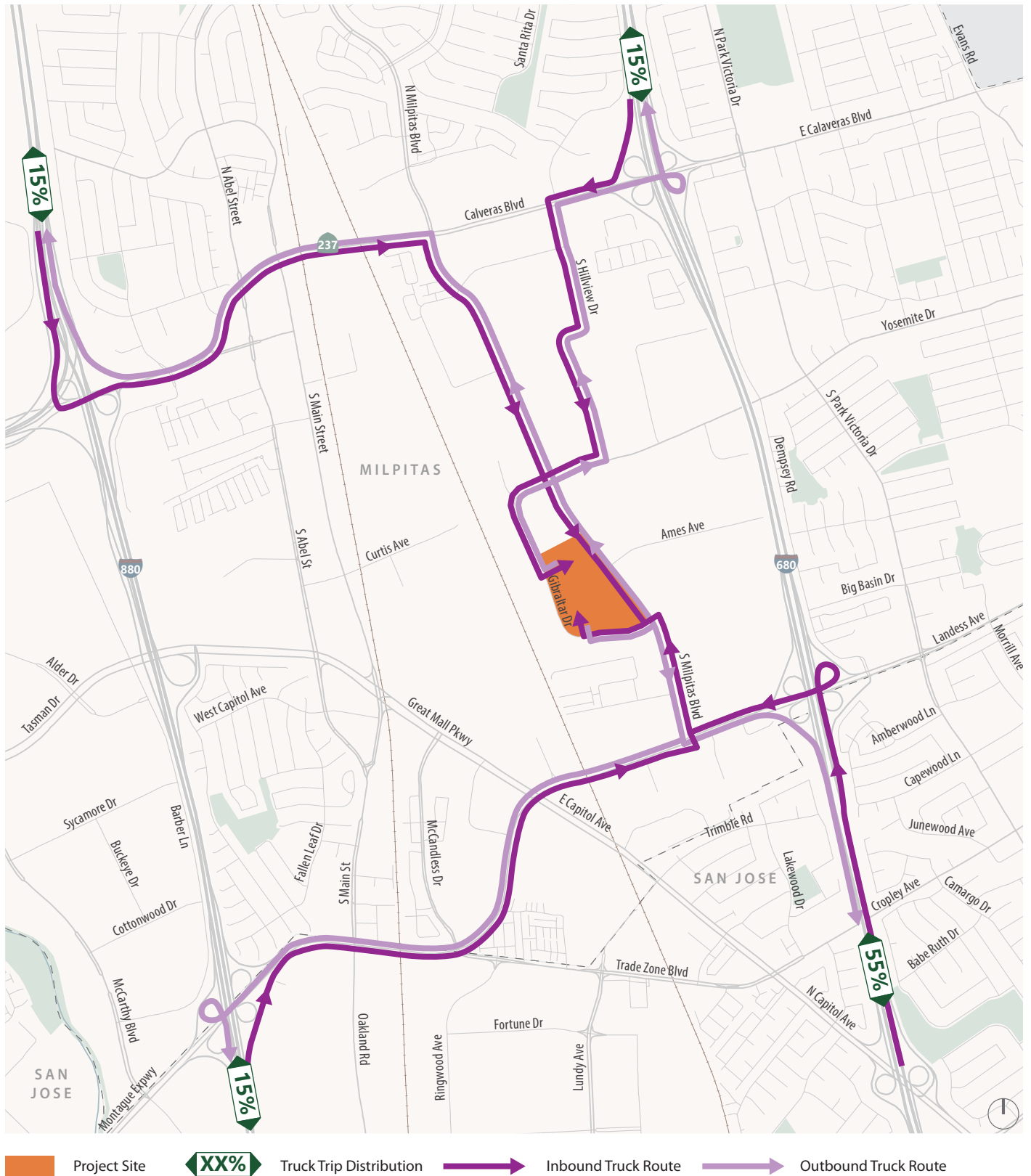
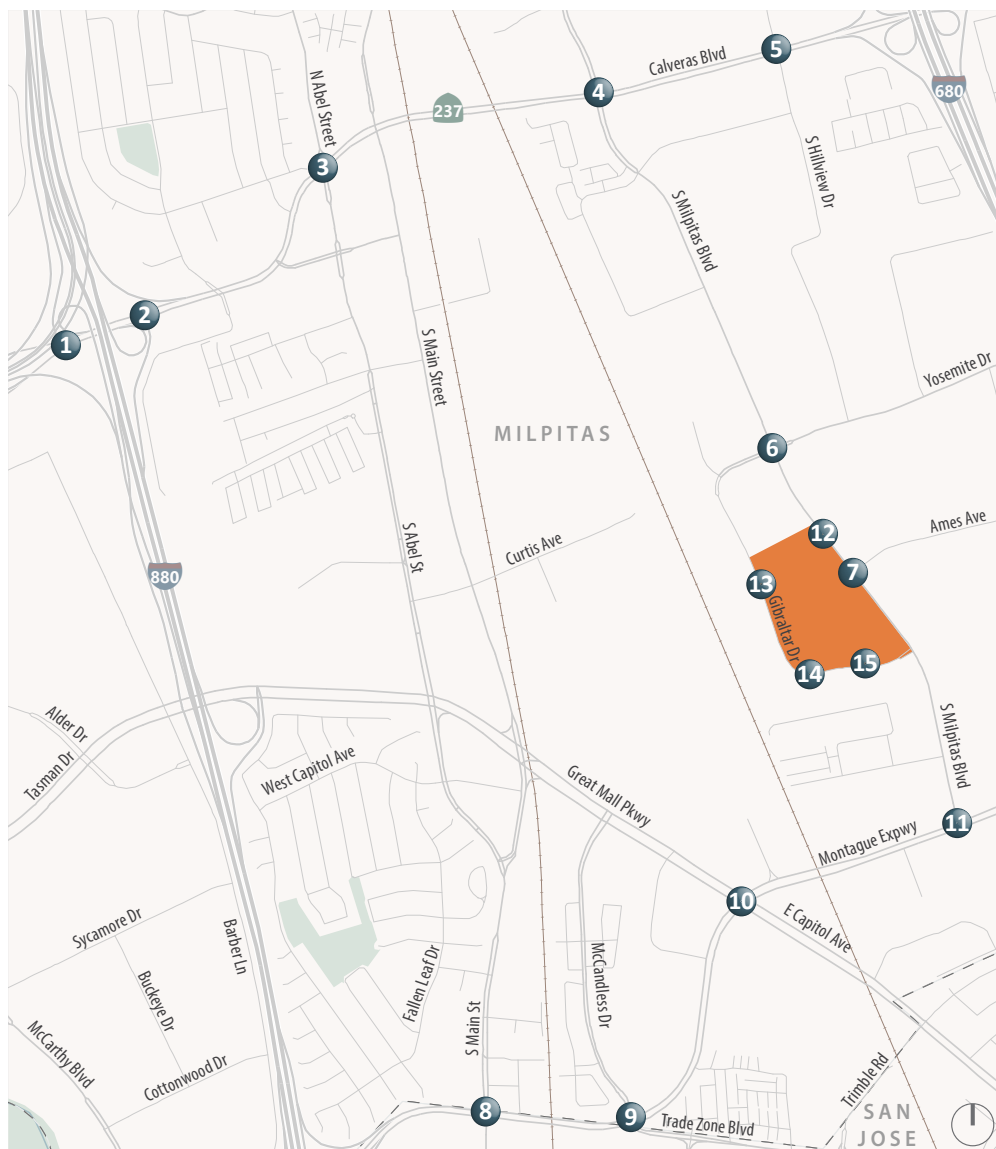


Figure 9

Project Truck Trip Distribution



XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection

Figure 10

Project Trip Assignment



Note: The volumes on this graphic are passenger-car equivalents which account for the heavy truck component of the Project trip generation.

5. Existing with Project Conditions

This section presents the results of the intersection level of service calculations for the study intersections under Existing with Project conditions.

5.1 Existing with Project Traffic Volumes

The Project traffic volumes on Figure 10 were added to the Existing traffic volumes on Figure 7 to develop Existing with Project traffic volumes shown on **Figure 11**.

5.2 Intersection Operations Analysis

Existing with Project intersection lane configurations and peak hour turning movement volumes were inputted into the Traffix software program to calculate the levels of service for the study intersections during each peak hour. The Existing with Project conditions peak hour intersection LOS results are presented in **Table 12**. Detailed intersection LOS calculation worksheets are presented in the Technical Appendix.

Under Existing with Project conditions, the intersection of Main Street and Montague Expressway operates unacceptably at LOS F in the AM peak hour based on the LOS standards. All other intersections operate acceptably. Overall, the addition of Project traffic to existing conditions traffic is expected to:

- Increase average vehicle delay at study intersections
- Maintain acceptable intersection operations at all intersections, except Main Street & Montague Expressway (which already operates at LOS F under existing conditions)
- Not exacerbate existing unacceptable intersection operations based on the City and County's deficiency criteria



Table 12: Existing Conditions Peak Hour Intersection LOS Summary

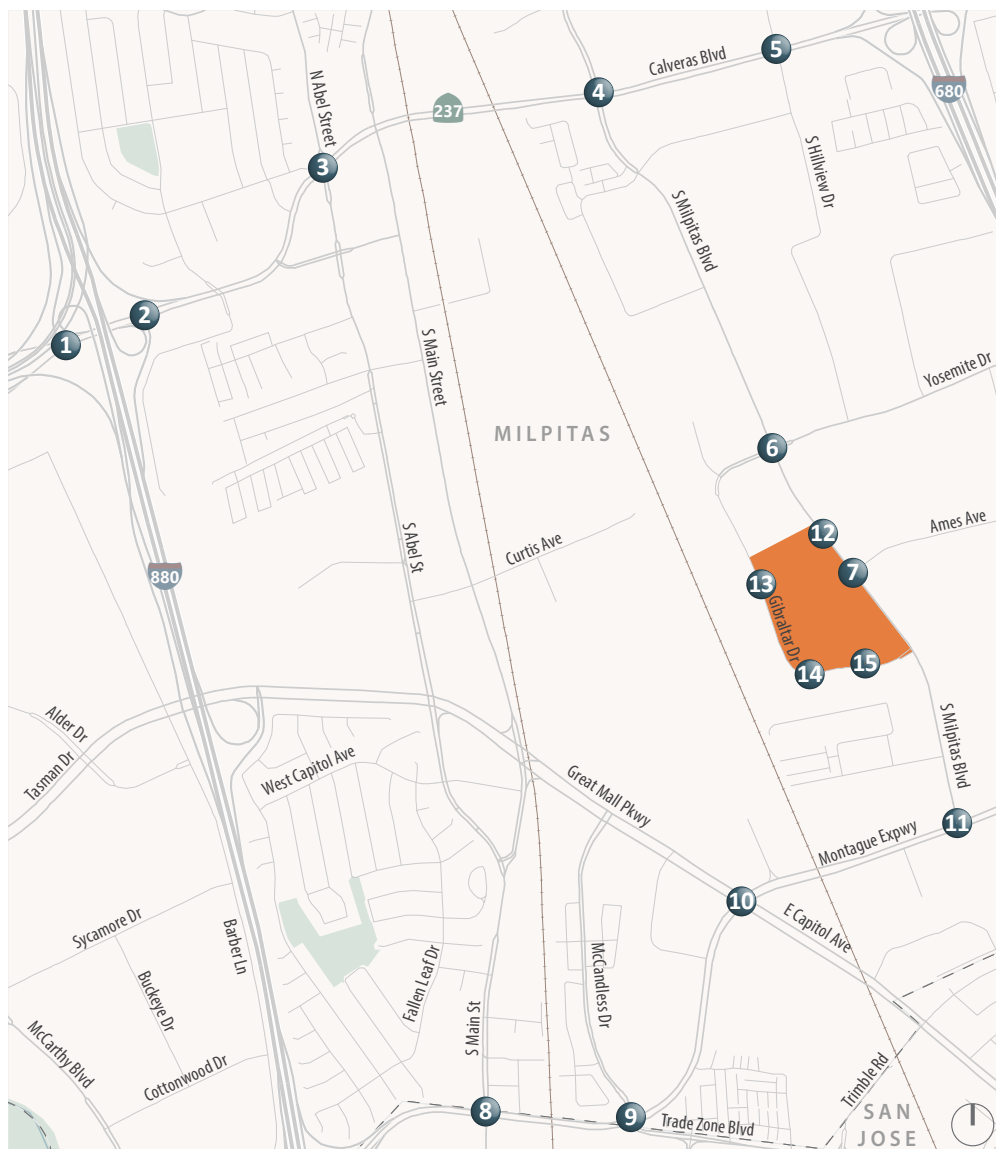
Intersection	Control ¹	LOS Threshold ²	Peak Hour ³	Existing		Existing with Project		Δ in Critical Delay ⁵	Δ in Critical V/C ⁶
				Delay ⁴	LOS	Delay ⁴	LOS		
1. I-880 WB Ramp & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	10.9 9	B+ A	11 9.1	B+ A	0 0.1	0.002 0.002
2. I-880 EB Ramps & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	13.7 26.9	B C	13.7 27.5	B C	0 1.1	0.006 0.009
3. Abel Street & Calaveras Boulevard	Signal	E (CMP)	AM PM	41.9 72.1	D E	42.1 72.3	D E	0 0.5	0.004 0.002
4. South Milpitas Boulevard & Calaveras Boulevard	Signal	E (CMP)	AM PM	49.2 42.6	D D	51 42.8	D D	2.6 0.7	0.009 0.010
5. Hillview Drive & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	20 31	C+ C	20.1 31.1	C+ C	0 0.2	0.003 0.003
6. South Milpitas Boulevard & Yosemite Drive	Signal	D (Milpitas)	AM PM	29.7 35	C D+	29.2 35.1	C D+	-0.2 0.2	0.029 0.007
7. South Milpitas Boulevard & Ames Avenue/Project South Driveway	Signal	D (Milpitas)	AM PM	26.1 23.9	C C	28.3 24.2	C C	2.9 0.6	0.080 0.025
8. Main Street & Montague Expressway	Signal	E (CMP)	AM PM	91.6 66.8	F E	92.6 66.8	F E	1.7 0.2	0.006 0.002
9. Trade Zone Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	64.8 55.2	E E+	64.6 55.1	E E+	-1.2 0	0.006 0.001
10. Great Mall Parkway & Montague Expressway	Signal	E (CMP)	AM PM	51.7 56.4	D- E+	51.9 56.4	D- E+	0.6 0.2	0.003 0.002
11. South Milpitas Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	42.7 54.6	D D-	45.8 54.9	D D-	4.8 0	0.037 0.000
12. South Milpitas Boulevard & North Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	10 11.5	B B	- -	- -
13. Gibraltar Drive & West Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	10.7 11.4	B B	- -	- -
14. Gibraltar Drive & Southwest Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	11.8 12.8	B B	- -	- -
15. Gibraltar Drive & South Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	13.6 13.3	B B	- -	- -

Notes:

Bold text indicates unacceptable operations.

1. Intersection traffic control type (Signal = Signalized; SSSC = Side-Street Stop-Controlled)
2. Lowest acceptable LOS threshold between acceptable and unacceptable level of service (criteria jurisdiction).
3. AM = Weekday morning peak hour, PM = Weekday evening peak hour
4. Average delay calculated per HCM 2000 methodologies.
5. Change in critical delay between Existing and Existing with Project conditions.
6. Change in average volume to capacity ratio between Existing and Existing with Project conditions.

Source: Fehr & Peers, October 2020.



XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection



WC20-3694_X_Volumes

Figure 11

Existing with Project Peak Hour Intersection Traffic Volumes

1. I-880 SB Ramp/Calaveras Blvd Calaveras Blvd: 2,394 (1,543) I-880 SB Ramp: 274 (153) / 169 (372) I-880 NB Ramp: 924 (2,712)	2. I-880 NB Ramp/Calaveras Blvd Calaveras Blvd: 2,820 (1,447) I-880 NB Ramp: 994 (2,668) I-880 SB Ramp: 364 (367) / 335 (707)	3. Abel St/Calaveras Blvd Calaveras Blvd: 124 (286) / 115 (2,207) / 41 (51) Abel St: 542 (168) / 432 (240) / 140 (144) I-680 NB: 63 (146) / 2,147 (1,102) / 323 (268)
4. Milpitas Blvd/Calaveras Blvd Calaveras Blvd: 134 (434) / 596 (1,804) / 401 (651) Milpitas Blvd: 317 (240) / 236 (256) / 156 (197) I-680 NB: 220 (220) / 2,001 (1,170) / 137 (158)	5. Hillview Dr/Calaveras Blvd Calaveras Blvd: 71 (146) / 720 (1,647) / 56 (78) Hillview Dr: 111 (97) / 90 (105) / 196 (236) I-680 NB: 485 (252) / 2,313 (1,294) / 197 (218)	6. Milpitas Blvd/Yosemite Dr Yosemite Dr: 153 (152) / 51 (51) / 50 (250) Milpitas Blvd: 181 (93) / 433 (326) / 161 (233) I-680 NB: 150 (150) / 52 (51) / 64 (254)
7. Milpitas Blvd/Ames Ave Ames Ave: 64 (22) / 19 (19) / 56 (28) Milpitas Blvd: 101 (18) / 422 (801) / 19 (95) I-680 NB: 95 (57) / 9 (28) / 38 (114)	8. Main St/Montague Expy Montague Expy: 153 (281) / 1,175 (2,594) / 295 (479) Main St: 177 (252) / 247 (506) / 728 (204) I-680 NB: 97 (145) / 3,105 (1,020) / 140 (239)	9. Trade Zone Blvd/Montague Expy Montague Expy: 28 (82) / 689 (1,723) / 778 (1,216) Trade Zone Blvd: 138 (78) / 70 (124) / 43 (31) I-680 NB: 14 (71) / 2,198 (837) / 141 (202)
10. Great Mall Pkwy/Montague Expy Montague Expy: 112 (177) / 750 (1,503) / 118 (331) Great Mall Pkwy: 23 (65) / 188 (1,299) / 364 (625) I-680 NB: 1,062 (385) / 1,997 (942) / 38 (313)	11. Milpitas Blvd/Montague Expy Montague Expy: 110 (133) / 571 (2,714) / 28 (38) Milpitas Blvd: 228 (181) / 218 (613) / 236 (164) I-680 NB: 150 (29) / 3,267 (1,316) / 198 (153)	12. Milpitas Blvd/North Driveway North Driveway: 0 (0) / 10 (2) Milpitas Blvd: 15 (3) / 534 (911) I-680 NB: 0 (0) / 523 (424)
13. Gibraltar Dr/West Driveway West Driveway: 250 (450) / 5 (1) Gibraltar Dr: 236 (151) / 5 (2) I-680 NB: 5 (3) / 5 (1)	14. Southwest Truck Only Driveway/Gibraltar Dr Gibraltar Dr: 0 (0) / 241 (152) Southwest Truck Only Driveway: 0 (0) / 4 (5) I-680 NB: 4 (4) / 255 (451)	15. South Driveway/Gibraltar Dr Gibraltar Dr: 0 (0) / 244 (157) South Driveway: 0 (0) / 83 (20) I-680 NB: 92 (19) / 260 (455)

6. Near-Term Conditions

This section presents the results of the intersection level of service calculations for the study intersections under Near-Term and Near-Term with Project conditions.

6.1 Near-Term Volumes

Near-Term volumes were developed for the year 2022 when the Project is anticipated to be built and occupied. Volumes were developed using a straight-line interpolation between Existing (2020) conditions and 2040 conditions developed with the VTA Travel Demand Model as described in Chapter 7. As part of this analysis, the City of Milpitas planned development list was reviewed and determined to be similar to the level of land use growth in the VTA Travel Demand Model, validating the use of the interpolation approach for development of Near-Term volumes.

Near-Term without Project volumes are shown on **Figure 12**. Project-generated traffic shown on Figure 10 were added to the volumes on Figure 12 to produce Near-Term with Project volumes, as shown on **Figure 13**.

6.2 Intersection Operations Analysis

Near-Term without and with Project intersection lane configurations and peak hour turning movement volumes were inputted into the Traffix software program to calculate the levels of service for the study intersections during each peak hour. The Near-Term without and with Project conditions peak hour intersection LOS results are presented in **Table 13**. Detailed intersection LOS calculation worksheets are presented in the Technical Appendix.

Under Near-Term and Near-Term with Project conditions, the intersection of Main Street and Montague Expressway is projected to continue to operate unacceptably at LOS F in the AM peak hour based on the LOS standards, as it does under Existing conditions. All other intersections are projected to operate acceptably. Overall, in the Near-Term condition, the addition of Project traffic is expected to:

- Increase average vehicle delay at study intersections
- Maintain acceptable operations, except for Main Street/Montague Expressway
- Not exacerbate unacceptable intersection operations based on the City and County's deficiency criteria

Table 13: Near-Term Conditions Peak Hour Intersection LOS Summary

Intersection	Control ¹	LOS Threshold ²	Peak Hour ³	Near-Term		Near-Term with Project		Δ in Critical Delay ⁵	Δ in Critical V/C ⁶
				Delay ⁴	LOS	Delay ⁴	LOS		
1. I-880 WB Ramp & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	11.1 9.2	B+ A	11.1 9.3	B+ A	0 0.1	0.002 0.002
2. I-880 EB Ramps & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	14.1 27.8	B C	14.1 28.5	B C	0 1.2	0.006 0.009
3. Abel Street & Calaveras Boulevard	Signal	E (CMP)	AM PM	40.9 51.3	D D-	41.4 51.4	D D-	0 0.2	0.004 0.002
4. South Milpitas Boulevard & Calaveras Boulevard	Signal	E (CMP)	AM PM	54.2 44.3	D- D	56.1 44.6	E+ D	2.9 0.9	0.009 0.010
5. Hillview Drive & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	21 31.4	C+ C	21 31.5	C+ C	0 0.2	0.003 0.003
6. South Milpitas Boulevard & Yosemite Drive	Signal	D (Milpitas)	AM PM	30.3 35.5	C D+	29.9 35.5	C D+	-0.2 0.2	0.019 0.007
7. South Milpitas Boulevard & Ames Avenue/Project Driveway	Signal	D (Milpitas)	AM PM	25.6 24	C C	27.8 24.3	C C	2.9 0.6	0.080 0.025
8. Main Street & Montague Expressway	Signal	E (CMP)	AM PM	98.8 69.2	F E	100 69.3	F E	2.1 0.2	0.006 0.002
9. Trade Zone Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	67.1 57.4	E E+	66.9 57.3	E E+	-1.3 0	0.006 0
10. Great Mall Pkwy & Montague Expressway	Signal	E (CMP)	AM PM	53.7 57.7	D- E+	53.9 57.8	D- E+	0.6 0.2	0.003 0.002
11. South Milpitas Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	44.9 55.5	D E+	47.9 55.7	D E+	4.7 0	0.037 0.010.2
12. South Milpitas Boulevard & North Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	10.2 11.6	B B	- -	- -
13. Gibraltar Drive & West Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	10.8 11.5	B B	- -	- -
14. Gibraltar Drive & Southwest Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	11.9 13	B B	- -	- -
15. Gibraltar Drive & South Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	13.9 13.5	B B	- -	- -

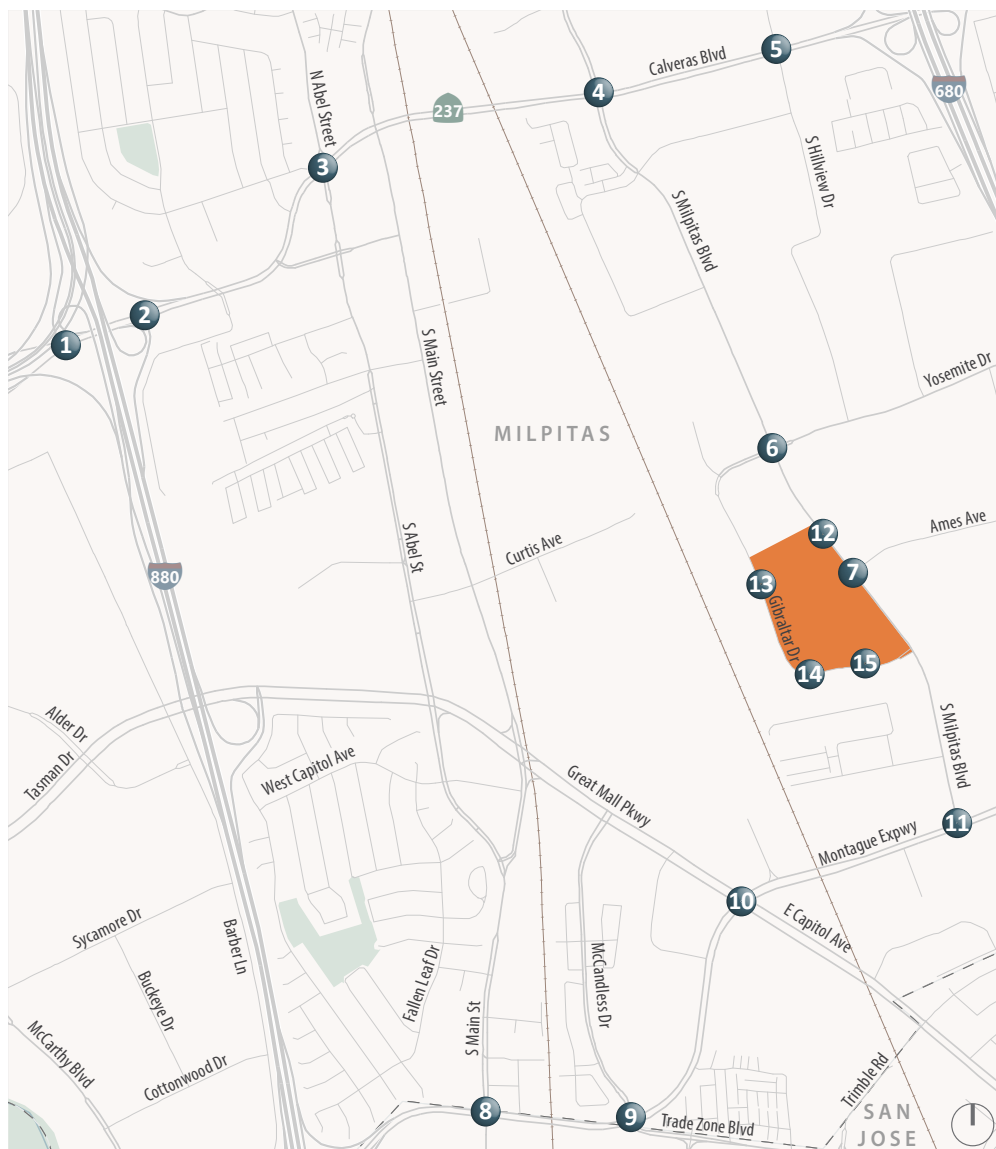
Notes:

Bold text indicates unacceptable operations.

1. Intersection traffic control type (Signal = Signalized; SSSC = Side-Street Stop-Controlled)
2. Lowest acceptable LOS threshold between acceptable and unacceptable level of service (criteria jurisdiction).
3. AM = Weekday morning peak hour, PM = Weekday evening peak hour
4. Average delay calculated per HCM 2000 methodologies.
5. Change in critical delay between Existing and Existing with Project conditions.
6. Change in average volume to capacity ratio between Near-Term and Near-Term with Project conditions.

Source: Fehr & Peers, October 2020.





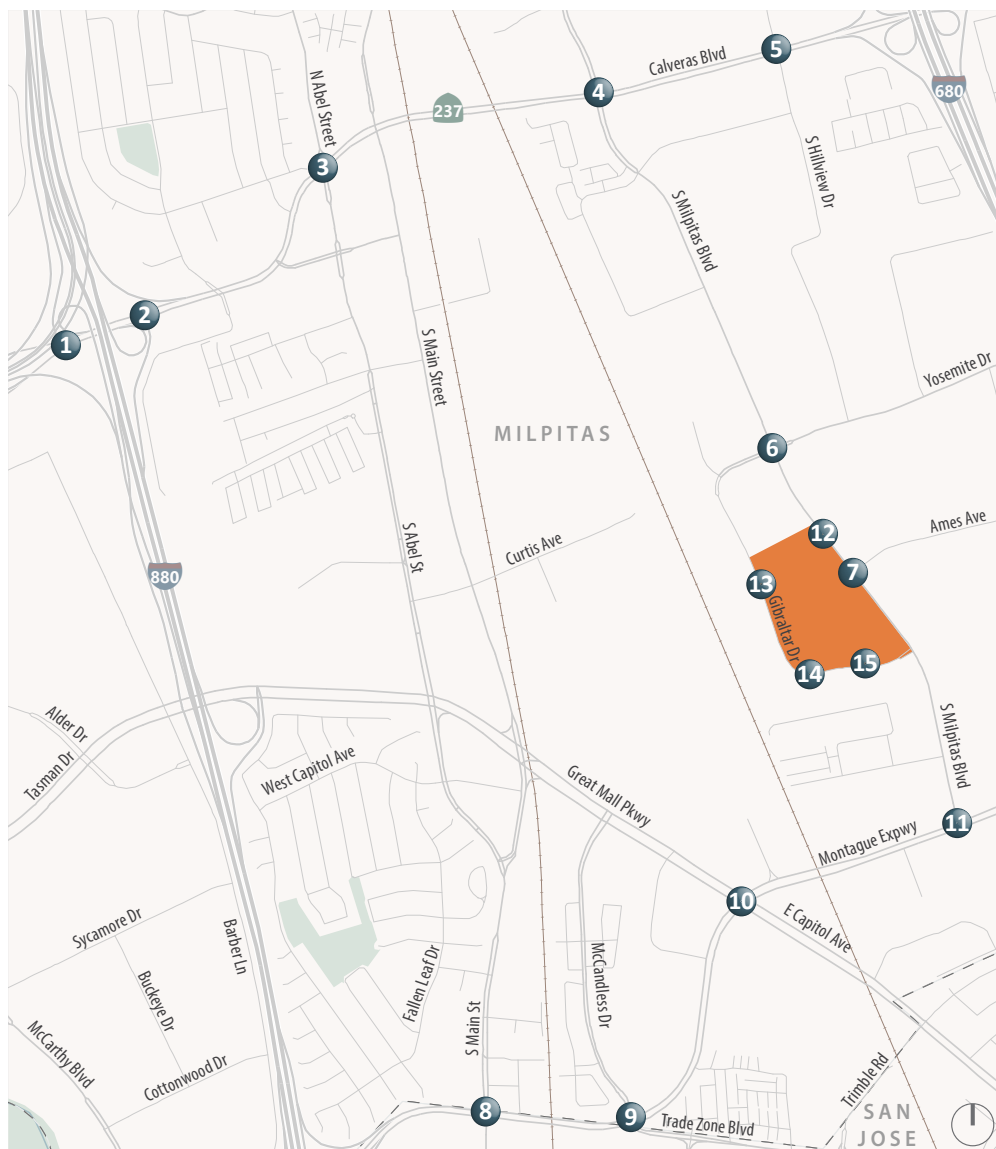
XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection

Figure 12

Near-Term without Project Peak Hour Intersection Traffic Volumes

1. I-880 SB Ramp/Calaveras Blvd Calaveras Blvd: 280 (157) / 155 (375) I-880 SB Ramp: 931 (2,723) I-880 NB Ramp: 2,468 (1,552)	2. I-880 NB Ramp/Calaveras Blvd Calaveras Blvd: 999 (2,665) I-880 NB Ramp: 372 (375) / 347 (723)	3. Abel St/Calaveras Blvd Calaveras Blvd: 554 (774) / 466 (246) / 144 (146) Abel St: 65 (150) / 2,122 (1,116) / 369 (290) I-880 NB Ramp: 132 (310) / 87 (2,245) / 45 (53)
4. Milpitas Blvd/Calaveras Blvd Calaveras Blvd: 349 (254) / 227 (276) / 160 (217) Milpitas Blvd: 220 (224) / 2,021 (1,194) / 125 (161) Calaveras Blvd: 138 (440) / 622 (1,818) / 393 (657)	5. Hillview Dr/Calaveras Blvd Calaveras Blvd: 113 (99) / 108 (115) / 234 (264) Hillview Dr: 495 (258) / 2,305 (1,317) / 199 (222) Calaveras Blvd: 73 (150) / 751 (1,666) / 58 (80)	6. Milpitas Blvd/Yosemite Dr Yosemite Dr: 181 (94) / 424 (333) / 161 (255) Milpitas Blvd: 190 (156) / 52 (52) / 52 (256) Yosemite Dr: 154 (154) / 52 (52) / 52 (256)
7. Milpitas Blvd/Ames Ave Ames Ave: 68 (11) / 654 (819) / 21 (97) Milpitas Blvd: 97 (59) / 11 (30) / 40 (116) Ames Ave: 21 (11) / 21 (21) / 40 (21)	8. Main St/Montague Expy Montague Expy: 181 (256) / 253 (546) / 135 (206) Main St: 99 (149) / 3,139 (1,031) / 144 (245) Montague Expy: 157 (287) / 1,165 (2,640) / 301 (491)	9. Trade Zone Blvd/Montague Expy Montague Expy: 152 (82) / 72 (130) / 45 (35) Trade Zone Blvd: 14 (73) / 2,208 (836) / 143 (206) Montague Expy: 30 (84) / 669 (1,749) / 794 (1,242)
10. Great Mall Pkwy/Montague Expy Montague Expy: 23 (67) / 264 (1,325) / 367 (638) Great Mall Pkwy: 1,061 (392) / 1,983 (963) / 61 (318) Montague Expy: 120 (181) / 724 (1,575) / 126 (337)	11. Milpitas Blvd/Montague Expy Montague Expy: 213 (172) / 240 (625) / 188 (165) Milpitas Blvd: 90 (11) / 3,335 (1,344) / 226 (157) Montague Expy: 68 (125) / 583 (2,770) / 44 (40)	12. Milpitas Blvd/North Driveway North Driveway: 0 (0) / 541 (927) Milpitas Blvd: 0 (0) / 0 (0) / 490 (484)
13. Gibraltar Dr/West Driveway Gibraltar Dr: 244 (157) / 0 (0) / 0 (0) West Driveway: 258 (462) / 0 (0)	14. Southwest Truck Only Driveway/Gibraltar Dr Gibraltar Dr: 0 (0) / 0 (0) / 0 (0) Southwest Truck Only Driveway: 0 (0) / 258 (462)	15. South Driveway/Gibraltar Dr Gibraltar Dr: 0 (0) / 0 (0) / 0 (0) South Driveway: 0 (0) / 244 (157)



XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection

Figure 13

Near-Term with Project Peak Hour Intersection Traffic Volumes

1. I-880 SB Ramp/Calaveras Blvd Calaveras Blvd: 280 (157) / 173 (380) I-880 SB Ramp: 942 (2,726) I-880 NB Ramp: 2,480 (1,555)	2. I-880 NB Ramp/Calaveras Blvd Calaveras Blvd: 1,010 (2,668) I-880 NB Ramp: 2,876 (1,477) I-880 SB Ramp: 372 (375) / 347 (725)	3. Abel St/Calaveras Blvd Calaveras Blvd: 554 (774) / 466 (246) / 144 (148) Abel St: 65 (150) / 2,149 (1,124) / 369 (290) Calaveras Blvd: 132 (310) / 117 (2,253) / 45 (53) Abel St: 22 (51) / 199 (473) / 333 (636)
4. Milpitas Blvd/Calaveras Blvd Calaveras Blvd: 349 (254) / 238 (278) / 160 (217) Milpitas Blvd: 220 (224) / 2,021 (1,194) / 139 (164) Calaveras Blvd: 138 (440) / 622 (1,818) / 423 (665) Milpitas Blvd: 433 (421) / 212 (268) / 73 (144)	5. Hillview Dr/Calaveras Blvd Calaveras Blvd: 113 (99) / 108 (115) / 234 (264) Hillview Dr: 495 (258) / 2,319 (1,320) / 201 (224) Calaveras Blvd: 73 (150) / 764 (1,669) / 58 (80) Hillview Dr: 28 (103) / 74 (110) / 69 (285)	6. Milpitas Blvd/Yosemite Dr Yosemite Dr: 185 (95) / 475 (344) / 161 (265) Milpitas Blvd: 190 (156) / 54 (53) / 66 (260) Yosemite Dr: 157 (156) / 53 (53) / 52 (256) Milpitas Blvd: 11 (11) / 428 (368) / 112 (85)
7. Milpitas Blvd/Ames Ave Ames Ave: 103 (20) / 479 (825) / 21 (97) Milpitas Blvd: 97 (59) / 11 (30) / 40 (116) Ames Ave: 66 (24) / 21 (21) / 58 (30) Milpitas Blvd: 43 (21) / 386 (416) / 97 (78)	8. Main St/Montague Expy Montague Expy: 181 (256) / 253 (546) / 135 (206) Main St: 99 (149) / 3,169 (1,040) / 144 (245) Montague Expy: 157 (287) / 1,199 (2,648) / 301 (491) Main St: 449 (217) / 283 (304) / 194 (259)	9. Trade Zone Blvd/Montague Expy Trade Zone Blvd: 152 (82) / 72 (130) / 45 (35) Montague Expy: 14 (73) / 2,238 (845) / 143 (206) Trade Zone Blvd: 30 (84) / 703 (1,757) / 794 (1,242) Montague Expy: 1,023 (540) / 32 (73) / 91 (169)
10. Great Mall Pkwy/Montague Expy Montague Expy: 23 (67) / 264 (1,325) / 372 (639) Great Mall Pkwy: 1,066 (393) / 2,013 (972) / 66 (319) Montague Expy: 120 (181) / 758 (1,583) / 126 (337) Great Mall Pkwy: 234 (209) / 807 (386) / 113 (171)	11. Milpitas Blvd/Montague Expy Montague Expy: 253 (183) / 240 (825) / 254 (168) Milpitas Blvd: 164 (31) / 3,335 (1,344) / 226 (157) Montague Expy: 112 (135) / 583 (2,770) / 44 (40) Milpitas Blvd: 42 (30) / 348 (265) / 130 (259)	12. Milpitas Blvd/North Driveway North Driveway: 15 (3) / 592 (939) Milpitas Blvd: 0 (0) / 10 (2) North Driveway: 0 (0) / 548 (600)
13. Gibraltar Dr/West Driveway Gibraltar Dr: 244 (157) / 5 (2) West Driveway: 5 (3) / 5 (1) Gibraltar Dr: 258 (462) / 5 (1)	14. Southwest Truck Only Driveway/Gibraltar Dr Gibraltar Dr: 0 (0) / 4 (5) Southwest Truck Only Driveway: 4 (4) / 263 (463) Gibraltar Dr: 0 (0) / 249 (158)	15. South Driveway/Gibraltar Dr Gibraltar Dr: 0 (0) / 83 (20) South Driveway: 92 (19) / 268 (467) Gibraltar Dr: 0 (0) / 252 (163)

7. Cumulative Conditions

This section presents the results of the intersection level of service calculations for the study intersections under Cumulative (2040) and Cumulative with Project conditions.

7.1 Cumulative Volumes

Cumulative volumes were developed using the 2040 traffic forecasts for the study intersections developed using the VTA Travel Demand Model. The 2040 VTA Travel Demand Model includes VTA's planned widening of Montague Expressway from:

- 6 lanes to 8 lanes between Main Street/Oakland Road and Great Mall Parkway/Capitol Avenue with a HOV lane in both directions
- 3 to 4 lanes in the eastbound direction between I-880 and Main Street/Oakland Road

Cumulative without Project volumes are shown on **Figure 14**. Project-generated traffic on Figure 10 were added to volumes on Figure 14 for Background with Project volumes, as shown on **Figure 15**.

7.2 Intersection Operations Analysis

Cumulative without and with Project intersection lane configurations and peak hour turning movement volumes were inputted into the Traffix software program to calculate the levels of service for the study intersections during each peak hour. The Cumulative without and with Project conditions peak hour intersection LOS results are presented in **Table 14**. Detailed intersection LOS calculation worksheets are presented in the Technical Appendix.

Under Cumulative without Project conditions, all intersections operate acceptably based on the LOS standards, except for the following:

- Abel Street & Calaveras Boulevard: LOS F in the PM peak hour
- South Milpitas Boulevard & Calaveras Boulevard: LOS F in the AM peak hour
- Main Street and Montague Expressway: LOS F in the AM and PM peak hours
- Trade Zone Boulevard & Montague Expressway: LOS F in the AM and PM peak hours

Overall, the addition of Project traffic is expected to:

- Increase average vehicle delay at study intersections
- Maintain Cumulative conditions acceptable intersection operations
- Not exacerbate Cumulative conditions unacceptable intersection operations based on the City and County's deficiency criteria

Table 14: Cumulative Conditions Peak Hour Intersection LOS Summary

Intersection	Control ¹	LOS Threshold ²	Peak Hour ³	Existing		Existing with Project		Δ in Critical Delay ⁵	Δ in Critical V/C ⁶
				Delay ⁴	LOS	Delay ⁴	LOS		
1. I-880 WB Ramp & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	13.2 10.7	B B+	13.3 10.8	B B+	0 0.1	0.002 0.002
2. I-880 EB Ramps & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	19.6 40.7	B- D	19.8 42.3	B- D	0.3 2.8	0.006 0.009
3. Abel Street & Calaveras Boulevard	Signal	E (CMP)	AM PM	61.7 143.1	E F	61.7 143.5	E F	-0.5 0.7	0 0.002
4. S Milpitas Boulevard & Calaveras Boulevard	Signal	E (CMP)	AM PM	115.7 74	F E	118.4 74.9	F E	4.3 3.4	0.009 0.010
5. Hillview Drive & Calaveras Boulevard	Signal	D (Milpitas)	AM PM	32.9 38.9	C- D+	33 39.1	C- D	0.1 0.2	0.003 0.002
6. South Milpitas Boulevard & Yosemite Drive	Signal	D (Milpitas)	AM PM	39.2 48.7	D D	40.1 49.5	D D	1.6 1.3	0.019 0.007
7. South Milpitas Boulevard & Ames Avenue/Project Driveway	Signal	D (Milpitas)	AM PM	22.7 25.7	C+ C	25.4 26	C C	3.4 0.4	0.080 0.015
8. Main Street & Montague Expressway	Signal	E (CMP)	AM PM	146.7 97.5	F F	146.1 97.4	F F	-0.5 -0.1	0.004 0.001
9. Trade Zone Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	94.5 84.3	F F	94 84.2	F F	-1.6 0	0.005 0
10. Great Mall Parkway & Montague Expressway	Signal	E (CMP)	AM PM	59.8 77.7	E+ E-	60.3 77.8	E E-	0.9 0.2	0.001 0.002
11. South Milpitas Boulevard & Montague Expressway	Signal	E (CMP)	AM PM	69.7 69.7	E E	75.5 69.9	E- E	9.5 0	0.037 0
12. South Milpitas Boulevard & North Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	12.8 13	B B	- -	- -
13. Gibraltar Drive & West Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	11.8 12.7	B B	- -	- -
14. Gibraltar Drive & Southwest Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	13.3 15	B C	- -	- -
15. Gibraltar Drive & South Project Driveway	SSSC	D (Milpitas)	AM PM	- -	- -	16.1 15.7	C C	- -	- -

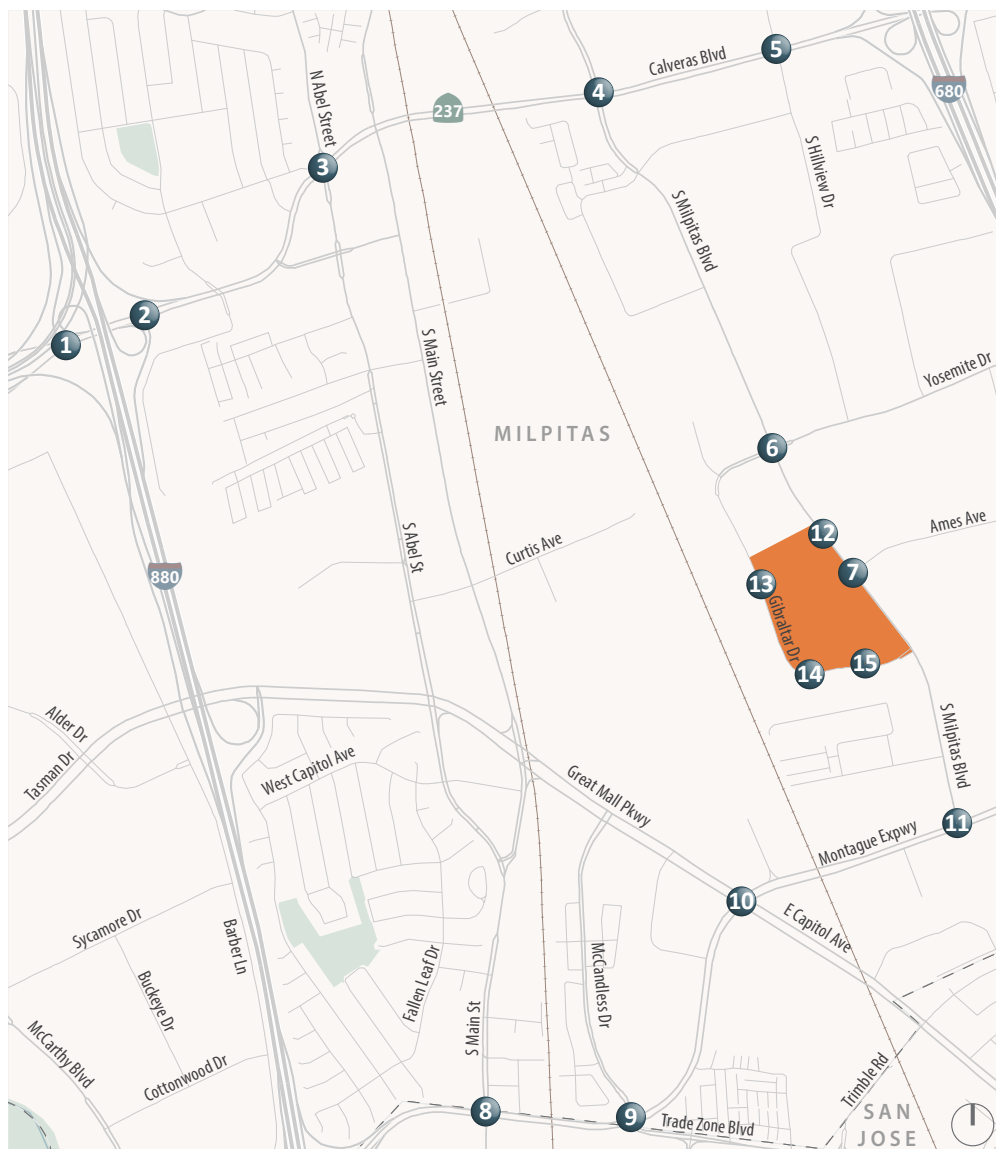
Notes:

Bold text indicates unacceptable operations; **Bold Underline** text indicates a policy violation resulting from Project-related traffic.

1. Intersection traffic control type (Signal = Signalized; SSSC = Side-Street Stop-Controlled)
2. Lowest acceptable LOS threshold between acceptable and unacceptable level of service (criteria jurisdiction).
3. AM = Weekday morning peak hour, PM = Weekday evening peak hour
4. Average delay calculated per HCM 2000 methodologies.
5. Change in critical delay between Existing and Existing with Project conditions.
6. Change in average volume to capacity ratio between Cumulative and Cumulative with Project conditions.

Source: Fehr & Peers, October 2020.





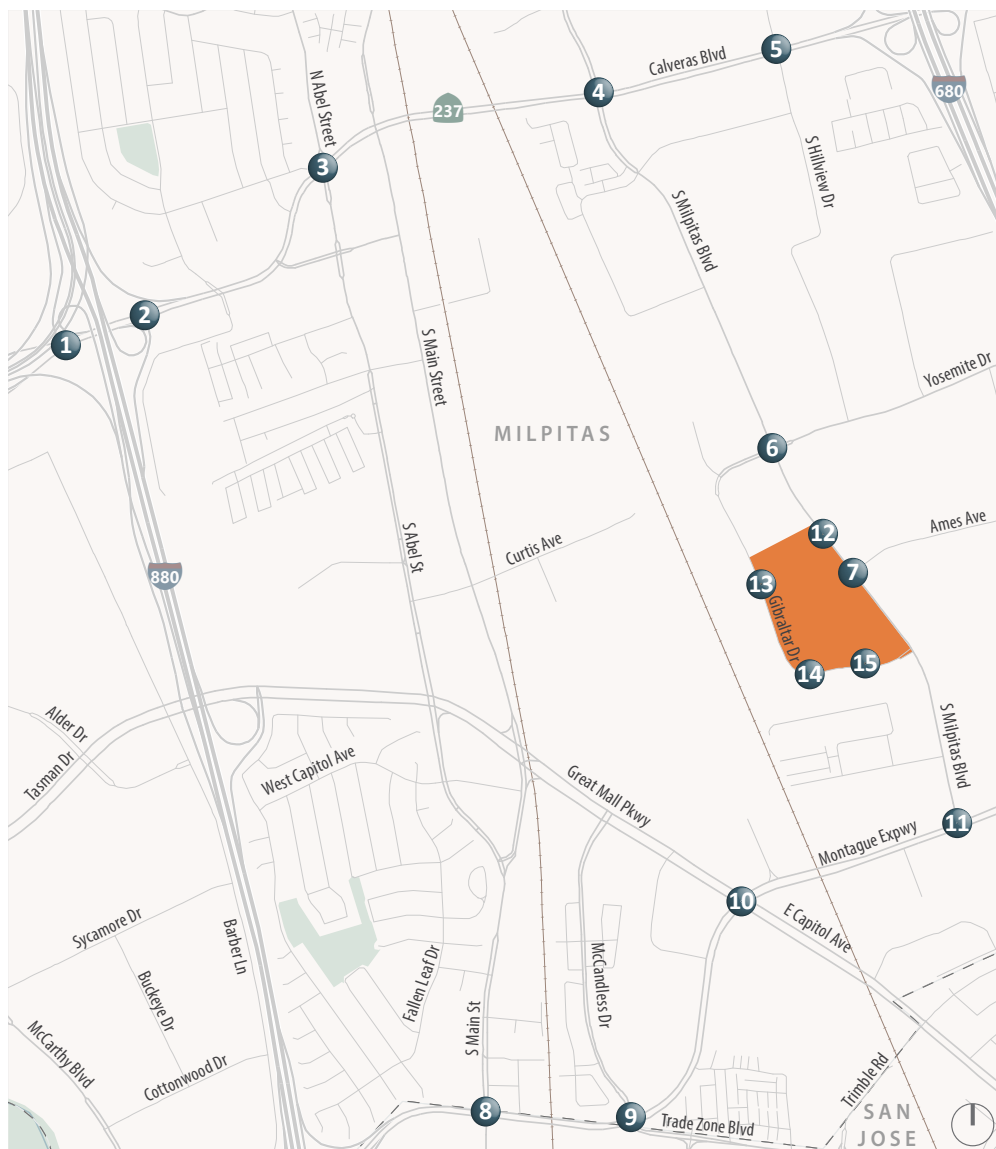
XX (YY) AM (PM) Peak Hour Traffic Volumes Signalized Intersection Stop Sign

Project Site Study Intersection



Figure 14
Cumulative without Project Peak Hour
Intersection Traffic Volumes

1. I-880 SB Ramp/Calaveras Blvd	2. I-880 NB Ramp/Calaveras Blvd	3. Abel St/Calaveras Blvd
4. Milpitas Blvd/Calaveras Blvd	5. Hillview Dr/Calaveras Blvd	6. Milpitas Blvd/Yosemite Dr
7. Milpitas Blvd/Ames Ave	8. Main St/Montague Expy	9. Trade Zone Blvd/Montague Expy
10. Great Mall Pkwy/Montague Expy	11. Milpitas Blvd/Montague Expy	12. Milpitas Blvd/North Driveway
13. Gibraltar Dr/West Driveway	14. Southwest Truck Only Driveway/Gibraltar Dr	15. South Driveway/Gibraltar Dr



XX (YY) AM (PM) Peak Hour Traffic Volumes



Signalized Intersection



Stop Sign



Project Site



Study Intersection



Figure 15
Cumulative with Project Peak Hour
Intersection Traffic Volumes

WC20-3694_X_Volumes

1. I-880 SB Ramp/Calveras Blvd	2. I-880 NB Ramp/Calveras Blvd	3. Abel St/Calveras Blvd
4. Milpitas Blvd/Calveras Blvd	5. Hillview Dr/Calveras Blvd	6. Milpitas Blvd/Yosemite Dr
7. Milpitas Blvd/Ames Ave	8. Main St/Montague Expy	9. Trade Zone Blvd/Montague Expy
10. Great Mall Pkwy/Montague Expy	11. Milpitas Blvd/Montague Expy	12. Milpitas Blvd/North Driveway
13. Gibraltar Dr/West Driveway	14. Southwest Truck Only Driveway/Gibraltar Dr	15. South Driveway/Gibraltar Dr

8. Transit Vehicle Delay Analysis

This section uses the methodology and criteria described in Chapter 2 to estimate and assess any additional transit vehicle delay caused Project-related trips or roadway changes. The following bus routes identified in Chapter 3.2 were analyzed:

- AC Transit Route 217: Fremont BART – Milpitas BART
- VTA Route 44: Milpitas BART – McCarthy Ranch via Tasman & Alder
- VTA Route 47: Milpitas BART – McCarthy Ranch via Park Victoria
- VTA Route 71: Milpitas BART – Capitol Station
- VTA Frequent Route 60: Milpitas BART – Winchester Station via SJC Airport
- VTA Frequent Route 66: North Milpitas – Kaiser San José
- VTA Frequent Route 70: Milpitas BART – Eastridge via Jackson
- VTA Frequent Route 77: Milpitas BART – Eastridge via King
- VTA Express Route 104: Milpitas BART – Stanford Research Park
- The Project-added transit vehicle delay under Existing, Background, and Cumulative conditions are summarized in **Table 15**.

Table 15: Project Added Transit Vehicle Delay

Bus Route	Peak Hour	Additional Route Average Delay with Project (seconds) ¹					
		Existing with Project		Near-Term with Project		Cumulative with Project	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
AC 217	AM	9.8	NC	8.8	NC	69.3	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 44	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 47	AM	NC	NC	NC	NC	6	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 71	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 60	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 66	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 70	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 77	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC
VTA 104	AM	NC	NC	NC	NC	NC	NC
	PM	NC	NC	NC	NC	NC	NC

Note:

1. NC = No change. The Project was considered to have no change if the increase in travel time was fewer than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).

Source: Fehr & Peers, October 2020.

The Project adds transit vehicle delay to the AC 217 morning northbound route under Existing, Near-Term, and Cumulative conditions of about 10, 9, and 70 seconds, respectively. Under Cumulative conditions, the Project is expected to increase transit vehicle delay for bus route VTA 47 in the morning eastbound direction by about 6 seconds. All other routes are expected to experience Project-added transit vehicle delay of fewer than five seconds.

The City of Milpitas should work with VTA and AC Transit to identify feasible transit priority measures along AC Transit route 217. A Project contribution toward identified improvements may be negotiated with the Project applicant, or fees paid to the City may be allocated toward such improvements.



9. Bicycle Circulation Evaluation

This chapter describes bicycle access to and from the Project site, and conditions for bicyclists travelling along the Project frontages.

Class II bicycle lanes are provided along South Milpitas Boulevard, connecting Milpitas BART to the south to Calaveras Boulevard to the north, and continuing northward. Bicycle lanes are also provided on Yosemite Drive and Great Mall Parkway/East Capitol Avenue/North Capitol Avenue, and Calaveras Boulevard is a designated Class III bicycle route. There are no bicycle facilities on Gibraltar Drive; this is a lower-traffic volume roadway as compared to South Milpitas Boulevard, and would be more comfortable for bicyclists to traverse without a designated bicycle facility. The existing bicycle network will serve employees who choose to commute by bicycle to the Project site, whether from residences in the surrounding neighborhoods or from Milpitas BART, located about a mile to the south of the Project site.

The Project will relocate and reconfigure some of the driveways serving the Project site, but does not propose changes to the traffic control; South Milpitas Boulevard/Ames Avenue/Project Driveway will remain traffic signal-controlled, and the remaining driveways will have stop control on the driveway approach only. The Project does not propose any other off-site roadway changes that would obstruct bicyclists or adversely affect bicycle circulation.

It is expected that the Project driveways will be constructed to City of Milpitas design standards, including provision of adequate sight distance between vehicles exiting the driveways and autos and bicyclists travelling on the adjacent roadways. The driveways should be clearly marked and signed so that they are visible to drivers and bicyclists, and landscaping should be designed and maintained so as to not interfere with sightlines.

10. Pedestrian Circulation Evaluation

This chapter describes pedestrian access to and from the Project site, and conditions for pedestrians walking along the Project frontages.

The Project site plan maintains the current sidewalk design along the South Milpitas Boulevard and Gibraltar Drive Project frontages. The sidewalk would need to be reconstructed where driveway relocations and re-configurations would occur. The current sidewalk width is five feet (typical). The Project site design plans do not indicate a striping or design treatment for the pedestrian crossings at each driveway. It is recommended that a striped crossing or other pavement treatment be considered during the City's engineering review, to enhance pedestrian visibility to drivers entering and exiting the driveways.

The Project does not propose any other off-site roadway changes that would obstruct pedestrians or adversely affect pedestrian circulation.



11. Queuing Analysis

This chapter presents the localized access and queuing analysis results for the study intersection turning movements where the Project adds ten or more trips. The analysis evaluates the adequacy of turn lane storage capacity under Existing Conditions, Near-Term Conditions, and Cumulative Conditions, as presented in **Table 16**.

At most intersections with dedicated turn lanes to which the Project adds ten or more trips, the addition of Project traffic does not cause any turn lane queue to exceed available storage where it does not without Project traffic. However, several turn pocket lengths are exceeded under Existing, Near-Term, and Cumulative Conditions, both without and with the Project, and the Project increases some of these queue lengths, as shown in Table 16. Turn pocket queue lengths exceeding available storage length under no Project and with Project Conditions include:

- Intersection 4 – South Milpitas Boulevard & Calaveras Boulevard:
- Northbound left in the AM peak hour
- Eastbound right in the AM peak hour
- Westbound left in the AM peak hour
- Intersection 11 – South Milpitas Boulevard & Montague Expressway
- Southbound left in the AM and PM peak hours

The only turn pocket queue length that is exceeded due to the addition of Project traffic is the westbound right turn lane at South Milpitas Boulevard & Montague Expressway in the AM peak hour. The Project adds about 100 feet, or 4 vehicles, to the queue under Existing and Near-Term Conditions, and adds about 125 feet, or 5 vehicles, to the queue under Cumulative Conditions.

Table 16: Queue Analysis

Intersection	Movement ¹	Available Storage Length (feet) ²	Peak Hour	Number of Project Trips Added	Projected Queue Length (feet) ³		
					Existing (Existing with Project)	Near-Term (Near-Term with Project)	Cumulative (Cumulative with Project)
1. I-880 WB Ramp & Calaveras Boulevard	SBL	550	AM	18	100 (125)	125 (125)	150 (175)
2. I-880 EB Ramps & Calaveras Boulevard	WBR	375	AM	16	0 (0)	0 (0)	0 (0)
4. South Milpitas Boulevard & Calaveras Boulevard	NBL	350	AM	27	550 (600)	575 (625)	850 (900)
	NBR	200	AM	13	125 (150)	125 (150)	150 (175)
	EBR	200	AM	30	525 (600)	575 (625)	1,025 (1,125)
	WBL	225	AM	14	275 (300)	275 (325)	400 (450)
7. South Milpitas Boulevard & Ames Avenue	NBL	125	AM	32	25 (75)	25 (75)	25 (75)
	NBL	125	PM	10	25 (25)	25 (25)	25 (50)
11. South Milpitas Boulevard & Montague Expressway	SBL	200	AM	66	275 (375)	300 (400)	600 (700)
	SBL	200	PM	23	250 (275)	250 (275)	300 (325)
	SBR	250	AM	40	0 (0)	0 (0)	0 (0)
	SBR	250	PM	11	0 (0)	0 (0)	0 (0)
	EBL	625	AM	44	100 (200)	125 (200)	150 (250)
	EBL	625	PM	10	200 (200)	200 (225)	225 (250)
	WBR	175	AM	74	125 (225)	150 (250)	350 (475)
	WBR	175	PM	20	25 (50)	25 (50)	25 (75)

Notes:

1. NBL = northbound left-turn; SBL = southbound left-turn, EBL = eastbound left-turn WBL = westbound left-turn, NBR = northbound right-turn, SBR = southbound right-turn, EBR = eastbound right-turn, WBR = westbound right-turn.

2. Maximum storage length for dedicated turn lane.

3. 95% queue length for turn pocket with longest queue based on Traffix analysis results. Assumes 25 feet per vehicle in queue.

Bold text indicated available storage is exceeded.

Source: Fehr & Peers, October 2020.

To address potential queue spillback at the intersections identified in Table 16, intelligent transportation system improvements, such as adaptive signal control, advanced signal loop detectors or video image detectors, could be implemented to improve signal operations and queuing. The westbound right turn storage length at the intersection of South Milpitas Boulevard/Montague Expressway cannot feasibly be extended due to the presence of a driveway just upstream of the current turn lane transition.



12. Parking Evaluation

This chapter compares the Project's proposed parking supply to the City of Milpitas parking supply requirements.

12.1 Off-Street Parking Supply Requirements

The City of Milpitas Municipal Code Title XI Chapter 10 Section 53 defines the vehicle parking supply requirements for the Project. Table 53.09 defines the parking supply for distribution, manufacturing, and warehouse uses at one space per 1,500 square feet and one space per 350 square feet for office space within an industrial building. Minimum truck parking supply requirements are not provided. The Project includes approximately 486,000 square feet of distribution, manufacturing, and warehouse space and 4,900 square feet of office space. The minimum total parking supply requirement is 338 spaces. The Project proposes to provide 346 parking spaces and 101 truck parking spaces. Therefore, the Project proposed parking provision will exceed the City's minimum parking supply requirements.

12.2 Bicycle Parking Requirements

The City of Milpitas Municipal Code does not contain a bicycle parking requirement for industrial uses. The Project's bicycle parking supply has not been defined. It is recommended that the Project provide bicycle parking at a rate of one space per 10,000 square feet, or 49 spaces. This would facilitate more than ten percent of the anticipated Project workforce – 330 employees – to commute by bicycle. Bicycle parking should be located inside the building in a secure area. Given the size of the proposed Project building, two or more bicycle parking sites within the building may be desirable to maximize convenience for bicycling employees.

13. Site Circulation Evaluation

This chapter presents an assessment of the on-site circulation for autos, trucks, bicyclists and pedestrians.

As described in Chapter 4, the Project site will provide vehicle access at two driveways on South Milpitas Boulevard and three driveways on Gibraltar Drive. All site driveway intersections were found to operate at acceptable levels of service in Chapters 5, 6 and 7.

The on-site vehicle circulation dimensions meet City of Milpitas Municipal Code requirements, with 24-foot circulation aisles in the automobile parking areas. The Project application plan set contains sheets demonstrating that the site accommodates large truck turning radius requirements at the driveways which will serve larger trucks (the driveway opposite Ames Avenue on South Milpitas Boulevard, and the west and southwest driveways on Gibraltar Drive). Automobile parking space dimensions meet City of Milpitas Municipal Code requirements:

- Standard spaces: 9 feet wide and 18 feet long
- Compact spaces: 7.5 feet wide and 15 feet long

The Project application plan set indicates walkways along the sides of the building directly abutting the auto parking areas, as well as a connecting path between the office space on the southeast corner of the building and the sidewalk along South Milpitas Boulevard. No additional pedestrian or bicycle circulation striping or infrastructure is indicated on the plan set. The connecting path noted above is well located, as some pedestrians travelling to and from the site may come from the Milpitas BART station to the south; however, an additional path connection through the site from South Milpitas Boulevard near Ames Avenue may be useful, to connect commuters using AC Transit route 217 which has stops at South Milpitas Boulevard/Ames Avenue. This potential connection would traverse the truck parking lot along the east side of the Project building, and therefore would need to be carefully designed to ensure pedestrians are highly visible to truck drivers.

It may be useful to provide bicycle wayfinding signs and potentially “sharrow” markings to direct bicyclists to the appropriate building entries closest to the recommended secure interior bike storage. As with any new pedestrian path connections, the design of any sharrow connections should take into consideration potential conflicts with truck and auto movements.



14. Conclusions

14.1 LOS Analysis

The addition of Project traffic would increase intersection average delays but would not result in adverse effects on intersection operations under Existing, Near-Term, and Cumulative Conditions.

14.2 Transit Vehicle Delay Analysis

The Project adds transit vehicle delay to the AC 217 morning northbound route under Existing, Near-Term, and Cumulative conditions of about 10, 9, and 70 seconds, respectively. Under Cumulative conditions, the Project is expected to increase transit vehicle delay for bus route VTA 47 in the morning eastbound direction by about 6 seconds. It is recommended that the City of Milpitas work with VTA and AC Transit to identify feasible transit priority measures along AC Transit route 217. A Project contribution toward identified improvements may be negotiated with the Project applicant, or fees paid to the City may be allocated toward such improvements.

14.3 Bicycle Circulation Evaluation

The Project does not propose any off-site roadway changes that would obstruct bicyclists or adversely affect bicycle circulation. It is expected that the Project driveways will be constructed to City of Milpitas design standards, including provision of adequate sight distance between vehicles exiting the driveways and autos and bicyclists travelling on the adjacent roadways. The driveways should be clearly marked and signed so that they are visible to drivers and bicyclists, and landscaping should be designed and maintained so as to not interfere with sightlines.

14.4 Pedestrian Circulation Evaluation

The Project site plan maintains the current sidewalk design along the South Milpitas Boulevard and Gibraltar Drive Project frontages. The sidewalk would need to be reconstructed where driveway relocations and re-configurations would occur. The current sidewalk width is five feet (typical). The Project site design plans do not indicate a striping or design treatment for the pedestrian crossings at each driveway. It is recommended that a striped crossing or other pavement treatment be considered during the City's engineering review, to enhance pedestrian visibility to drivers entering and exiting the driveways.

The Project does not propose any other off-site roadway changes that would obstruct pedestrians or adversely affect pedestrian circulation.

14.5 Queueing Analysis

The only turn pocket queue length that is exceeded due to the addition of Project traffic is the westbound right lane at South Milpitas Boulevard & Montague Expressway in the AM peak hour. The Project adds about 100 feet, or 4 vehicles, to the queue under Existing and Near-Term Conditions, and adds about 125 feet, or 5 vehicles, to the queue under Cumulative Conditions. To address potential queue spillback at this intersection, and the other intersections where the Project traffic increases queues that would already exceed storage without Project traffic, intelligent transportation system improvements, such as adaptive signal control, advanced signal loop detectors or video image detectors, could be implemented to improve signal operations and queuing. The westbound right turn storage length at the intersection of South Milpitas Boulevard/Montague Expressway cannot feasibly be extended due to the presence of a driveway just upstream of the current turn lane transition.

14.6 Parking Evaluation

As discussed in Chapter 12, the minimum total parking supply requirement for the Project site is 338 spaces. The Project proposes to provide 346 parking spaces and 101 truck parking spaces. Therefore, the Project proposed parking provision will exceed the City's minimum auto parking supply requirements.

The City of Milpitas Municipal Code does not contain a bicycle parking requirement for industrial uses. The Project's bicycle parking supply has not been defined. It is recommended that the Project provide bicycle parking at a rate of one space per 10,000 square feet, or 49 spaces. This would facilitate more than ten percent of the anticipated Project workforce – 330 employees – to commute by bicycle. Bicycle parking should be located inside the building in a secure area. Given the size of the proposed Project building, two or more bicycle parking sites within the building may be desirable to maximize convenience for bicycling employees.

14.7 Site Circulation Evaluation

The Project application plan set meets City of Milpitas Municipal Code requirements for parking lot aisle widths and auto parking space dimensions and demonstrates the adequacy of the truck maneuvering space at the site's driveways which would serve trucks.

While one connecting pedestrian path between South Milpitas Boulevard and the southeast corner of the Project building is shown on the plan set, an additional path connection through the site from South Milpitas Boulevard near Ames Avenue may be useful, to connect commuters using AC Transit route 217 which has stops at South Milpitas Boulevard/Ames Avenue. This potential connection would traverse the truck parking lot along the east side of the Project building, and therefore would need to be carefully designed to ensure pedestrians are highly visible to truck drivers.

With regard to bicycle circulation, it may be useful to provide bicycle wayfinding signs and potentially "sharrow" markings to direct bicyclists to the appropriate building entries closest to the recommended



secure interior bike storage. As with any new pedestrian path connections, the design of any sharrow connections should take into consideration potential conflicts with truck and auto movements.

TECHNICAL APPENDIX

Appendix A:

Existing Traffic Volume Sources

As noted in Section 2.2 of the report, the existing intersection volumes were based on the September 2016 counts conducted for the City of Milpitas General Plan Existing Conditions Report (ECR). A rate developed using 2016 ECR and 2018 CMP data was used to factor up ECR 2016 counts to represent 2020 (pre-COVID) volumes. Per standard practice for VTA traffic studies, 2018 CMP TRAFFIX PM peak hour volumes were used for CMP study intersections in the PM peak hour. The CMP intersection at South Milpitas/Montague Expressway did not use 2018 CMP data because the south leg of the intersection built to connect to the new Milpitas BART Station was missing. At study intersections with no existing data, StreetLight data volumes and volume balancing between intersections with available data were used to develop peak hour volumes. Below is a summary of the study intersection peak hour traffic volume sources:

Existing Conditions Traffic Volumes			
		Source/Method¹	
Study Int #	Name	AM	PM
1	I-880 SB/Calaveras	Counts factor	
2	I-880 NB/Calaveras	Counts factor	
3	Abel/Calaveras	Counts factor	CMP 2018
4	Milpitas/Calaveras	Counts factor	CMP 2018
5	Hillview/Calaveras	Counts factor	
6	Milpitas/Yosemite	Volume balancing	
7	Milpitas/Ames	StreetLight	
8	Main/Montague	Counts factor	CMP 2018
9	Trade Zone/Montague	Counts factor	CMP 2018
10	Great Mall/Montague	Counts factor plus BART trips	CMP 2018 plus BART trips
11	Milpitas/Montague	StreetLight plus BART trips	
12	Milpitas/North Dwy	Volume balancing	
13	Gibraltar/West Dwy	Volume balancing	
14	Truck Only Dwy/Gibraltar	Volume balancing	
15	South Dwy/Gibraltar	Volume balancing	

1. Counts factor: developed using 2016 ECR and 2018 CMP data
 CMP 2018: 2018 CMP PM peak hour traffic volumes
 Volume balancing: balanced volumes from adjacent intersections with available data
 StreetLight: counts pulled from StreetLight
 Plus BART trips: Fehr & Peers' estimated new BART station trip assignment



MILPITAS

General Plan Update

EXISTING CONDITIONS REPORT

June 2018



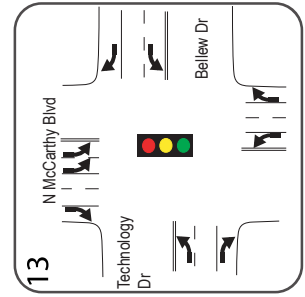
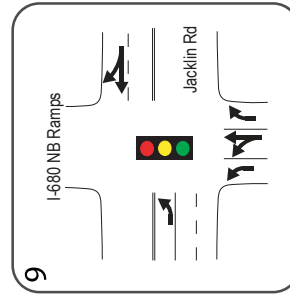
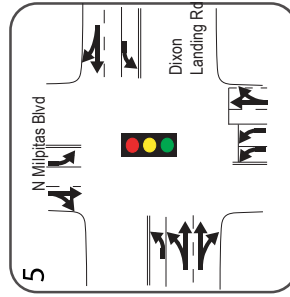
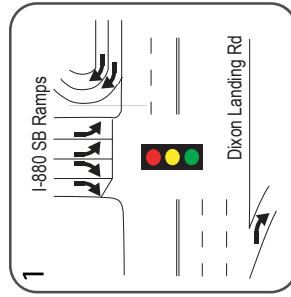
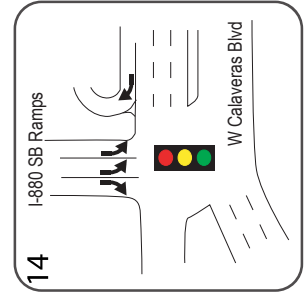
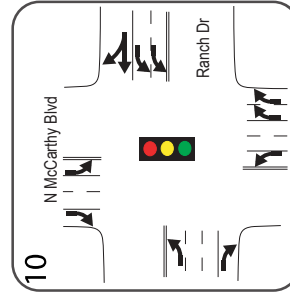
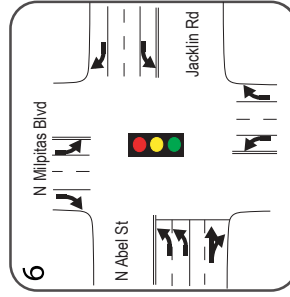
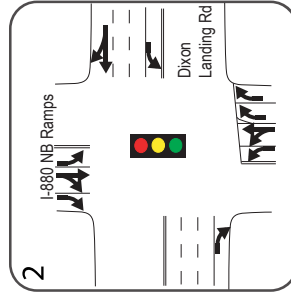
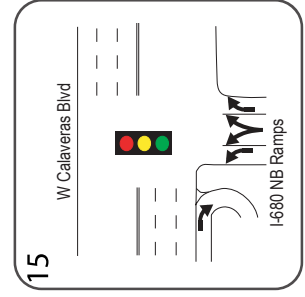
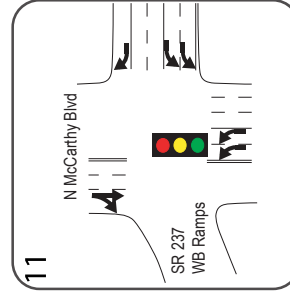
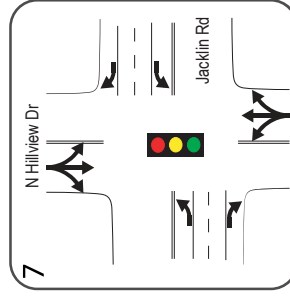
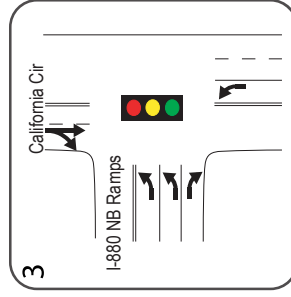
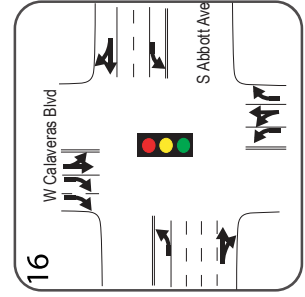
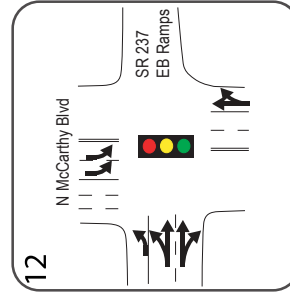
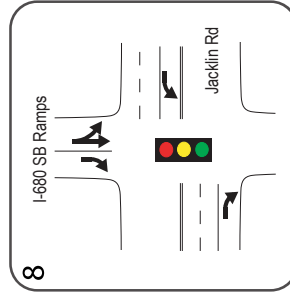
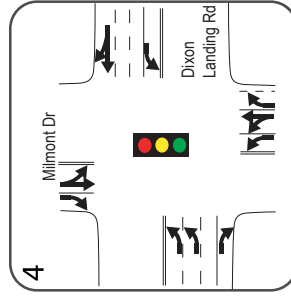
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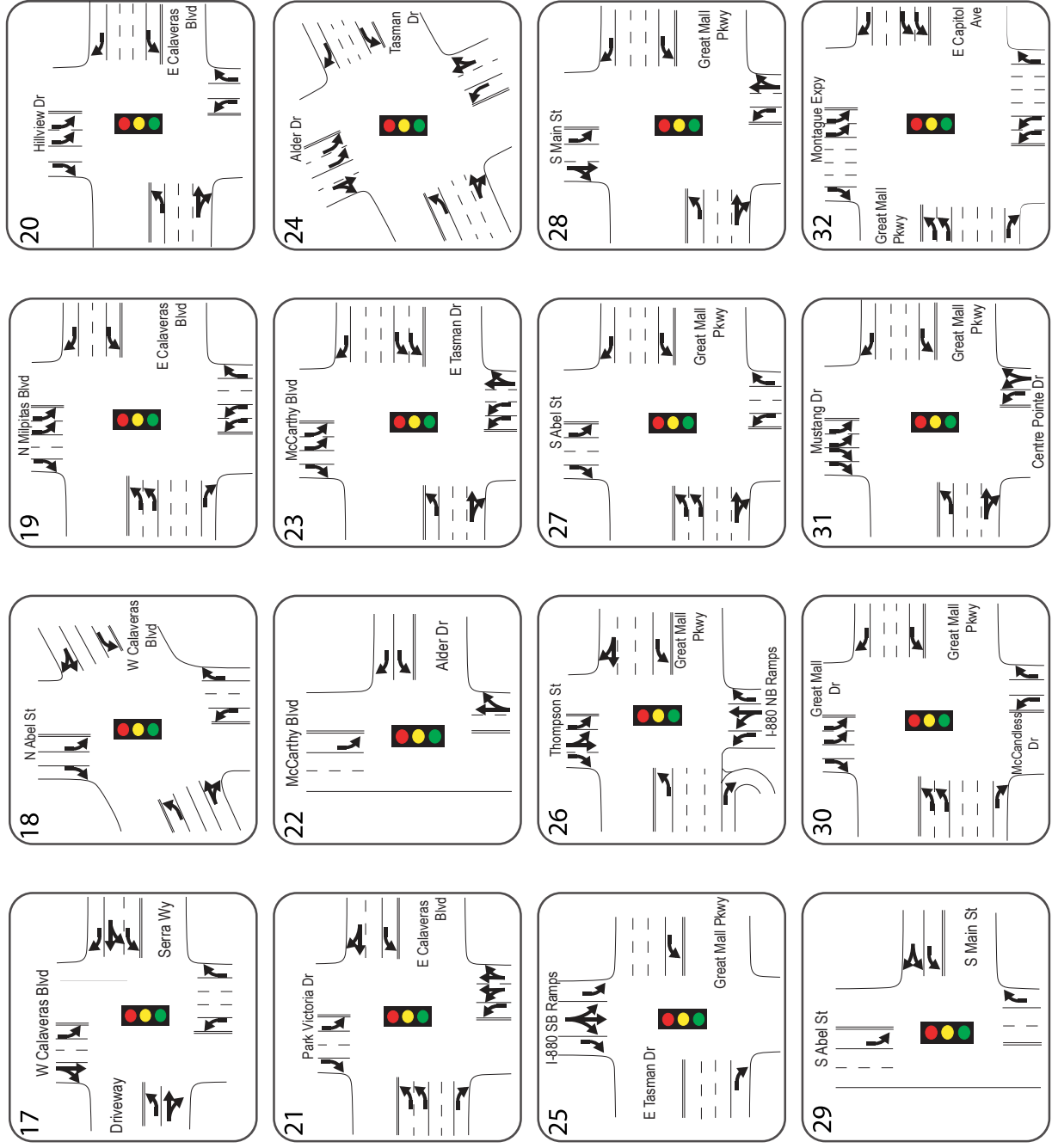
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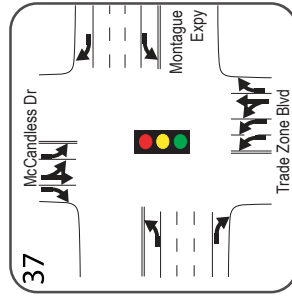
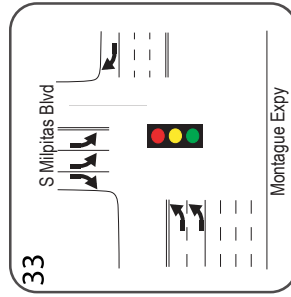
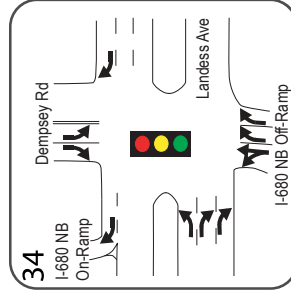
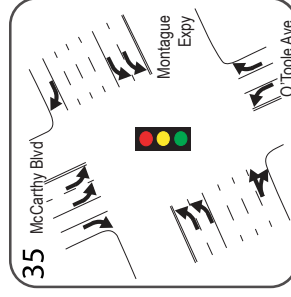
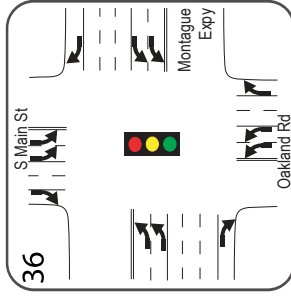
**CITY OF MILPITAS
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Figure 2.0-7.1 Lane Configurations**



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Figure 2.0-7.2 Lane Configurations

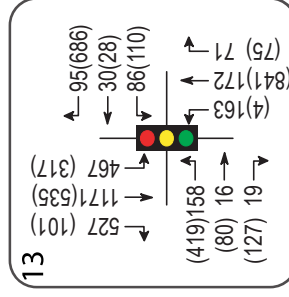
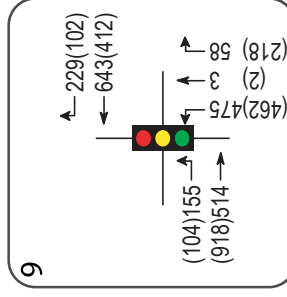
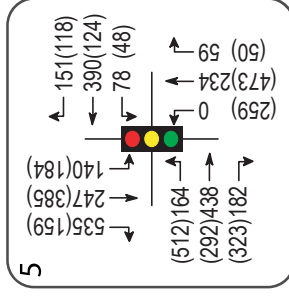
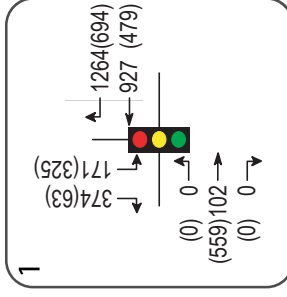
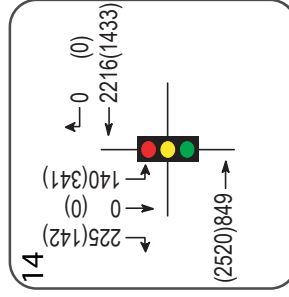
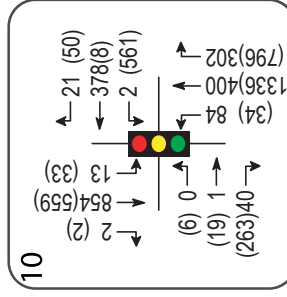
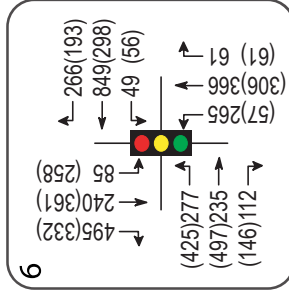
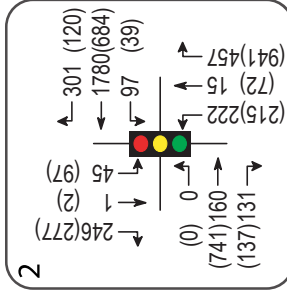
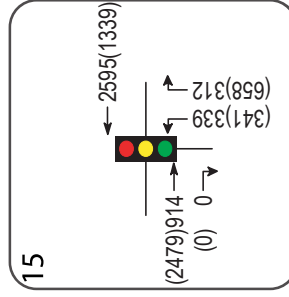
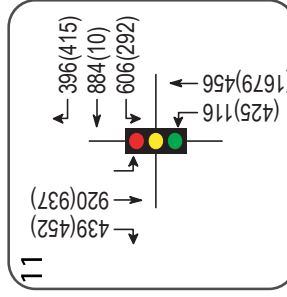
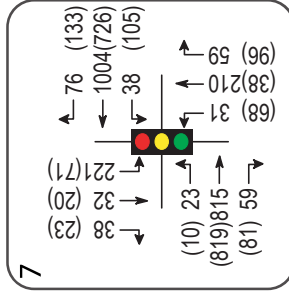
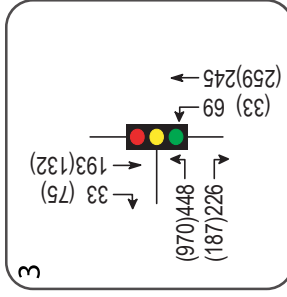
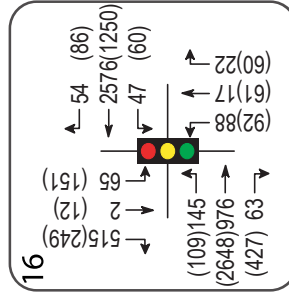
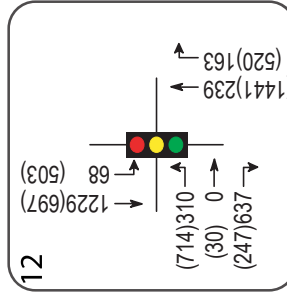
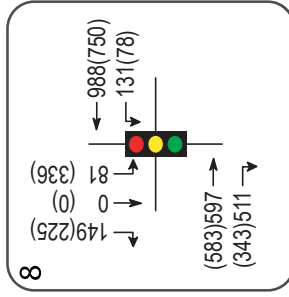
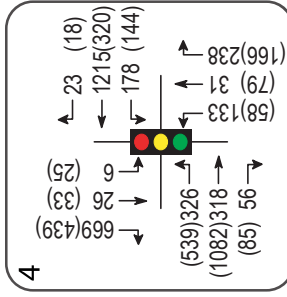


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GENERAL PLAN UPDATE
Figure 2.0-7.3 Lane Configurations



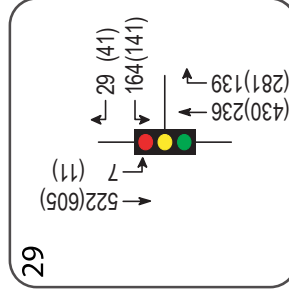
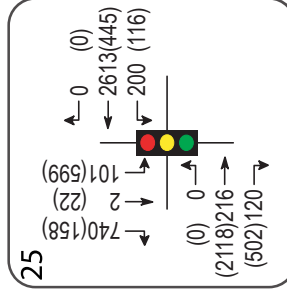
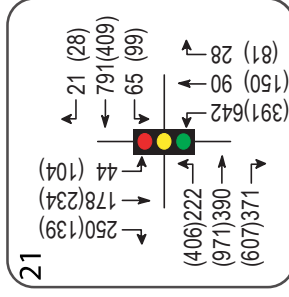
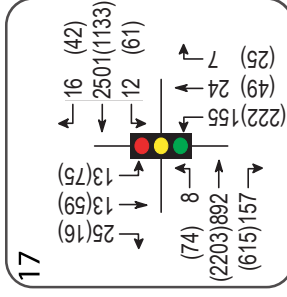
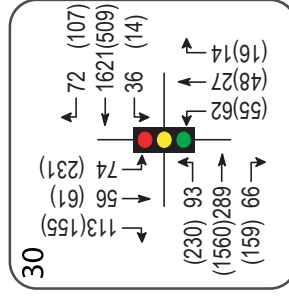
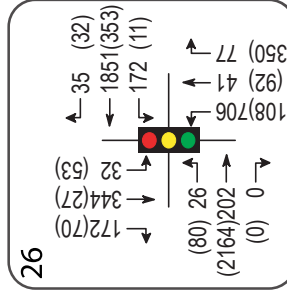
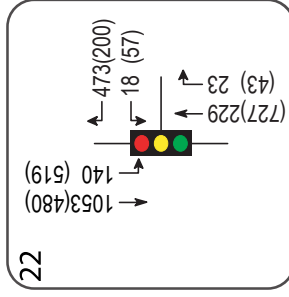
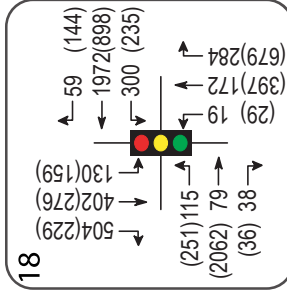
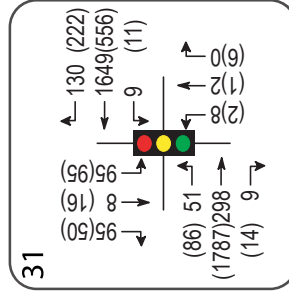
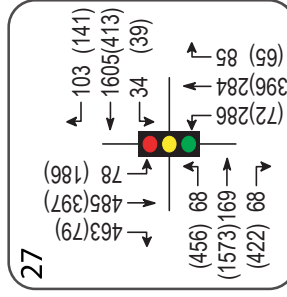
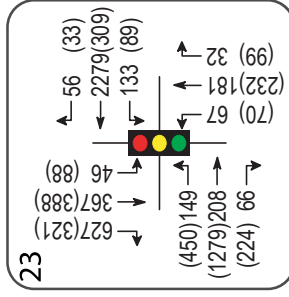
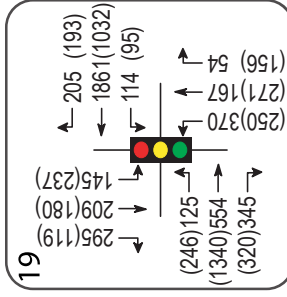
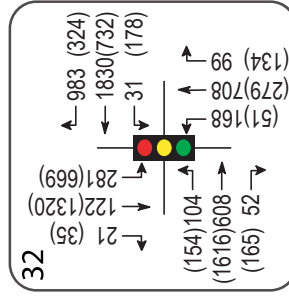
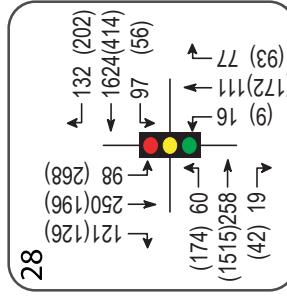
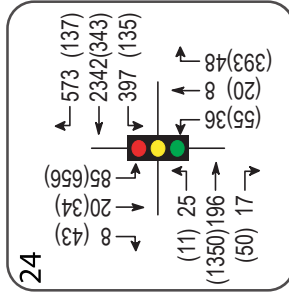
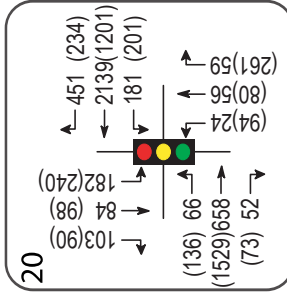
CITY OF MILPITAS
GENERAL PLAN UPDATE
Figure 2.0-8.1 Existing Traffic Volumes

xx AM Peak Hour Volume
(xx) PM Peak Hour Volume



**CITY OF MILPITAS
GENERAL PLAN UPDATE
Figure 2.0-8.2 Existing Traffic Volumes**

xx AM Peak Hour Volume
(xx) PM Peak Hour Volume



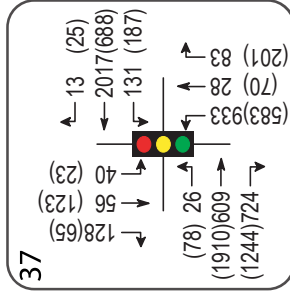
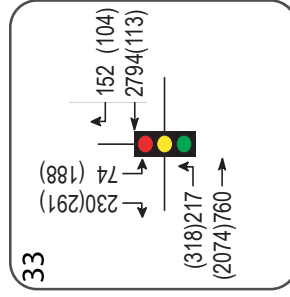
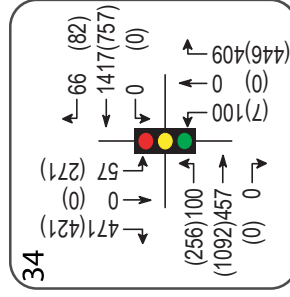
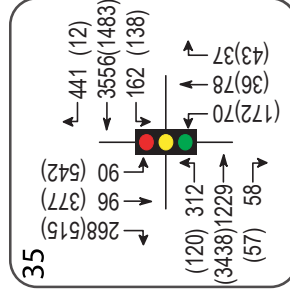
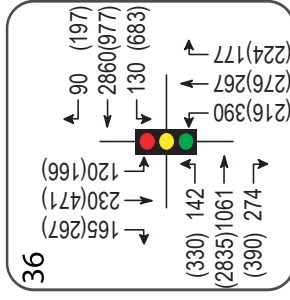
CITY OF MILPITAS

GENERAL PLAN UPDATE

Figure 2.0-8.3 Existing Traffic Volumes

xx AM Peak Hour Volume

(xx) PM Peak Hour Volume



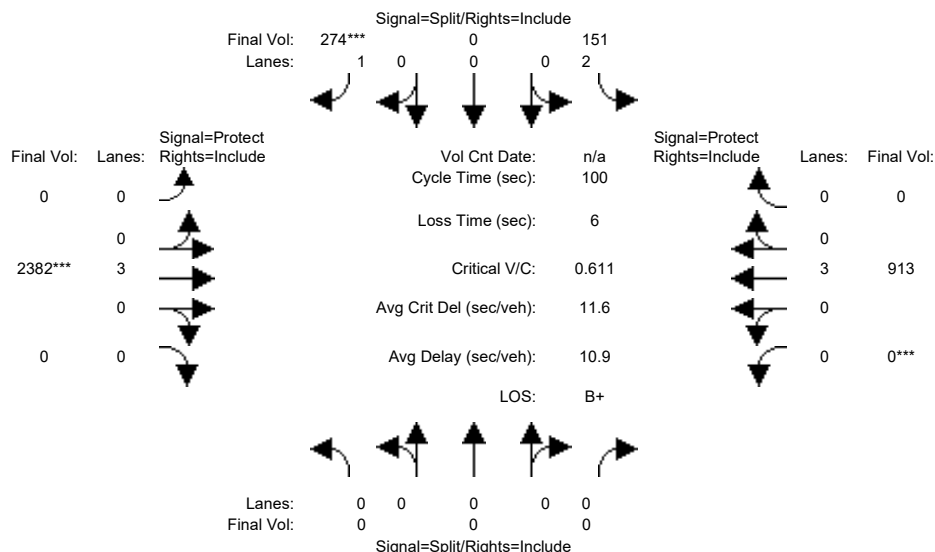
Appendix B:

TRAFFIX LOS Calculations

1000 Gibraltar Drive

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

Intersection #1: I-880 SB Ramp/Calaveras Blvd



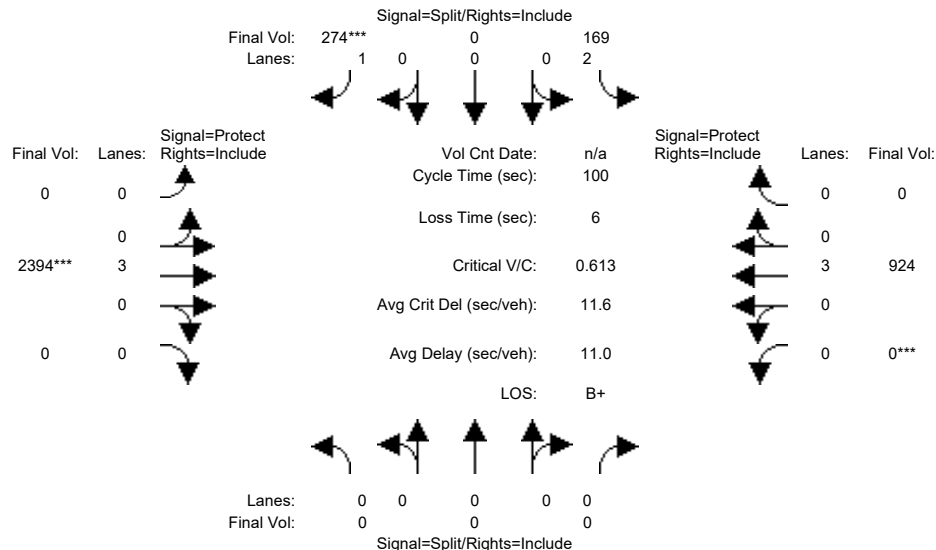
Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	151	0	274	0	2382	0	0	913	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	274	0	2382	0	0	913	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	274	0	2382	0	0	913	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	151	0	274	0	2382	0	0	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	274	0	2382	0	0	913	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 Volume:	0	0	0	151	0	274	0	2382	0	0	913	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.16	0.00	0.42	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	0.0	68.4	0.0	0.0	68.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.61	0.00	0.61	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	29.2	0.0	35.3	0.0	8.9	0.0	0.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.2	0.0	35.3	0.0	8.9	0.0	0.0	6.0	0.0
LOS by Move:	A	A	A	C	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	4	0	16	0	24	0	0	7	0

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

1000 Gibraltar Drive

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

Intersection #1: I-880 SB Ramp/Calaveras Blvd

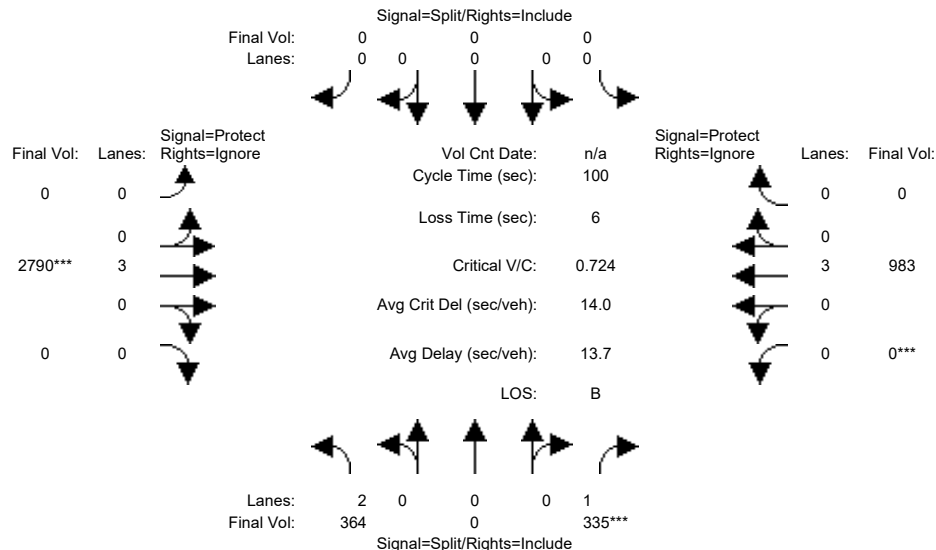


Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	151	0	274	0	2382	0	0	913	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	274	0	2382	0	0	913	0
Added Vol:	0	0	0	18	0	0	0	12	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	0	274	0	2394	0	0	924	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	169	0	274	0	2394	0	0	924	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	169	0	274	0	2394	0	0	924	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	169	0	274	0	2394	0	0	924	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.16	0.00	0.42	0.00	0.00	0.16	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	25.5	0.0	25.5	0.0	68.5	0.0	0.0	68.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.61	0.00	0.61	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	35.4	0.0	8.9	0.0	0.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	0.0	35.4	0.0	8.9	0.0	0.0	6.0	0.0
LOS by Move:	A	A	A	C	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	16	0	24	0	0	7	0
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

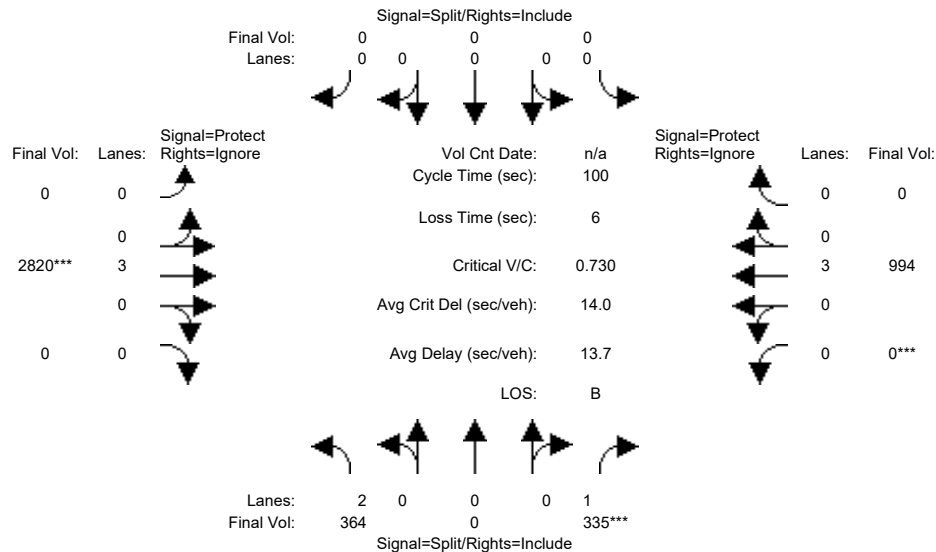


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	0	335	0	0	0	0	2790	0	0	983	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:	364	0	335	0	0	0	0	2790	0	0	983	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:	364	0	335	0	0	0	0	2790	0	0	983	0
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:	364	0	335	0	0	0	0	2790	0	0	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	335	0	0	0	0	2790	0	0	983	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 Volume:	364	0	335	0	0	0	0	2790	0	0	983	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.19	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.17	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.4	0.0	26.4	0.0	0.0	0.0	0.0	67.6	0.0	0.0	67.6	0.0
Volume/Cap:	0.44	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.26	0.00
Delay/Veh:	31.0	0.0	39.1	0.0	0.0	0.0	0.0	11.0	0.0	0.0	6.4	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:	31.0	0.0	39.1	0.0	0.0	0.0	0.0	11.0	0.0	0.0	6.4	0.0
LOS by Move:	C	A	D	A	A	A	A	B+	A	A	A	A
HCM2k95thQ:	11	0	21	0	0	0	0	31	0	0	7	0
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

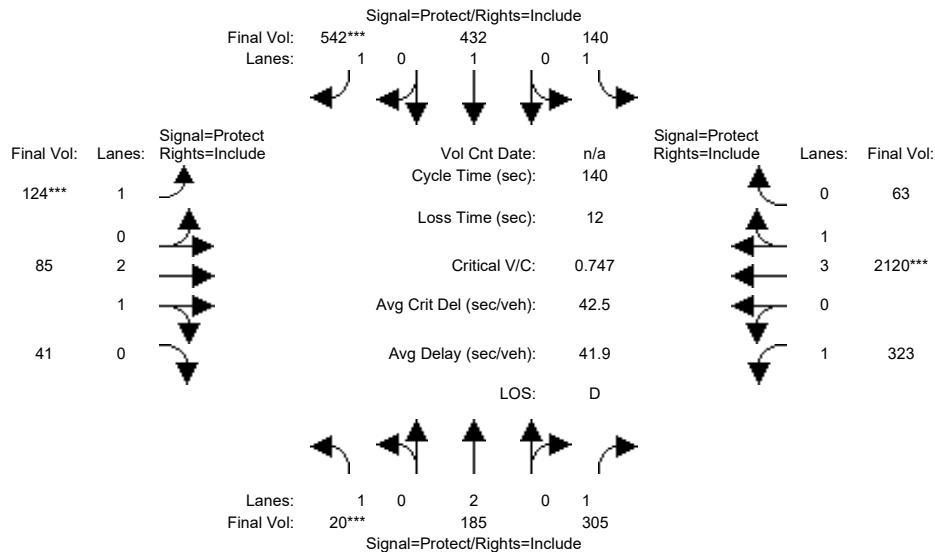


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	0	335	0	0	0	0	2790	0	0	983	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:	364	0	335	0	0	0	0	2790	0	0	983	0
Added Vol:	0	0	0	0	0	0	0	30	0	0	11	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	0	335	0	0	0	0	2820	0	0	994	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	364	0	335	0	0	0	0	2820	0	0	994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	335	0	0	0	0	2820	0	0	994	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 Volume:	364	0	335	0	0	0	0	2820	0	0	994	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.19	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.2	0.0	26.2	0.0	0.0	0.0	0.0	67.8	0.0	0.0	67.8	0.0
Volume/Cap:	0.44	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.26	0.00
Delay/Veh:	31.1	0.0	39.5	0.0	0.0	0.0	0.0	11.0	0.0	0.0	6.3	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:	31.1	0.0	39.5	0.0	0.0	0.0	0.0	11.0	0.0	0.0	6.3	0.0
LOS by Move:	C	A	D	A	A	A	A	B+	A	A	A	A
HCM2k95thQ:	11	0	21	0	0	0	0	31	0	0	8	0
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #3: Abel St/Calaveras Blvd



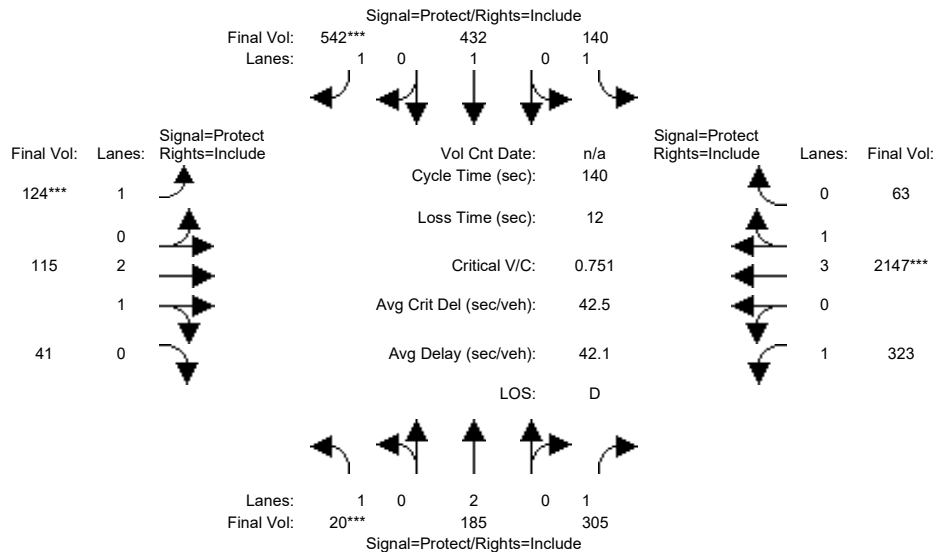
Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	185	305	140	432	542	124	85	41	323	2120	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	185	305	140	432	542	124	85	41	323	2120	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	185	305	140	432	542	124	85	41	323	2120	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	185	305	140	432	542	124	85	41	323	2120	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	185	305	140	432	542	124	85	41	323	2120	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	20	185	305	140	432	542	124	85	41	323	2120	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.88	0.12
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3798	1800	1750	7283	216
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.17	0.08	0.23	0.31	0.07	0.02	0.02	0.18	0.29	0.29
Crit Moves:	***					***	***				***	
Green Time:	7.0	43.0	43.0	19.8	55.8	55.8	12.8	18.2	18.2	47.0	52.4	52.4
Volume/Cap:	0.23	0.16	0.57	0.57	0.57	0.78	0.78	0.17	0.18	0.55	0.78	0.78
Delay/Veh:	65.2	35.4	42.1	59.2	33.8	42.2	83.3	54.3	54.3	39.0	40.1	40.1
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:	65.2	35.4	42.1	59.2	33.8	42.2	83.3	54.3	54.3	39.0	40.1	40.1
LOS by Move:	E	D+	D	E+	C-	D	F	D-	D-	D+	D	D
HCM2k95thQ:	2	6	22	13	25	38	11	3	3	20	33	33

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

1000 Gibraltar Drive

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

Intersection #3: Abel St/Calaveras Blvd



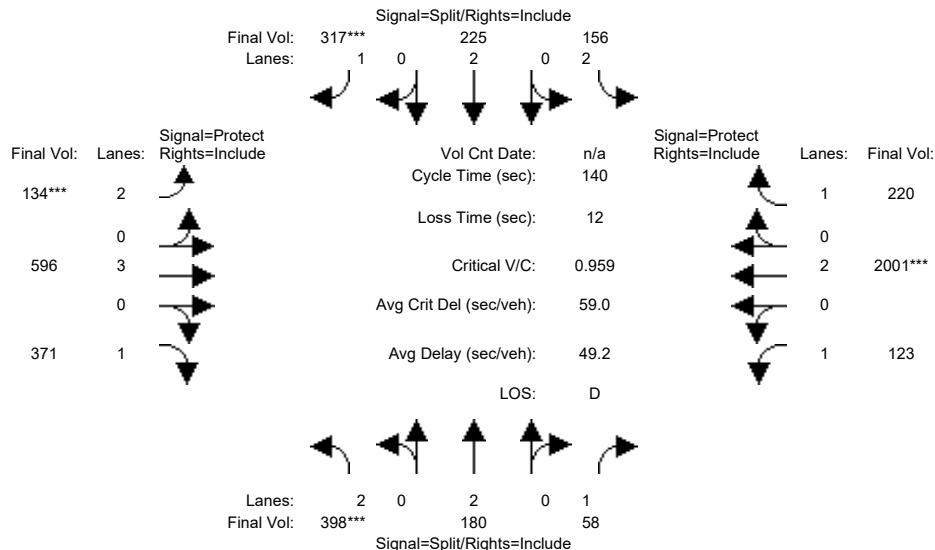
Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	185	305	140	432	542	124	85	41	323	2120	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	185	305	140	432	542	124	85	41	323	2120	63
Added Vol:	0	0	0	0	0	0	0	30	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	185	305	140	432	542	124	115	41	323	2147	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	185	305	140	432	542	124	115	41	323	2147	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	185	305	140	432	542	124	115	41	323	2147	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	20	185	305	140	432	542	124	115	41	323	2147	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.18	0.82	1.00	3.88	0.12
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	4126	1471	1750	7286	214
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.17	0.08	0.23	0.31	0.07	0.03	0.03	0.18	0.29	0.29
Crit Moves:	****					****	****				****	
Green Time:	7.0	42.8	42.8	19.7	55.5	55.5	12.7	18.3	18.3	47.2	52.8	52.8
Volume/Cap:	0.23	0.16	0.57	0.57	0.57	0.78	0.78	0.21	0.21	0.55	0.78	0.78
Delay/Veh:	65.2	35.5	42.3	59.4	34.1	42.7	84.0	54.6	54.6	38.8	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	35.5	42.3	59.4	34.1	42.7	84.0	54.6	54.6	38.8	40.0	40.0
LOS by Move:	E	D+	D	E+	C-	D	F	D-	D-	D+	D	D
HCM2k95thQ:	2	6	22	13	26	39	11	4	4	20	33	33

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

1000 Gibraltar Drive

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

Intersection #4: Milpitas Blvd/Calaveres Blvd



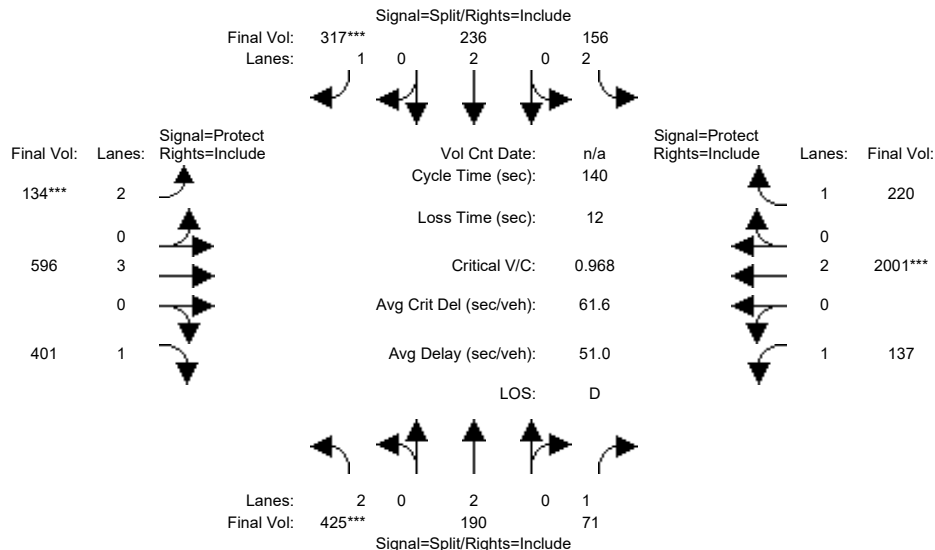
Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	398	180	58	156	225	317	134	596	371	123	2001	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	180	58	156	225	317	134	596	371	123	2001	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	180	58	156	225	317	134	596	371	123	2001	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	180	58	156	225	317	134	596	371	123	2001	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	180	58	156	225	317	134	596	371	123	2001	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	180	58	156	225	317	134	596	371	123	2001	220
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	0.05	0.03	0.05	0.06	0.18	0.04	0.10	0.21	0.07	0.53	0.13
Crit Moves:	***					***	***				***	
Green Time:	18.3	18.3	18.3	26.3	26.3	26.3	7.0	62.6	62.6	20.8	76.4	76.4
Volume/Cap:	0.97	0.36	0.25	0.26	0.32	0.97	0.85	0.23	0.47	0.47	0.97	0.23
Delay/Veh:	95.7	55.9	55.3	48.8	49.4	96.6	99.2	23.9	27.6	56.0	43.1	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	55.9	55.3	48.8	49.4	96.6	99.2	23.9	27.6	56.0	43.1	16.7
LOS by Move:	F	E+	E+	D	D	F	F	C	C	E+	D	B
HCM2k95thQ:	22	7	5	7	8	33	8	10	21	11	72	10

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

1000 Gibraltar Drive

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

Intersection #4: Milpitas Blvd/Calaveres Blvd



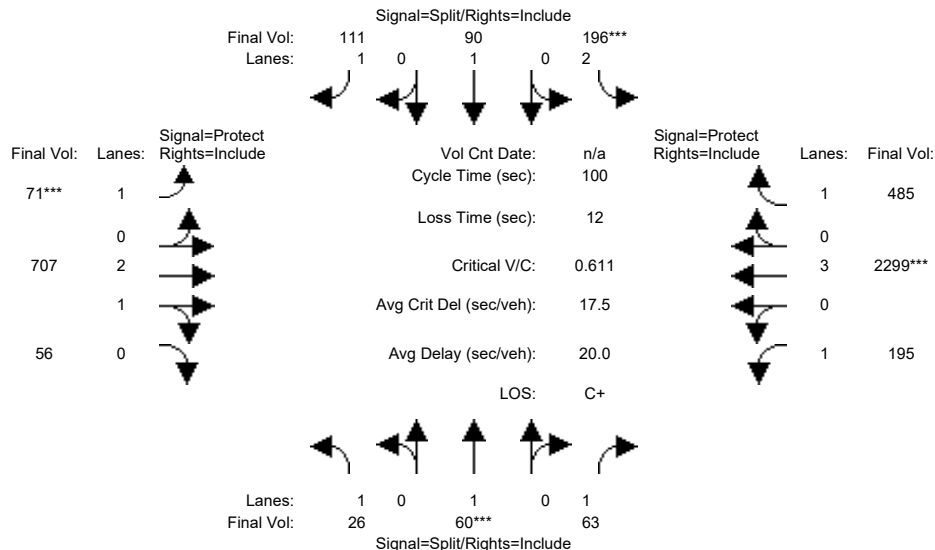
Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	398	180	58	156	225	317	134	596	371	123	2001	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	180	58	156	225	317	134	596	371	123	2001	220
Added Vol:	27	10	13	0	11	0	0	0	30	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	190	71	156	236	317	134	596	401	137	2001	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	190	71	156	236	317	134	596	401	137	2001	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	190	71	156	236	317	134	596	401	137	2001	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	425	190	71	156	236	317	134	596	401	137	2001	220
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	0.05	0.04	0.05	0.06	0.18	0.04	0.10	0.23	0.08	0.53	0.13
Crit Moves:	***					***	***				***	
Green Time:	19.4	19.4	19.4	26.0	26.0	26.0	7.0	61.6	61.6	21.0	75.6	75.6
Volume/Cap:	0.97	0.36	0.29	0.27	0.33	0.97	0.85	0.24	0.52	0.52	0.97	0.23
Delay/Veh:	96.5	55.1	54.8	49.1	49.8	99.6	99.2	24.6	29.1	56.7	45.7	17.1
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:	96.5	55.1	54.8	49.1	49.8	99.6	99.2	24.6	29.1	56.7	45.7	17.1
LOS by Move:	F	E+	D-	D	D	F	F	C	C	E+	D	B
HCM2k95thQ:	24	7	6	7	9	33	8	10	24	12	73	10

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

1000 Gibraltar Drive

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

Intersection #5: Hillview Dr/Calaveres Blvd



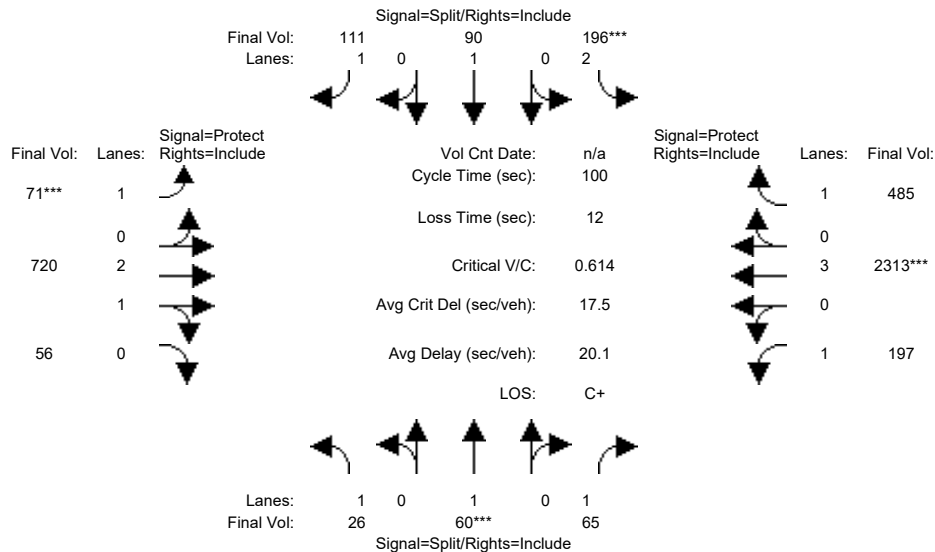
Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	60	63	196	90	111	71	707	56	195	2299	485
Growth Adj:	1.00	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	60	63	196	90	111	71	707	56	195	2299	485
Added Vol:	0	0	0	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	60	63	196	90	111	71	707	56	195	2299	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	60	63	196	90	111	71	707	56	195	2299	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	60	63	196	90	111	71	707	56	195	2299	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	26	60	63	196	90	111	71	707	56	195	2299	485
Saturation 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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5188	411	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.04	0.06	0.05	0.06	0.04	0.14	0.14	0.11	0.40	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	37.4	37.4	30.6	61.0	61.0
Volume/Cap:	0.15	0.32	0.36	0.62	0.47	0.63	0.58	0.36	0.36	0.36	0.66	0.45
Delay/Veh:	41.5	42.8	43.3	47.0	44.4	50.7	51.9	22.8	22.8	27.5	13.2	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	42.8	43.3	47.0	44.4	50.7	51.9	22.8	22.8	27.5	13.2	10.8
LOS by Move:	D	D	D	D	D	D	D-	C+	C+	C	B	B+
HCM2k95thQ:	2	4	5	9	6	9	7	11	11	10	28	16

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

1000 Gibraltar Drive

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

Intersection #5: Hillview Dr/Calaveres Blvd



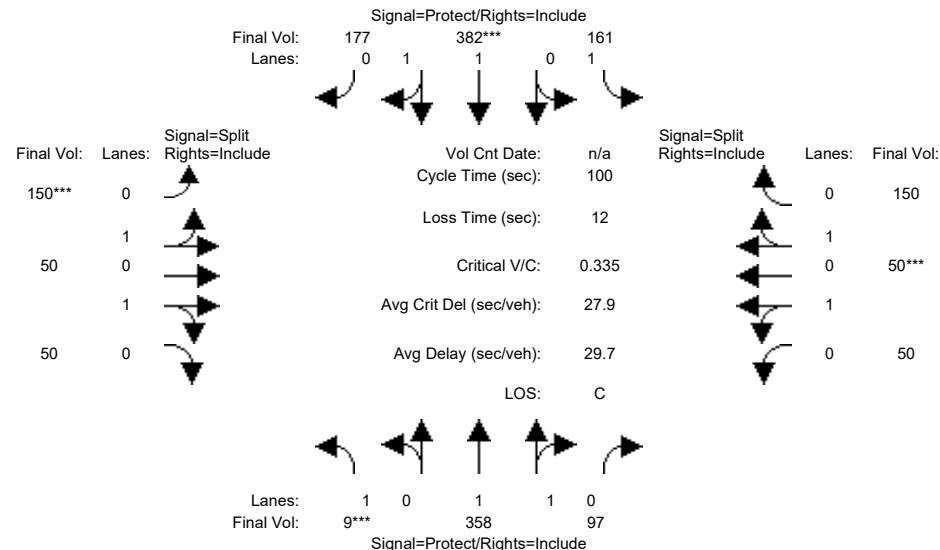
Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	60	63	196	90	111	71	707	56	195	2299	485
Growth Adj:	1.00	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	60	63	196	90	111	71	707	56	195	2299	485
Added Vol:	0	0	2	0	0	0	0	13	0	2	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	60	65	196	90	111	71	720	56	197	2313	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	60	65	196	90	111	71	720	56	197	2313	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	60	65	196	90	111	71	720	56	197	2313	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	26	60	65	196	90	111	71	720	56	197	2313	485
Saturation 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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5195	404	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.04	0.06	0.05	0.06	0.04	0.14	0.14	0.11	0.41	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	37.5	37.5	30.5	61.0	61.0
Volume/Cap:	0.15	0.32	0.37	0.62	0.47	0.63	0.58	0.37	0.37	0.37	0.67	0.45
Delay/Veh:	41.5	42.8	43.4	47.0	44.4	50.7	51.9	22.8	22.8	27.7	13.3	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	42.8	43.4	47.0	44.4	50.7	51.9	22.8	22.8	27.7	13.3	10.8
LOS by Move:	D	D	D	D	D	D	D-	C+	C+	C	B	B+
HCM2k95thQ:	2	4	5	9	6	9	7	11	11	10	28	16

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

1000 Gibraltar Drive

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

Intersection #6: Milpitas Blvd/Yosemite Dr



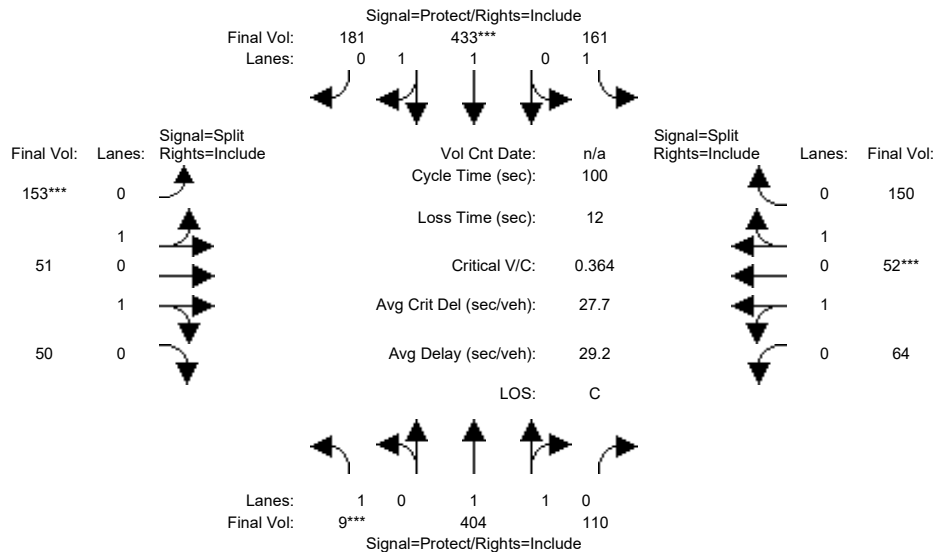
Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	358	97	161	382	177	150	50	50	50	50	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	358	97	161	382	177	150	50	50	50	50	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	358	97	161	382	177	150	50	50	50	50	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	358	97	161	382	177	150	50	50	50	50	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	358	97	161	382	177	150	50	50	50	50	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	358	97	161	382	177	150	50	50	50	50	150
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	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.56	0.44	1.00	1.35	0.65	1.00	0.50	0.50	0.50	0.50	1.00
Final Sat.:	1750	2911	789	1750	2528	1171	1800	900	900	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.09	0.15	0.15	0.08	0.06	0.06	0.06	0.06	0.08
Crit Moves:	***			***			***				***	
Green Time:	7.0	26.0	26.0	19.5	38.5	38.5	21.2	21.2	21.2	21.2	21.2	21.2
Volume/Cap:	0.07	0.47	0.47	0.47	0.39	0.39	0.39	0.26	0.26	0.26	0.26	0.39
Delay/Veh:	43.7	31.6	31.6	36.7	22.4	22.4	34.2	33.0	33.0	33.0	33.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	31.6	31.6	36.7	22.4	22.4	34.2	33.0	33.0	33.0	33.0	34.2
LOS by Move:	D	C	C	D+	C+	C+	C-	C-	C-	C-	C-	C-
HCM2k95thQ:	1	11	11	9	12	12	9	6	6	6	6	9

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

1000 Gibraltar Drive

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

Intersection #6: Milpitas Blvd/Yosemite Dr



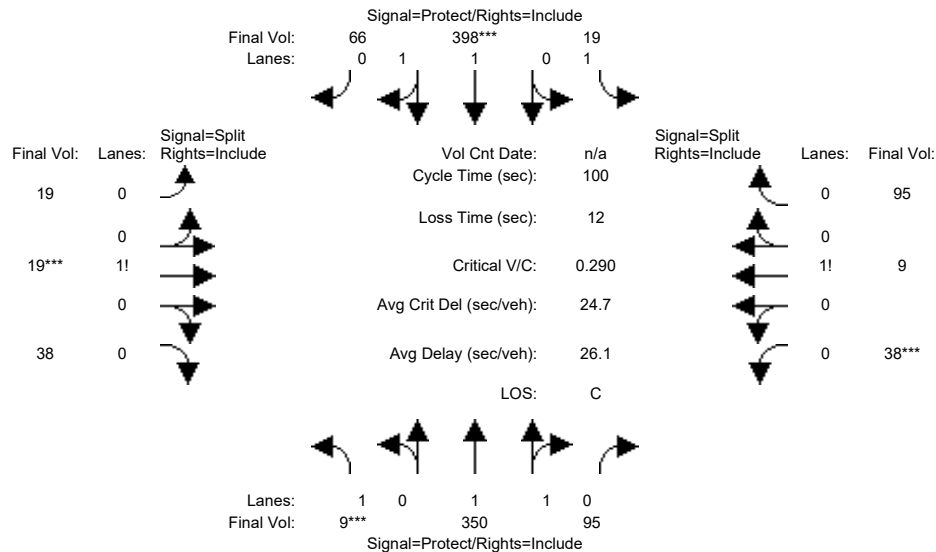
Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	358	97	161	382	177	150	50	50	50	50	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	358	97	161	382	177	150	50	50	50	50	150
Added Vol:	0	46	13	0	51	4	3	1	0	14	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	404	110	161	433	181	153	51	50	64	52	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	404	110	161	433	181	153	51	50	64	52	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	404	110	161	433	181	153	51	50	64	52	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	404	110	161	433	181	153	51	50	64	52	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.56	0.44	1.00	1.39	0.61	1.00	0.50	0.50	0.55	0.45	1.00
Final Sat.:	1750	2908	792	1750	2608	1090	1800	909	891	993	807	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.09	0.17	0.17	0.09	0.06	0.06	0.06	0.06	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	28.4	28.4	18.8	40.2	40.2	20.6	20.6	20.6	20.2	20.2	20.2
Volume/Cap:	0.07	0.49	0.49	0.49	0.41	0.41	0.41	0.27	0.27	0.32	0.32	0.41
Delay/Veh:	43.7	30.1	30.1	37.4	21.6	21.6	34.9	33.6	33.6	34.3	34.3	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	30.1	30.1	37.4	21.6	21.6	34.9	33.6	33.6	34.3	34.3	35.2
LOS by Move:	D	C	C	D+	C+	C+	C-	C-	C-	C-	C-	D+
HCM2k95thQ:	1	13	13	9	13	13	9	6	6	7	7	9

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

1000 Gibraltar Drive

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

Intersection #7: Milpitas Blvd/Ames Ave



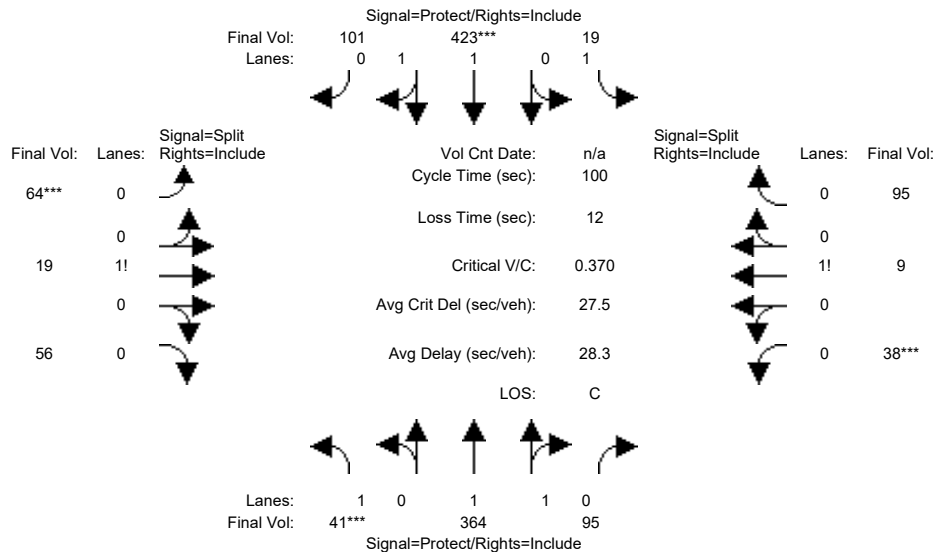
Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	350	95	19	398	66	19	19	38	38	9	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	350	95	19	398	66	19	19	38	38	9	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	350	95	19	398	66	19	19	38	38	9	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	350	95	19	398	66	19	19	38	38	9	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	350	95	19	398	66	19	19	38	38	9	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	350	95	19	398	66	19	19	38	38	9	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.56	0.44	1.00	1.71	0.29	0.25	0.25	0.50	0.27	0.06	0.67
Final Sat.:	1750	2910	790	1750	3173	526	438	438	875	468	111	1171
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.01	0.13	0.13	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	30.1	30.1	17.5	40.6	40.6	14.1	14.1	14.1	26.3	26.3	26.3
Volume/Cap:	0.07	0.40	0.40	0.06	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Delay/Veh:	43.7	28.0	28.0	34.5	20.3	20.3	39.3	39.3	39.3	29.9	29.9	29.9
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:	43.7	28.0	28.0	34.5	20.3	20.3	39.3	39.3	39.3	29.9	29.9	29.9
LOS by Move:	D	C	C	C-	C+	C+	D	D	D	C	C	C
HCM2k95thQ:	1	10	10	1	9	9	5	5	5	8	8	8

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

1000 Gibraltar Drive

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

Intersection #7: Milpitas Blvd/Ames Ave



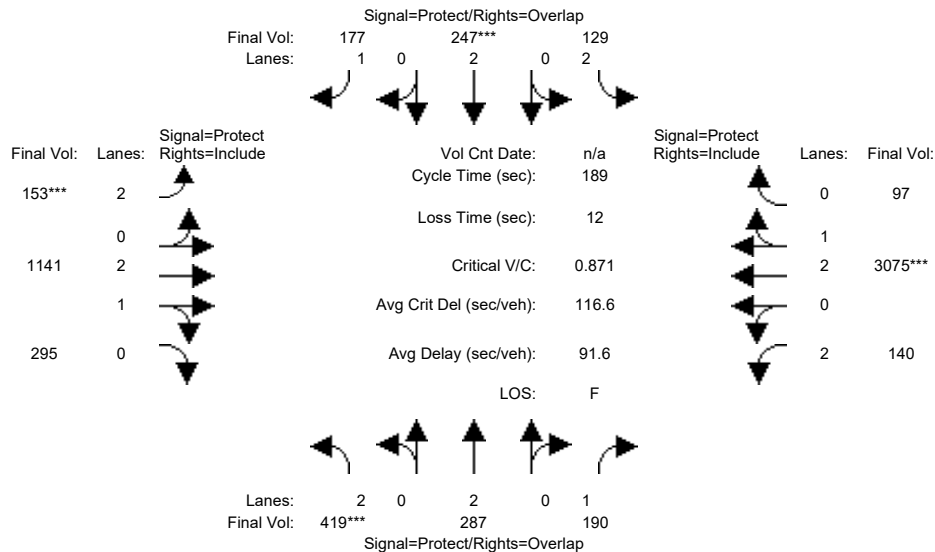
Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	350	95	19	398	66	19	19	38	38	9	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	350	95	19	398	66	19	19	38	38	9	95
Added Vol:	32	14	0	0	25	35	45	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	364	95	19	423	101	64	19	56	38	9	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	364	95	19	423	101	64	19	56	38	9	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	364	95	19	423	101	64	19	56	38	9	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	364	95	19	423	101	64	19	56	38	9	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.57	0.43	1.00	1.60	0.40	0.46	0.14	0.40	0.27	0.06	0.67
Final Sat.:	1750	2934	766	1750	2986	713	806	239	705	468	111	1171
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.01	0.14	0.14	0.08	0.08	0.08	0.08	0.08	0.08
Crit Moves:	***			***			***			***		
Green Time:	7.0	28.7	28.7	16.2	38.0	38.0	21.3	21.3	21.3	21.7	21.7	21.7
Volume/Cap:	0.33	0.43	0.43	0.07	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
Delay/Veh:	45.9	29.3	29.3	35.6	22.6	22.6	34.3	34.3	34.3	33.9	33.9	33.9
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:	45.9	29.3	29.3	35.6	22.6	22.6	34.3	34.3	34.3	33.9	33.9	33.9
LOS by Move:	D	C	C	D+	C+	C+	C-	C-	C-	C-	C-	C-
HCM2k95thQ:	3	11	11	1	11	11	8	8	8	8	8	8

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

1000 Gibraltar Drive

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

Intersection #8: Main St/Montague Expy

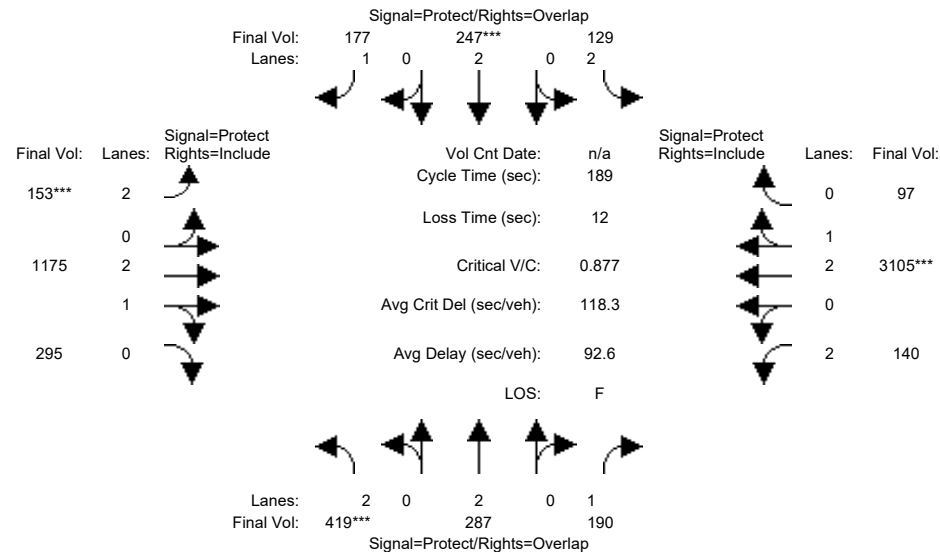


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	419	287	190	129	247	177	153	1141	295	140	3075	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	287	190	129	247	177	153	1141	295	140	3075	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	287	190	129	247	177	153	1141	295	140	3075	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	287	190	129	247	177	153	1141	295	140	3075	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	287	190	129	247	177	153	1141	295	140	3075	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	287	190	129	247	177	153	1141	295	140	3075	97
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	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.36	0.64	2.00	2.90	0.10
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4448	1150	3150	5429	171
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.11	0.04	0.07	0.10	0.05	0.26	0.26	0.04	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	15.8	27.1	39.7	18.1	29.4	53.5	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	1.60	0.53	0.52	0.43	0.42	0.36	0.38	0.41	0.41	0.67	1.00	1.00
Delay/Veh:	368.0	72.4	64.3	77.7	69.1	51.9	79.6	35.7	35.7	93.9	88.8	88.8
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:	368.0	72.4	64.3	77.7	69.1	51.9	79.6	35.7	35.7	93.9	88.8	88.8
LOS by Move:	F	E	E	E-	E	D-	E-	D+	D+	F	F	F
HCM2k95thQ:	44	15	19	9	12	15	10	37	37	9	97	97
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #8: Main St/Montague Expy



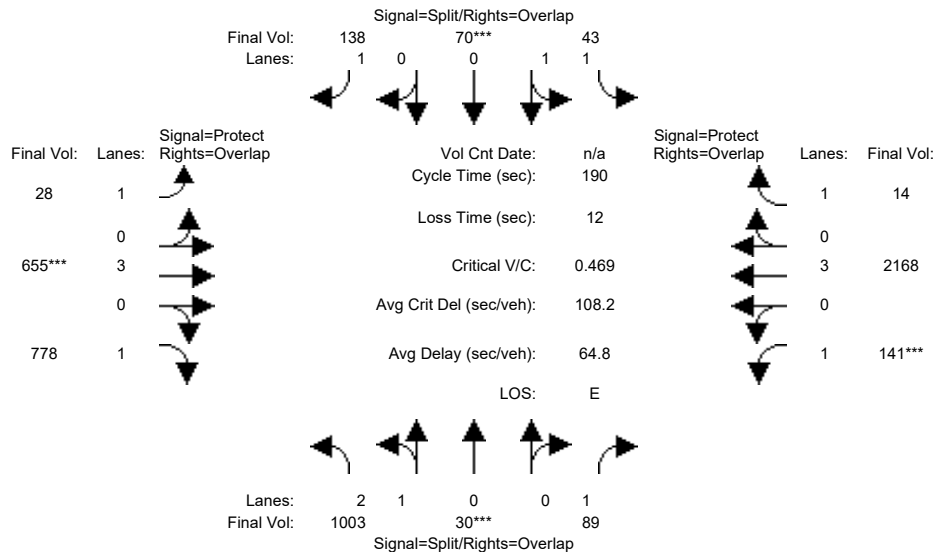
Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	419	287	190	129	247	177	153	1141	295	140	3075	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	287	190	129	247	177	153	1141	295	140	3075	97
Added Vol:	0	0	0	0	0	0	0	34	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	287	190	129	247	177	153	1175	295	140	3105	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	287	190	129	247	177	153	1175	295	140	3105	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	287	190	129	247	177	153	1175	295	140	3105	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	287	190	129	247	177	153	1175	295	140	3105	97
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	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.38	0.62	2.00	2.91	0.09
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4475	1123	3150	5430	170
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.11	0.04	0.07	0.10	0.05	0.26	0.26	0.04	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	15.8	27.1	39.7	18.1	29.4	53.5	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	1.60	0.53	0.52	0.43	0.42	0.36	0.38	0.42	0.42	0.67	1.01	1.01
Delay/Veh:	368.0	72.4	64.3	77.7	69.1	51.9	79.6	36.0	36.0	93.9	91.2	91.2
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:	368.0	72.4	64.3	77.7	69.1	51.9	79.6	36.0	36.0	93.9	91.2	91.2
LOS by Move:	F	E	E	E-	E	D-	E-	D+	D+	F	F	F
HCM2k95thQ:	44	15	19	9	12	15	10	37	37	9	99	99

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

1000 Gibraltar Drive

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

Intersection #9: Trade Zone Blvd/Montague Expy



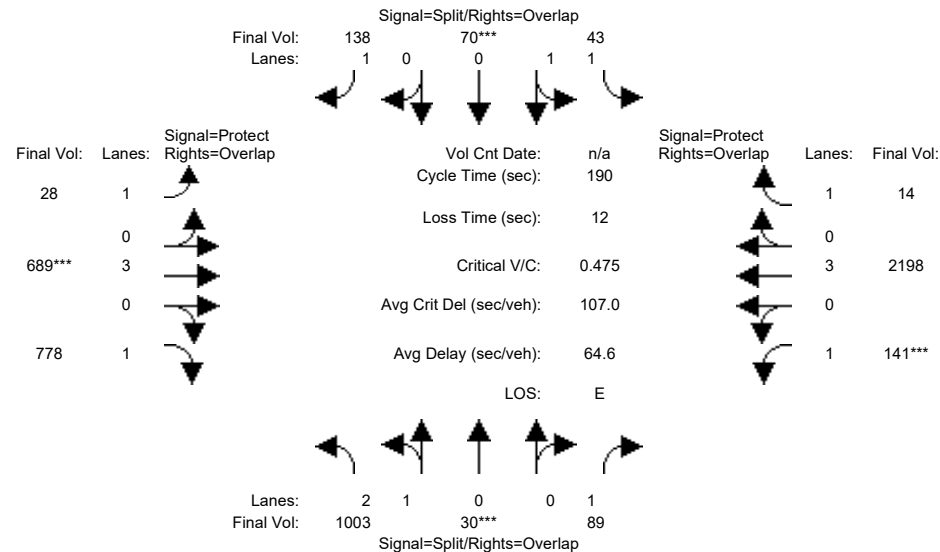
Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1003	30	89	43	70	138	28	655	778	141	2168	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:	1003	30	89	43	70	138	28	655	778	141	2168	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:	1003	30	89	43	70	138	28	655	778	141	2168	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:	1003	30	89	43	70	138	28	655	778	141	2168	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1003	30	89	43	70	138	28	655	778	141	2168	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
FinalVolume:	1003	30	89	43	70	138	28	655	778	141	2168	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4805	144	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.02	0.04	0.08	0.02	0.11	0.44	0.08	0.38	0.01
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	1.15	1.15	0.16	0.26	0.39	0.44	0.19	0.22	0.62	0.61	0.65	0.01
Delay/Veh:	161.5	161	50.3	85.8	87.5	75.6	87.2	32.2	26.4	87.5	39.5	17.0
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:	161.5	161	50.3	85.8	87.5	75.6	87.2	32.2	26.4	87.5	39.5	17.0
LOS by Move:	F	F	D	F	F	E-	F	C-	C	F	D	B
HCM2k95thQ:	53	53	8	6	9	16	4	17	59	17	56	1

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

1000 Gibraltar Drive

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

Intersection #9: Trade Zone Blvd/Montague Expy



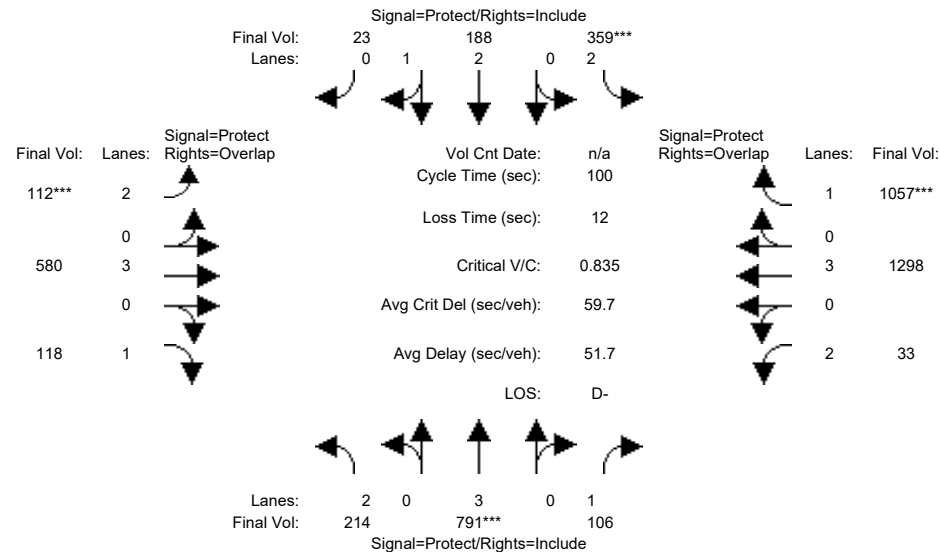
Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1003	30	89	43	70	138	28	655	778	141	2168	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:	1003	30	89	43	70	138	28	655	778	141	2168	14
Added Vol:	0	0	0	0	0	0	0	34	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1003	30	89	43	70	138	28	689	778	141	2198	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:	1003	30	89	43	70	138	28	689	778	141	2198	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1003	30	89	43	70	138	28	689	778	141	2198	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 Volume:	1003	30	89	43	70	138	28	689	778	141	2198	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4805	144	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.02	0.04	0.08	0.02	0.12	0.44	0.08	0.39	0.01
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	1.15	1.15	0.16	0.26	0.39	0.44	0.19	0.23	0.62	0.61	0.66	0.01
Delay/Veh:	161.5	161	50.3	85.8	87.5	75.6	87.2	32.5	26.4	87.5	39.9	17.0
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:	161.5	161	50.3	85.8	87.5	75.6	87.2	32.5	26.4	87.5	39.9	17.0
LOS by Move:	F	F	D	F	F	E-	F	C-	C	F	D	B
HCM2k95thQ:	53	53	8	6	9	16	4	17	59	17	57	1

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

1000 Gibraltar Drive

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

Intersection #10: Great Mall Pkwy/Montague Expy



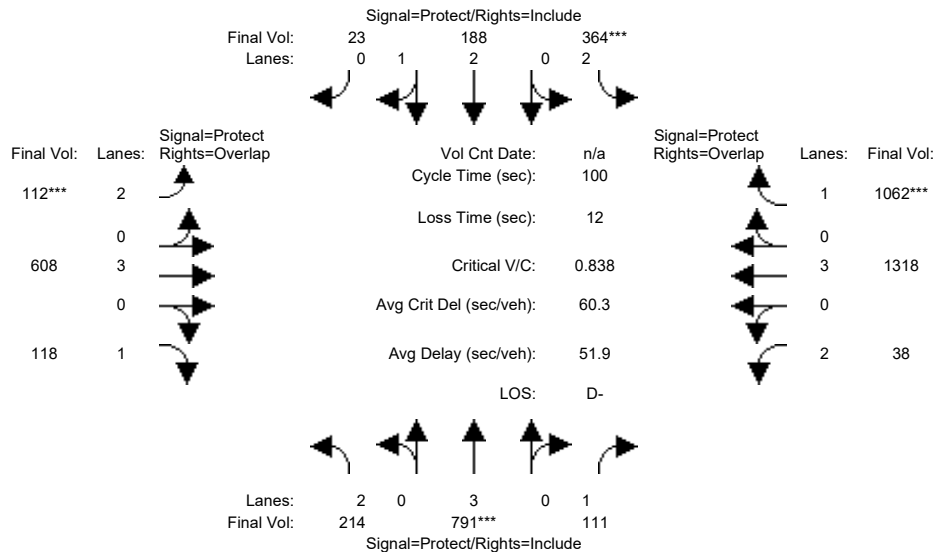
Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	214	791	106	359	188	23	112	716	118	33	1967	1057
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	791	106	359	188	23	112	716	118	33	1967	1057
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	791	106	359	188	23	112	716	118	33	1967	1057
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	791	106	359	188	23	112	580	118	33	1298	1057
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	791	106	359	188	23	112	580	118	33	1298	1057
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	214	791	106	359	188	23	112	580	118	33	1298	1057
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4989	610	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.06	0.11	0.04	0.04	0.04	0.10	0.07	0.01	0.23	0.60
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	6.7	19.7	19.7	19.1	32.0	32.0	13.5	43.3	50.0	11.2	41.0	60.1
Volume/Cap:	1.01	0.71	0.31	0.60	0.12	0.12	0.26	0.24	0.13	0.09	0.56	1.00
Delay/Veh:	146.8	68.8	61.7	67.4	42.8	42.8	69.4	27.4	18.4	71.0	35.7	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.8	68.8	61.7	67.4	42.8	42.8	69.4	27.4	18.4	71.0	35.7	49.2
LOS by Move:	F	E	E	E	D	D	E	C	B-	E	D+	D
HCM2k95thQ:	19	25	10	20	5	5	6	10	5	2	26	102

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

1000 Gibraltar Drive

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

Intersection #10: Great Mall Pkwy/Montague Expy



Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	214	791	106	359	188	23	112	716	118	33	1967	1057
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	791	106	359	188	23	112	716	118	33	1967	1057
Added Vol:	0	0	5	5	0	0	0	34	0	5	30	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	791	111	364	188	23	112	750	118	38	1997	1062
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	791	111	364	188	23	112	608	118	38	1318	1062
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	791	111	364	188	23	112	608	118	38	1318	1062
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	214	791	111	364	188	23	112	608	118	38	1318	1062

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4989	610	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

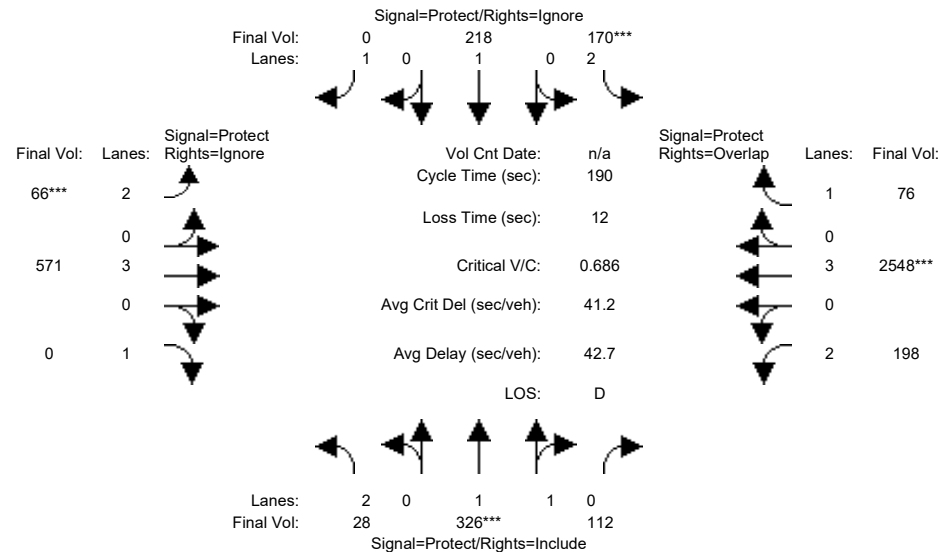
Vol/Sat:	0.07	0.14	0.06	0.12	0.04	0.04	0.04	0.11	0.07	0.01	0.23	0.61
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	6.7	19.7	19.7	19.1	32.0	32.0	13.5	43.3	50.0	11.2	41.0	60.1
Volume/Cap:	1.01	0.71	0.32	0.60	0.12	0.12	0.26	0.25	0.13	0.11	0.56	1.01
Delay/Veh:	146.8	68.8	61.9	67.6	42.8	42.8	69.4	27.6	18.4	71.1	35.9	50.4
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:	146.8	68.8	61.9	67.6	42.8	42.8	69.4	27.6	18.4	71.1	35.9	50.4
LOS by Move:	F	E	E	E	D	D	E	C	B-	E	D+	D
HCM2k95thQ:	19	25	11	21	5	5	6	10	5	2	26	103

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

1000 Gibraltar Drive

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

Intersection #11: Milpitas Blvd/Montague Expy

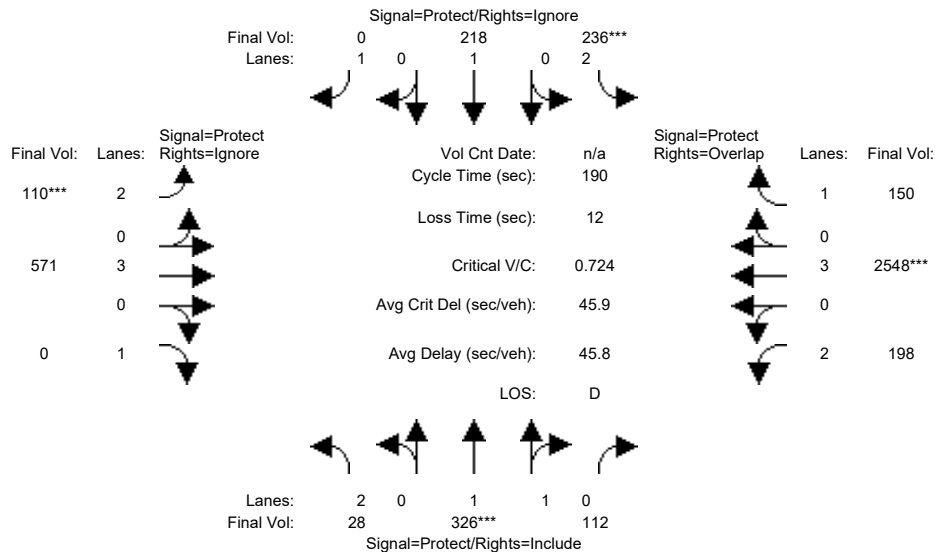


Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	326	112	170	218	189	66	571	28	198	3267	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	326	112	170	218	189	66	571	28	198	3267	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	326	112	170	218	189	66	571	28	198	3267	76
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	28	326	112	170	218	0	66	571	0	198	2548	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	326	112	170	218	0	66	571	0	198	2548	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	28	326	112	170	218	0	66	571	0	198	2548	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.47	0.53	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2753	946	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.05	0.11	0.00	0.02	0.10	0.00	0.06	0.45	0.04
Crit Moves:	****			****			****			****		
Green Time:	12.0	32.5	32.5	14.8	35.3	0.0	7.4	79.9	0.0	50.1	123	137.5
Volume/Cap:	0.14	0.69	0.69	0.69	0.62	0.00	0.54	0.24	0.00	0.24	0.69	0.06
Delay/Veh:	80.1	73.5	73.5	89.1	70.7	0.0	89.6	38.8	0.0	54.3	31.1	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	73.5	73.5	89.1	70.7	0.0	89.6	38.8	0.0	54.3	31.1	12.5
LOS by Move:	F	E	E	F	E	A	F	D+	A	D-	C	B
HCM2k95thQ:	2	23	23	11	20	0	4	14	0	10	58	5
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #11: Milpitas Blvd/Montague Expy



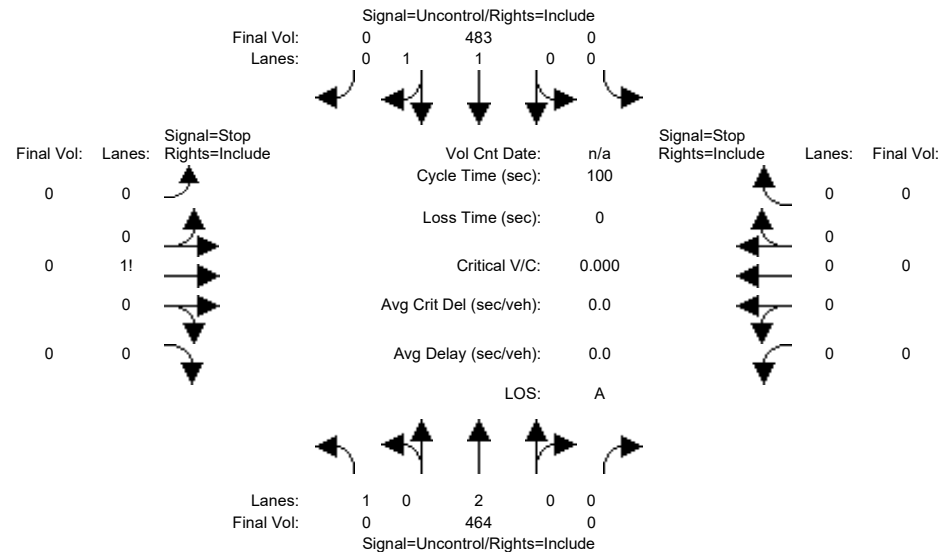
Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	326	112	170	218	189	66	571	28	198	3267	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	326	112	170	218	189	66	571	28	198	3267	76
Added Vol:	0	0	0	66	0	40	44	0	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	326	112	236	218	229	110	571	28	198	3267	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	28	326	112	236	218	0	110	571	0	198	2548	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	326	112	236	218	0	110	571	0	198	2548	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	28	326	112	236	218	0	110	571	0	198	2548	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.47	0.53	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2753	946	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.07	0.11	0.00	0.03	0.10	0.00	0.06	0.45	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.9	31.1	31.1	19.7	37.9	0.0	9.2	77.8	0.0	48.8	117	137.1
Volume/Cap:	0.13	0.72	0.72	0.72	0.57	0.00	0.72	0.24	0.00	0.24	0.72	0.12
Delay/Veh:	79.2	75.7	75.7	86.0	67.3	0.0	100.2	40.0	0.0	55.2	34.8	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:	79.2	75.7	75.7	86.0	67.3	0.0	100.2	40.0	0.0	55.2	34.8	13.3
LOS by Move:	E-	E-	E-	F	E	A	F	D	A	E+	C-	B
HCM2k95thQ:	2	23	23	15	19	0	8	15	0	10	60	9

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

1000 Gibraltar Drive

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name: S Milpitas Blvd						North Dwy										
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----			-----		
Volume Module:																
Base Vol:		0	464	0	0	483	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:		0	464	0	0	483	0	0	0	0	0	0	0	0	0	0
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		0	464	0	0	483	0	0	0	0	0	0	0	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	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	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	464	0	0	483	0	0	0	0	0	0	0	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:		0	464	0	0	483	0	0	0	0	0	0	0	0	0	0
-----		-----			-----			-----			-----			-----		
Critical Gap Module:																
Critical Gp:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
-----		-----			-----			-----			-----			-----		
Capacity Module:																
Cnflct Vol:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	715	947	242	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	370	263	766	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	370	263	766	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
-----		-----			-----			-----			-----			-----		
Level Of Service Module:																
2Way95thQ:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
LOS by Move:		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:		LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shared LOS:		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		*			*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 464 0	0 483 0	0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 464 0	0 483 0	0 0 0	0 0 0 0
Major Street Volume:	947			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	304			

SIGNAL WARRANT DISCLAIMER

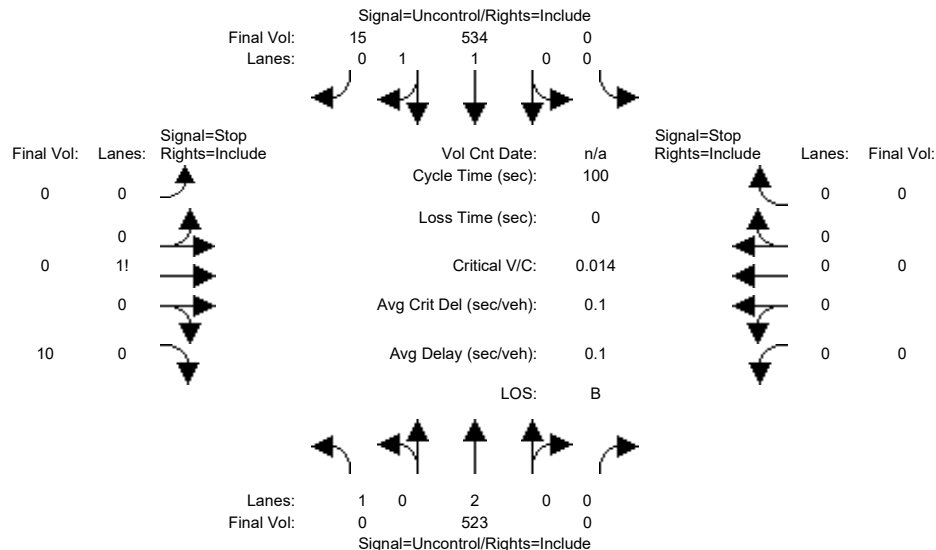
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1000 Gibraltar Drive

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name: S Milpitas Blvd North Dwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	464	0	0	483	0	0	0	0	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	464	0	0	483	0	0	0	0	0	0	0
Added Vol:	0	59	0	0	51	15	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	523	0	0	534	15	0	0	10	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	523	0	0	534	15	0	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	523	0	0	534	15	0	0	10	0	0	0

-----|-----|-----|-----|

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	275	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	729	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	729	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx	xxxxx

-----|-----|-----|-----|

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.0	xxxxxxx	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 523 0	0 534 15	0 0 10	0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.0	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

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=3][total volume=1082]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 523 0	0 534 15	0 0 10	0 0 0

Major Street Volume: 1072

Minor Approach Volume: 10

Minor Approach Volume Threshold: 261

SIGNAL WARRANT DISCLAIMER

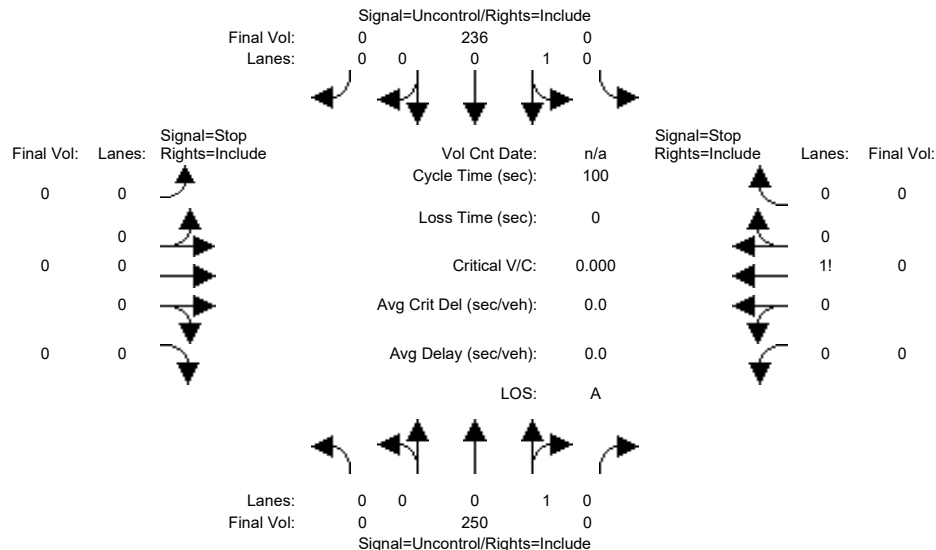
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1000 Gibraltar Drive

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr											
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	250	0	0	236	0	0	0	0	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	250	0	0	236	0	0	0	0	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	250	0	0	236	0	0	0	0	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	250	0	0	236	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	250	0	0	236	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	486	250
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	484	794
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	484	794
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #13 Gibraltar Dr/East Dwy

 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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 250 0	0 236 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 250 0	0 236 0	0 0 0 0	0 0 0 0
Major Street Volume:	486			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	412			

SIGNAL WARRANT DISCLAIMER

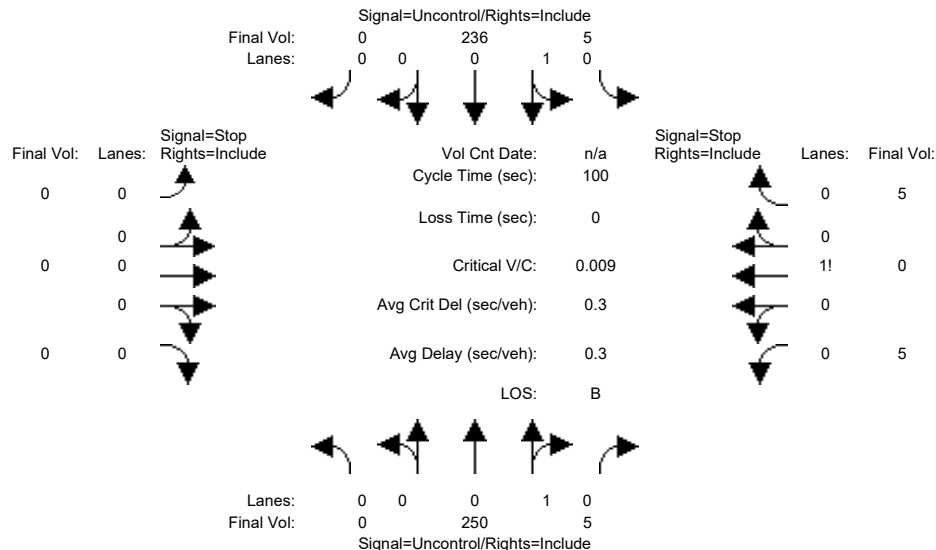
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1000 Gibraltar Drive

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr											
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	250	0	0	236	0	0	0	0	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	250	0	0	236	0	0	0	0	0	0	0
Added Vol:	0	0	5	5	0	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	250	5	5	236	0	0	0	0	5	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	250	5	5	236	0	0	0	0	5	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	250	5	5	236	0	0	0	0	5	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	255	xxxx	xxxxx	xxxx	xxxx	xxxxx	499	499	253
Potent Cap.:	xxxx	xxxx	xxxxx	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx	535	477	791
Move Cap.:	xxxx	xxxx	xxxxx	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx	533	475	791
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	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	xxxx	xxxx	xxxxx	xxxx	637	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

 Intersection #13 Gibraltar Dr/East Dwy

 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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 250 5	5 236 0	0 0 0 0	5 0 5
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.7

Approach[westbound][lanes=1][control=Stop Sign]

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=3][total volume=506]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 250 5	5 236 0	0 0 0 0	5 0 5

Major Street Volume: 496

Minor Approach Volume: 10

Minor Approach Volume Threshold: 406

SIGNAL WARRANT DISCLAIMER

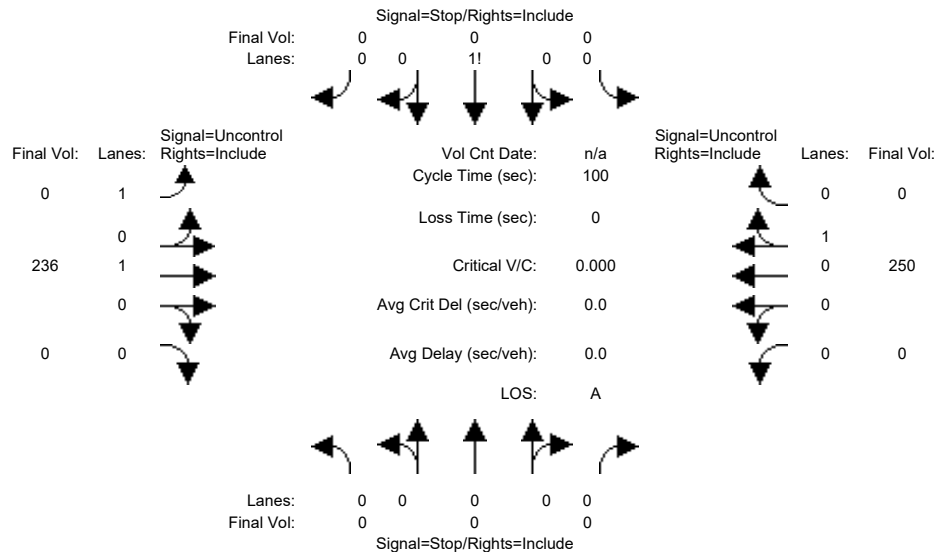
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1000 Gibraltar Drive

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	236	0	0	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	236	0	0	250	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	236	0	0	250	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	236	0	0	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	236	0	0	250	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	486	486	250	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	544	484	794	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	544	484	794	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

 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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	236	0	0	250	0	0	0	0	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	236		0		0	250		0	
Major Street Volume:						486														
Minor Approach Volume:						0														
Minor Approach Volume Threshold:						533														

SIGNAL WARRANT DISCLAIMER

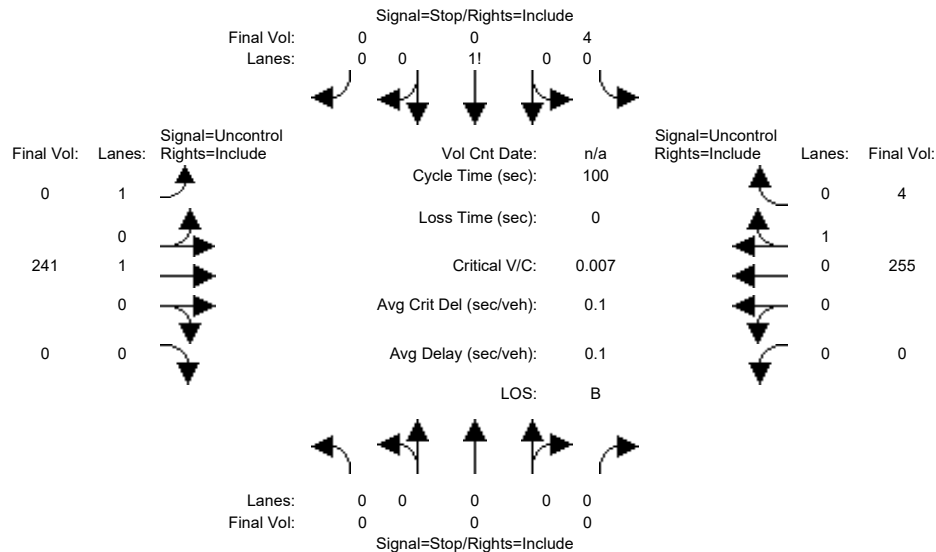
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1000 Gibraltar Drive

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name: Southwest Dwy Gibraltar Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Volume Module:

Base Vol:	0	0	0	0	0	0	0	236	0	0	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	236	0	0	250	0
Added Vol:	0	0	0	4	0	0	0	5	0	0	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	0	0	241	0	0	255	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	0	0	4	0	0	0	241	0	0	255	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	0	0	241	0	0	255	4

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

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Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	498	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	535	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	535	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	4 0 0 0	0 241 0	0 255 4
ApproachDel:	xxxxxx	11.8	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=504]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	4 0 0 0	0 241 0	0 255 4

Major Street Volume: 500

Minor Approach Volume: 4

Minor Approach Volume Threshold: 524

SIGNAL WARRANT DISCLAIMER

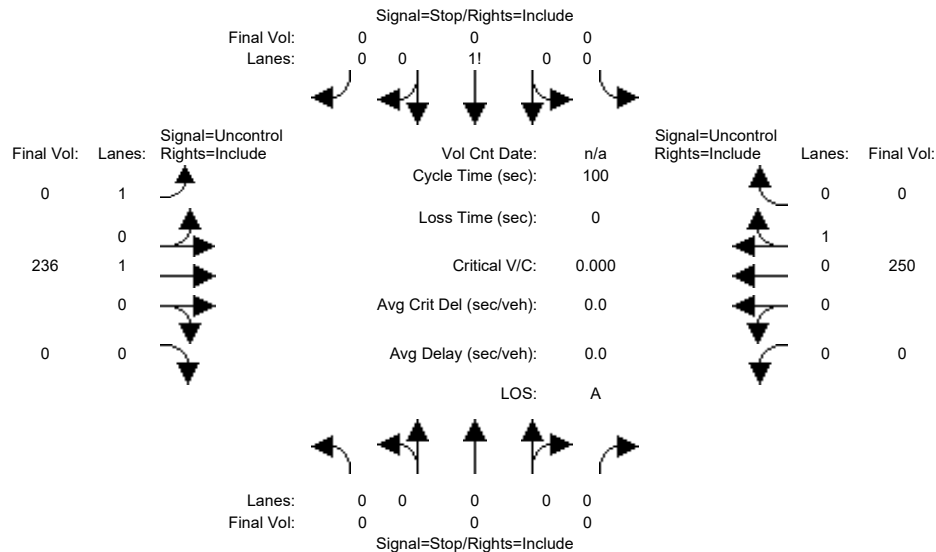
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1000 Gibraltar Drive

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name: South Dwy Gibraltar Dr

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	236	0	0	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	236	0	0	250	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	236	0	0	250	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	236	0	0	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	236	0	0	250	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	486	486	250	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	544	484	794	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	544	484	794	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #15 South Dwy/Gibraltar Dr

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 1 0 0	0 0 1 0 0
Initial Vol:	0 0 0 0	0 0 0 0	0 236 0	0 250 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	1 0 1 0 0	0 0 1 0 0
Initial Vol:	0 0 0 0	0 0 0 0	0 236 0	0 250 0
Major Street Volume:	486			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	533			

SIGNAL WARRANT DISCLAIMER

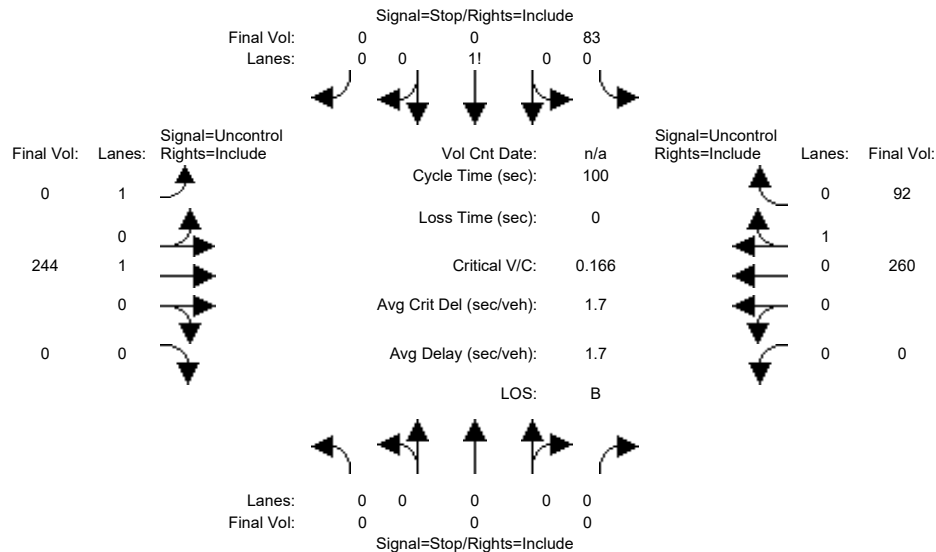
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1000 Gibraltar Drive

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	236	0	0	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	236	0	0	250	0
Added Vol:	0	0	0	83	0	0	0	8	0	0	10	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	0	0	0	244	0	0	260	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	0	0	0	244	0	0	260	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	83	0	0	0	244	0	0	260	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	550	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	500	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	500	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #15 South Dwy/Gibraltar Dr

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	83 0 0 0	0 244 0	0 260 92
ApproachDel:	xxxxxx	13.6	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=679]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	83 0 0 0	0 244 0	0 260 92

Major Street Volume: 596

Minor Approach Volume: 83

Minor Approach Volume Threshold: 463

SIGNAL WARRANT DISCLAIMER

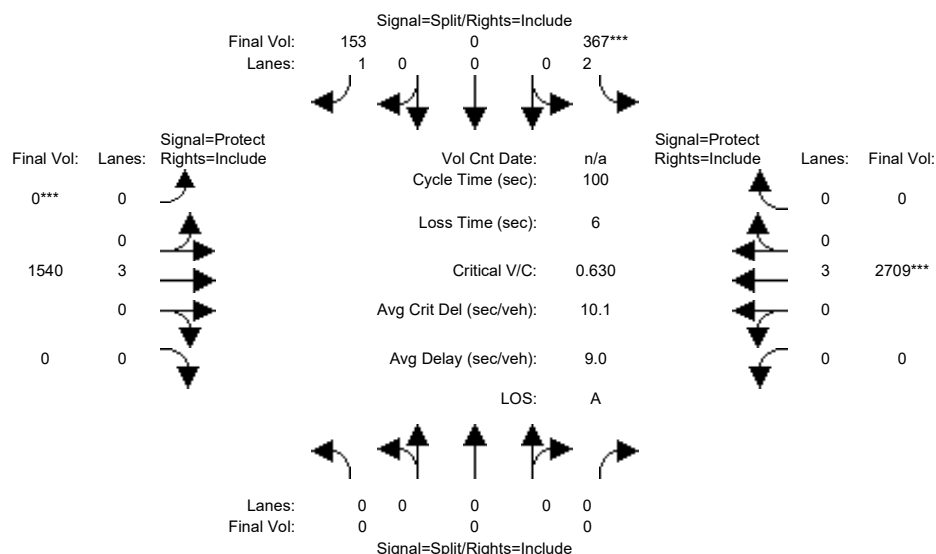
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

1000 Gibraltar Drive

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

Intersection #1: I-880 SB Ramp/Calaveras Blvd



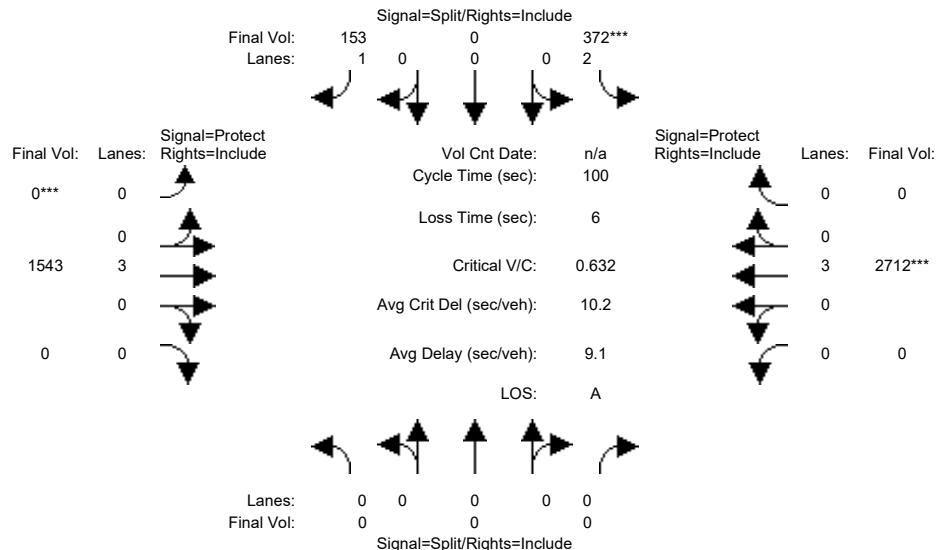
Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	367	0	153	0	1540	0	0	2709	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	367	0	153	0	1540	0	0	2709	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	367	0	153	0	1540	0	0	2709	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	367	0	153	0	1540	0	0	2709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	367	0	153	0	1540	0	0	2709	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 Volume:	0	0	0	367	0	153	0	1540	0	0	2709	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.00	0.27	0.00	0.00	0.48	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	18.5	0.0	18.5	0.0	75.5	0.0	0.0	75.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.47	0.00	0.36	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	37.5	0.0	4.2	0.0	0.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.8	0.0	37.5	0.0	4.2	0.0	0.0	6.0	0.0
LOS by Move:	A	A	A	D	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	14	0	10	0	10	0	0	22	0

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

1000 Gibraltar Drive

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

Intersection #1: I-880 SB Ramp/Calaveras Blvd

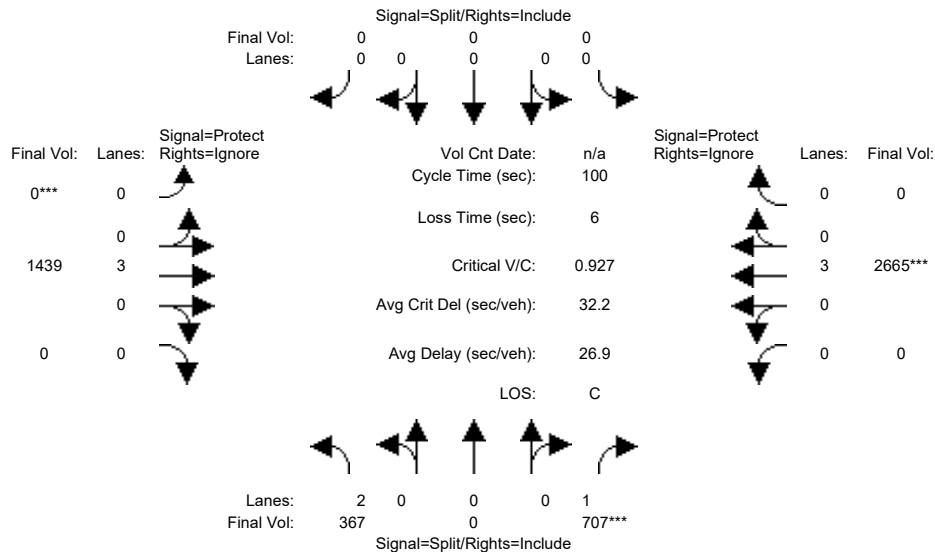


Street Name:	I-880 SB Ramp			Calaveras Blvd		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:						
Base Vol:	0	0	0	367	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	367	0	153
Added Vol:	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	372	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	372	0	153
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	372	0	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	372	0	153
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	0	0	3150	0	1750
Capacity Analysis Module:						
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:				****		
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.47
Delay/Veh:	0.0	0.0	0.0	39.7	0.0	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.7	0.0	37.3
LOS by Move:	A	A	A	D	A	D+
HCM2k95thQ:	0	0	0	14	0	10
Note: Queue reported is the number of cars per lane.						

1000 Gibraltar Drive

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

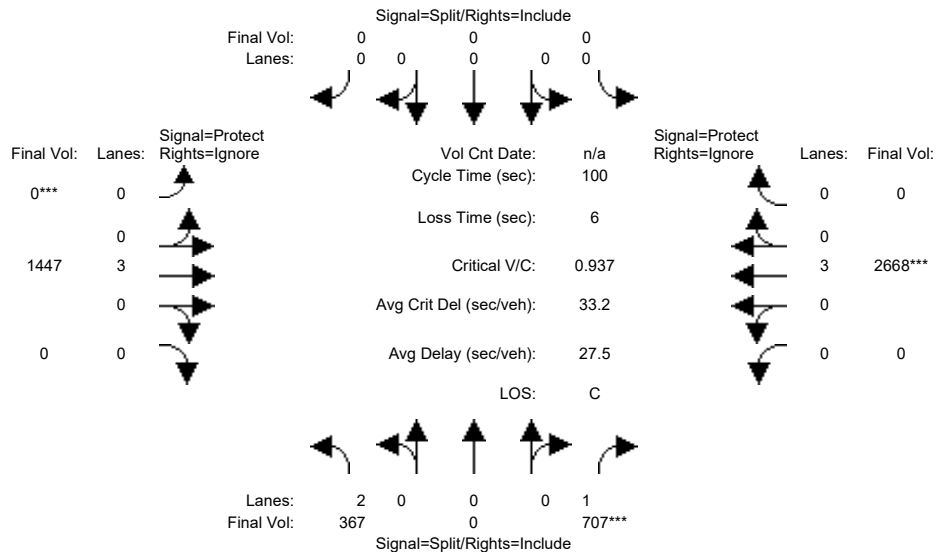


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	0	707	0	0	0	0	1439	0	0	2665	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:	367	0	707	0	0	0	0	1439	0	0	2665	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:	367	0	707	0	0	0	0	1439	0	0	2665	0
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:	367	0	707	0	0	0	0	1439	0	0	2665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	0	707	0	0	0	0	1439	0	0	2665	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	367	0	707	0	0	0	0	1439	0	0	2665	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.40	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.47	0.00
Crit Moves:	****			****			****			****		
Green Time:	43.6	0.0	43.6	0.0	0.0	0.0	0.0	50.4	0.0	0.0	50.4	0.0
Volume/Cap:	0.27	0.00	0.93	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.93	0.00
Delay/Veh:	18.1	0.0	44.1	0.0	0.0	0.0	0.0	16.6	0.0	0.0	29.0	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:	18.1	0.0	44.1	0.0	0.0	0.0	0.0	16.6	0.0	0.0	29.0	0.0
LOS by Move:	B-	A	D	A	A	A	A	B	A	A	C	A
HCM2k95thQ:	8	0	44	0	0	0	0	18	0	0	45	0
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

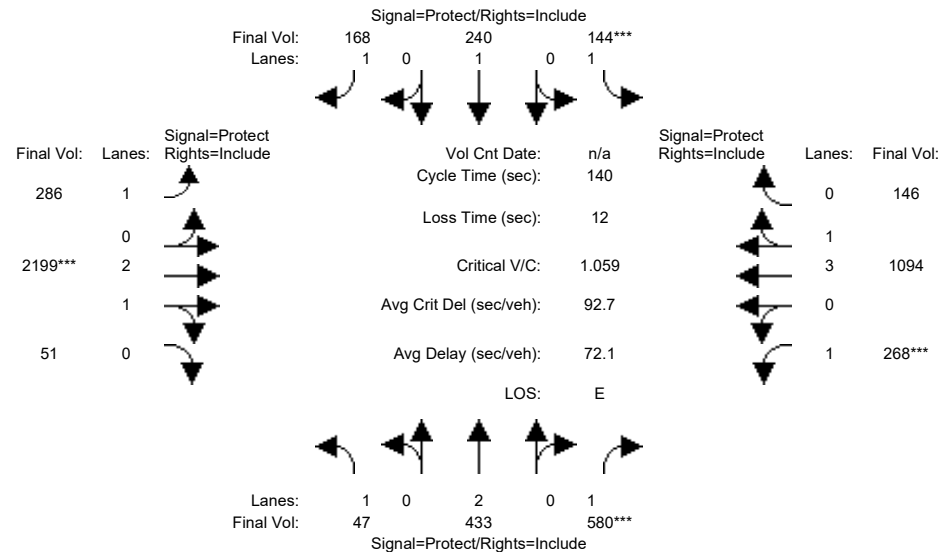


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	0	707	0	0	0	0	1439	0	0	2665	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:	367	0	707	0	0	0	0	1439	0	0	2665	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	0	707	0	0	0	0	1447	0	0	2668	6
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:	367	0	707	0	0	0	0	1447	0	0	2668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	0	707	0	0	0	0	1447	0	0	2668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	367	0	707	0	0	0	0	1447	0	0	2668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.40	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.48	0.00
Crit Moves:	****			****			****			****		
Green Time:	43.1	0.0	43.1	0.0	0.0	0.0	0.0	50.9	0.0	0.0	50.9	0.0
Volume/Cap:	0.27	0.00	0.94	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.94	0.00
Delay/Veh:	18.4	0.0	46.1	0.0	0.0	0.0	0.0	16.3	0.0	0.0	29.8	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:	18.4	0.0	46.1	0.0	0.0	0.0	0.0	16.3	0.0	0.0	29.8	0.0
LOS by Move:	B-	A	D	A	A	A	A	B	A	A	C	A
HCM2k95thQ:	9	0	45	0	0	0	0	18	0	0	46	0
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #3: Abel St/Calaveras Blvd

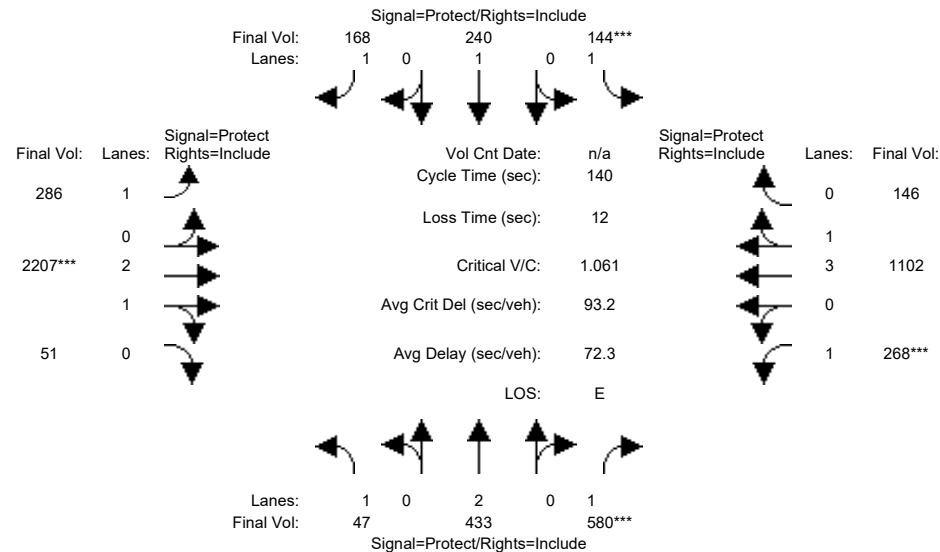


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	433	580	144	240	168	286	2199	51	268	1094	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	433	580	144	240	168	286	2199	51	268	1094	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	433	580	144	240	168	286	2199	51	268	1094	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	433	580	144	240	168	286	2199	51	268	1094	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	433	580	144	240	168	286	2199	51	268	1094	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	433	580	144	240	168	286	2199	51	268	1094	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	3.51	0.49
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5473	127	1750	6615	883
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.33	0.08	0.13	0.10	0.16	0.40	0.40	0.15	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	15.5	43.8	43.8	10.9	39.2	39.2	36.4	53.1	53.1	20.2	36.9	36.9
Volume/Cap:	0.24	0.36	1.06	1.06	0.45	0.34	0.63	1.06	1.06	1.06	0.63	0.63
Delay/Veh:	57.5	37.5	103.3	158.5	42.2	40.6	48.6	81.0	81.0	133.0	46.2	46.2
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:	57.5	37.5	103.3	158.5	42.2	40.6	48.6	81.0	81.0	133.0	46.2	46.2
LOS by Move:	E+	D+	F	F	D	D	D	F	F	F	D	D
HCM2k95thQ:	4	14	57	20	16	12	21	63	63	27	21	21
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #3: Abel St/Calaveras Blvd

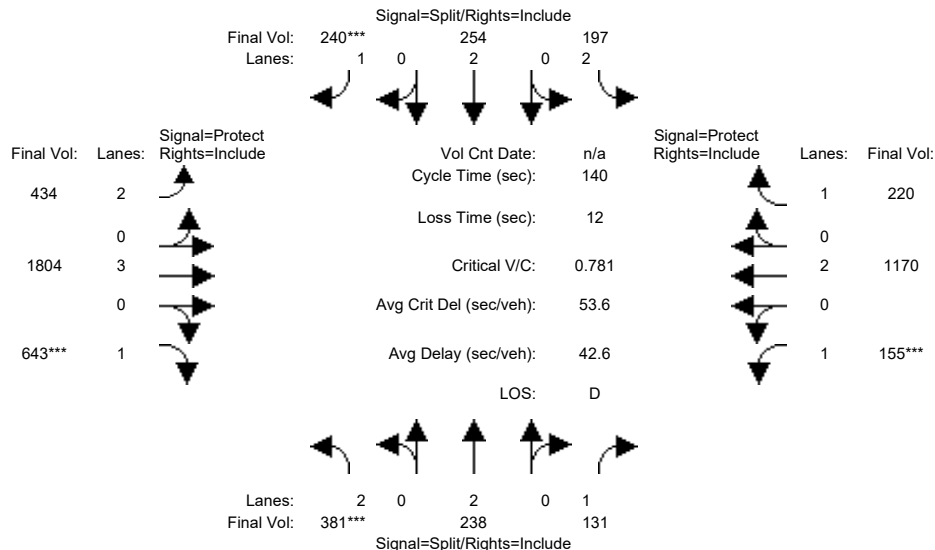


Street Name:			Abel St			Calaveras Blvd											
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----					
Min. Green:			7	10	10		7	10	10		7	10	10		7	10	10
Y+R:			4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
			-----			-----			-----			-----					
Volume Module:																	
Base Vol:			47	433	580		144	240	168		286	2199	51		268	1094	146
Growth Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:			47	433	580		144	240	168		286	2199	51		268	1094	146
Added Vol:			0	0	0		0	0	0		0	8	0		0	8	0
PasserByVol:			0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:			47	433	580		144	240	168		286	2207	51		268	1102	146
User Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:			47	433	580		144	240	168		286	2207	51		268	1102	146
Reduct Vol:			0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:			47	433	580		144	240	168		286	2207	51		268	1102	146
PCE Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:			47	433	580		144	240	168		286	2207	51		268	1102	146
			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:			0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.99	0.95
Lanes:			1.00	2.00	1.00		1.00	1.00	1.00		1.00	2.93	0.07		1.00	3.51	0.49
Final Sat.:			1750	3800	1750		1750	1900	1750		1750	5473	126		1750	6621	877
			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.03	0.11	0.33		0.08	0.13	0.10		0.16	0.40	0.40		0.15	0.17	0.17
Crit Moves:			****				****				****				****		
Green Time:			15.5	43.7	43.7		10.9	39.1	39.1		36.4	53.2	53.2		20.2	37.0	37.0
Volume/Cap:			0.24	0.36	1.06		1.06	0.45	0.34		0.63	1.06	1.06		1.06	0.63	0.63
Delay/Veh:			57.6	37.5	103.8		159.1	42.2	40.6		48.7	81.5	81.5		133.6	46.1	46.1
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:			57.6	37.5	103.8		159.1	42.2	40.6		48.7	81.5	81.5		133.6	46.1	46.1
LOS by Move:			E+	D+	F		F	D	D		D	F	F		F	D	D
HCM2k95thQ:			4	14	57		20	16	12		21	64	64		27	21	21
Note: Queue reported is the number of cars per lane.																	

1000 Gibraltar Drive

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

Intersection #4: Milpitas Blvd/Calaveres Blvd



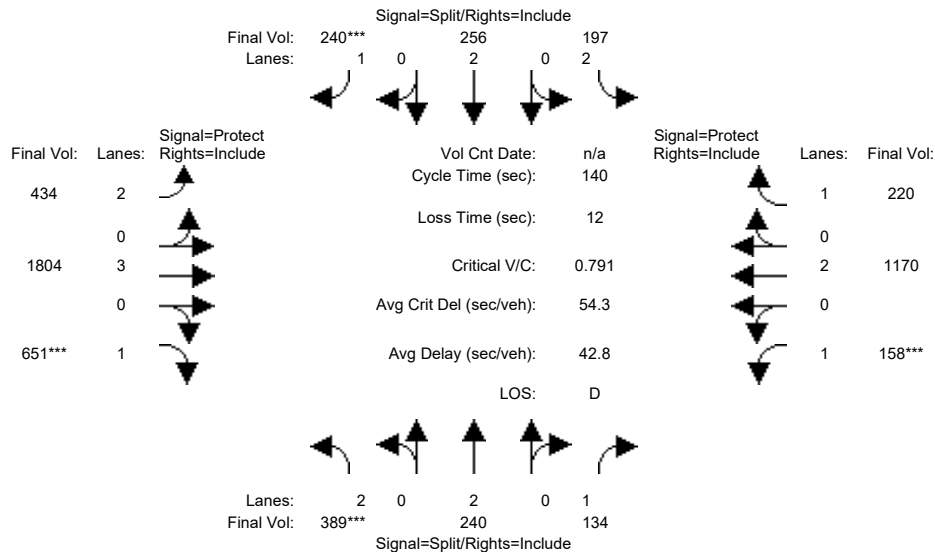
Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	381	238	131	197	254	240	434	1804	643	155	1170	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	238	131	197	254	240	434	1804	643	155	1170	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	238	131	197	254	240	434	1804	643	155	1170	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	238	131	197	254	240	434	1804	643	155	1170	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	238	131	197	254	240	434	1804	643	155	1170	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	381	238	131	197	254	240	434	1804	643	155	1170	220
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	0.06	0.07	0.06	0.07	0.14	0.14	0.32	0.37	0.09	0.31	0.13
Crit Moves:	***					***			***	***		
Green Time:	21.7	21.7	21.7	24.6	24.6	24.6	25.3	65.9	65.9	15.9	56.5	56.5
Volume/Cap:	0.78	0.40	0.48	0.36	0.38	0.78	0.76	0.67	0.78	0.78	0.76	0.31
Delay/Veh:	64.8	53.8	55.4	51.1	51.3	67.3	60.6	29.4	35.9	78.3	38.3	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	53.8	55.4	51.1	51.3	67.3	60.6	29.4	35.9	78.3	38.3	28.8
LOS by Move:	E	D-	E+	D-	D-	E	E	C	D+	E-	D+	C
HCM2k95thQ:	18	9	11	9	10	22	18	31	38	17	38	13

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

1000 Gibraltar Drive

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

Intersection #4: Milpitas Blvd/Calaveres Blvd



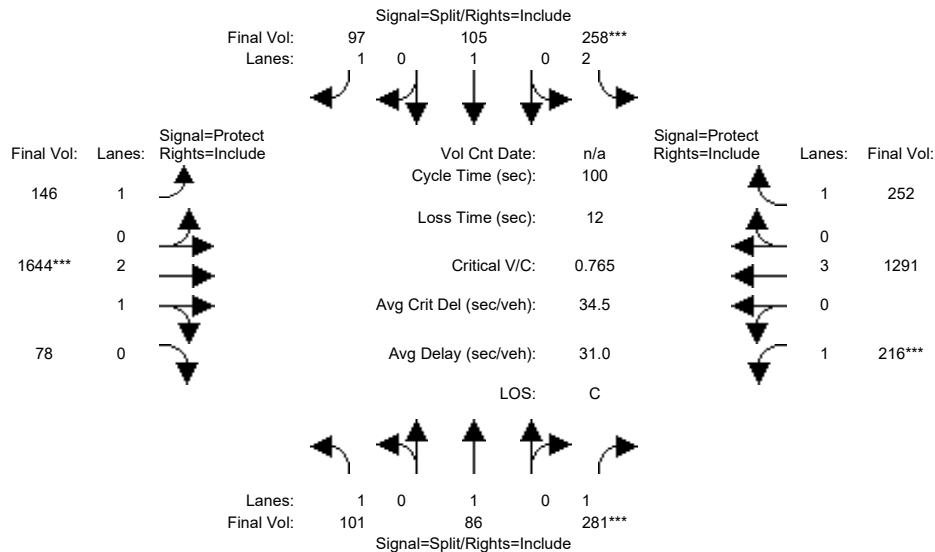
Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	381	238	131	197	254	240	434	1804	643	155	1170	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	238	131	197	254	240	434	1804	643	155	1170	220
Added Vol:	8	2	3	0	2	0	0	0	8	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	240	134	197	256	240	434	1804	651	158	1170	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	240	134	197	256	240	434	1804	651	158	1170	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	240	134	197	256	240	434	1804	651	158	1170	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	389	240	134	197	256	240	434	1804	651	158	1170	220
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	0.06	0.08	0.06	0.07	0.14	0.14	0.32	0.37	0.09	0.31	0.13
Crit Moves:	***					***			***	***		
Green Time:	21.9	21.9	21.9	24.3	24.3	24.3	25.3	65.9	65.9	16.0	56.5	56.5
Volume/Cap:	0.79	0.40	0.49	0.36	0.39	0.79	0.76	0.67	0.79	0.79	0.76	0.31
Delay/Veh:	65.3	53.7	55.4	51.4	51.7	68.5	60.5	29.4	36.5	79.3	38.2	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	53.7	55.4	51.4	51.7	68.5	60.5	29.4	36.5	79.3	38.2	28.7
LOS by Move:	E	D-	E+	D-	D-	E	E	C	D+	E-	D+	C
HCM2k95thQ:	19	9	11	9	10	23	18	31	39	17	38	13

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

1000 Gibraltar Drive

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

Intersection #5: Hillview Dr/Calaveres Blvd



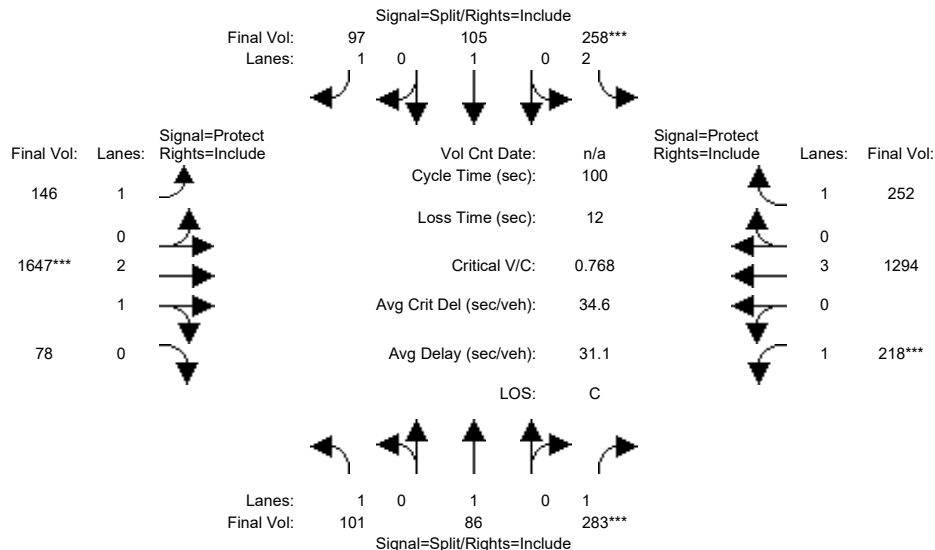
Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	101	86	281	258	105	97	146	1644	78	216	1291	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	86	281	258	105	97	146	1644	78	216	1291	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	86	281	258	105	97	146	1644	78	216	1291	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	86	281	258	105	97	146	1644	78	216	1291	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	86	281	258	105	97	146	1644	78	216	1291	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	86	281	258	105	97	146	1644	78	216	1291	252
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5346	254	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.16	0.08	0.06	0.06	0.08	0.31	0.31	0.12	0.23	0.14
Crit Moves:	****			****			****			****		
Green Time:	21.0	21.0	21.0	10.7	10.7	10.7	15.2	40.2	40.2	16.1	41.2	41.2
Volume/Cap:	0.28	0.22	0.77	0.77	0.52	0.52	0.55	0.77	0.77	0.77	0.55	0.35
Delay/Veh:	33.5	33.0	46.5	53.5	44.5	44.7	41.7	27.5	27.5	51.9	22.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	33.0	46.5	53.5	44.5	44.7	41.7	27.5	27.5	51.9	22.7	20.5
LOS by Move:	C-	C-	D	D-	D	D	D	C	C	D-	C+	C+
HCM2k95thQ:	6	5	19	13	7	7	10	29	29	16	19	11

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

1000 Gibraltar Drive

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

Intersection #5: Hillview Dr/Calaveres Blvd



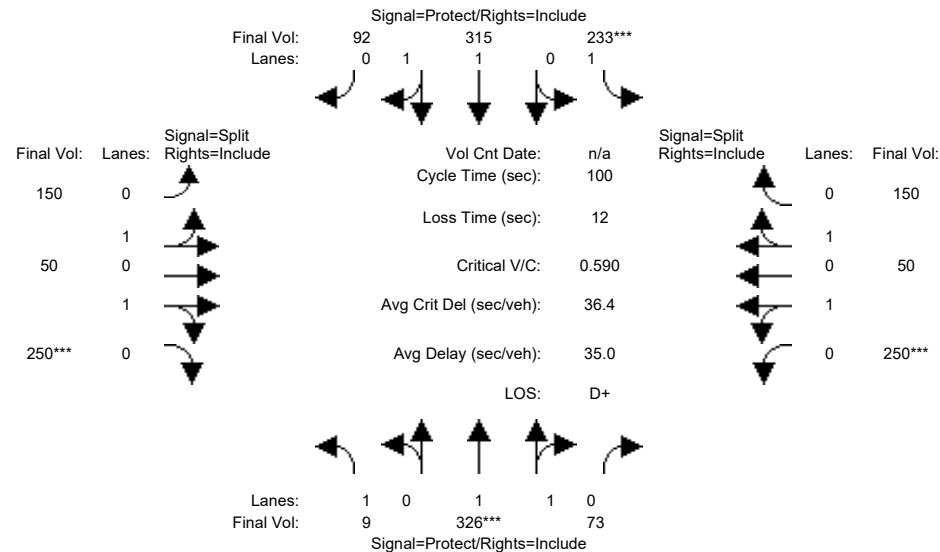
Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	101	86	281	258	105	97	146	1644	78	216	1291	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	86	281	258	105	97	146	1644	78	216	1291	252
Added Vol:	0	0	2	0	0	0	0	3	0	2	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	86	283	258	105	97	146	1647	78	218	1294	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	86	283	258	105	97	146	1647	78	218	1294	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	86	283	258	105	97	146	1647	78	218	1294	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	86	283	258	105	97	146	1647	78	218	1294	252
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5346	253	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.16	0.08	0.06	0.06	0.08	0.31	0.31	0.12	0.23	0.14
Crit Moves:	****			****			****			****		
Green Time:	21.0	21.0	21.0	10.7	10.7	10.7	15.1	40.1	40.1	16.2	41.2	41.2
Volume/Cap:	0.27	0.22	0.77	0.77	0.52	0.52	0.55	0.77	0.77	0.77	0.55	0.35
Delay/Veh:	33.5	32.9	46.6	53.8	44.6	44.9	41.8	27.6	27.6	52.1	22.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	32.9	46.6	53.8	44.6	44.9	41.8	27.6	27.6	52.1	22.7	20.5
LOS by Move:	C-	C-	D	D-	D	D	D	C	C	D-	C+	C+
HCM2k95thQ:	6	5	20	13	7	7	10	29	29	17	19	11

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

1000 Gibraltar Drive

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

Intersection #6: Milpitas Blvd/Yosemite Dr



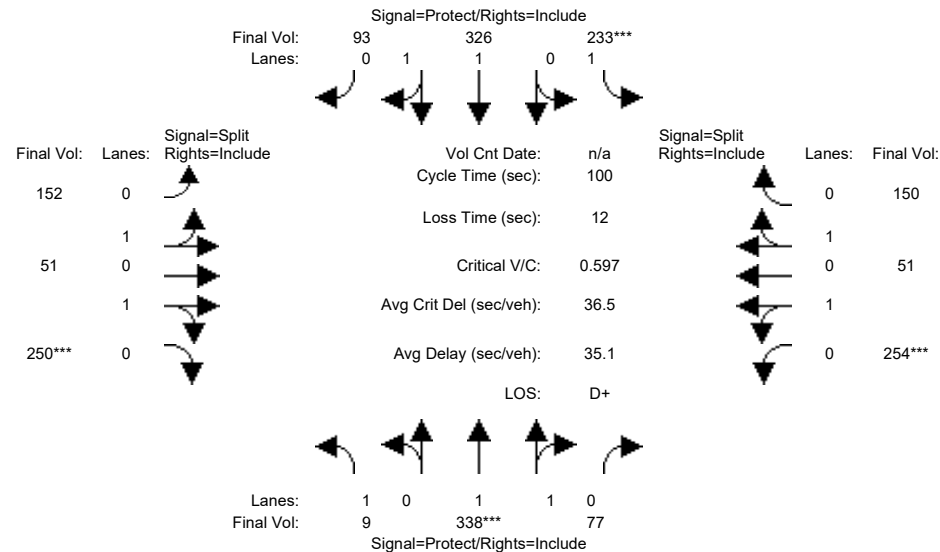
Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	326	73	233	315	92	150	50	250	250	50	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	326	73	233	315	92	150	50	250	250	50	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	326	73	233	315	92	150	50	250	250	50	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	326	73	233	315	92	150	50	250	250	50	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	326	73	233	315	92	150	50	250	250	50	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	9	326	73	233	315	92	150	50	250	250	50	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.62	0.38	1.00	1.54	0.46	0.75	0.25	1.00	1.00	0.25	0.75
Final Sat.:	1750	3023	677	1750	2863	836	1350	450	1800	1800	450	1350
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.13	0.11	0.11	0.11	0.11	0.14	0.14	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	15.9	18.3	18.3	22.6	25.0	25.0	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.03	0.59	0.59	0.59	0.44	0.44	0.47	0.47	0.59	0.59	0.47	0.47
Delay/Veh:	35.6	38.8	38.8	36.9	32.0	32.0	33.2	33.2	35.1	35.1	33.2	33.2
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:	35.6	38.8	38.8	36.9	32.0	32.0	33.2	33.2	35.1	35.1	33.2	33.2
LOS by Move:	D+	D+	D+	D+	C	C	C-	C-	D+	D+	C-	C-
HCM2k95thQ:	1	11	11	13	10	10	11	11	15	15	11	11

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

1000 Gibraltar Drive

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

Intersection #6: Milpitas Blvd/Yosemite Dr

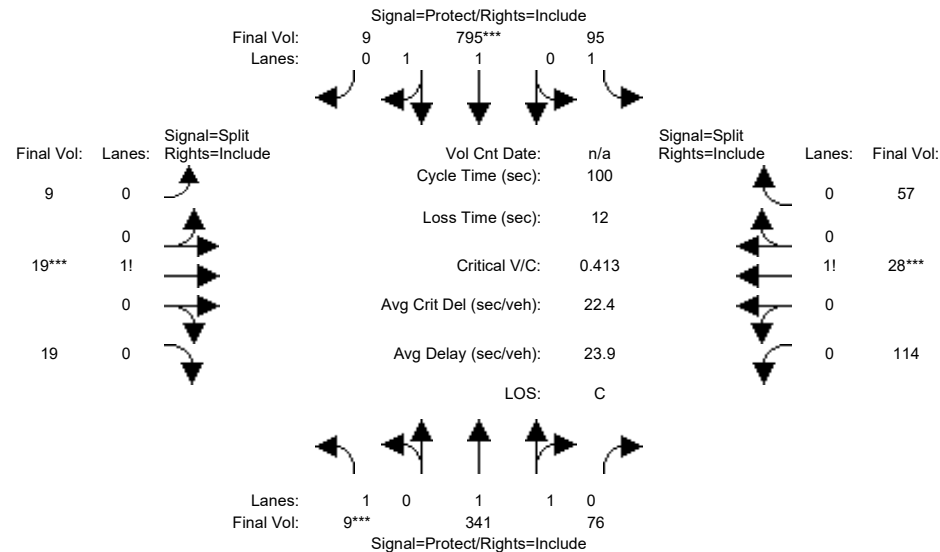


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	326	73	233	315	92	150	50	250	250	50	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	326	73	233	315	92	150	50	250	250	50	150
Added Vol:	0	12	4	0	11	1	2	1	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	338	77	233	326	93	152	51	250	254	51	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	338	77	233	326	93	152	51	250	254	51	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	338	77	233	326	93	152	51	250	254	51	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	9	338	77	233	326	93	152	51	250	254	51	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.62	0.38	1.00	1.54	0.46	0.75	0.25	1.00	1.00	0.25	0.75
Final Sat.:	1750	3013	686	1750	2878	821	1348	452	1800	1800	457	1343
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.13	0.11	0.11	0.11	0.11	0.14	0.14	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	15.7	18.8	18.8	22.3	25.4	25.4	23.3	23.3	23.3	23.6	23.6	23.6
Volume/Cap:	0.03	0.60	0.60	0.60	0.45	0.45	0.48	0.48	0.60	0.60	0.47	0.47
Delay/Veh:	35.8	38.6	38.6	37.3	31.7	31.7	33.6	33.6	35.5	35.2	33.2	33.2
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:	35.8	38.6	38.6	37.3	31.7	31.7	33.6	33.6	35.5	35.2	33.2	33.2
LOS by Move:	D+	D+	D+	D+	C	C	C-	C-	D+	D+	C-	C-
HCM2k95thQ:	1	12	12	13	11	11	12	12	15	15	11	11
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #7: Milpitas Blvd/Ames Ave



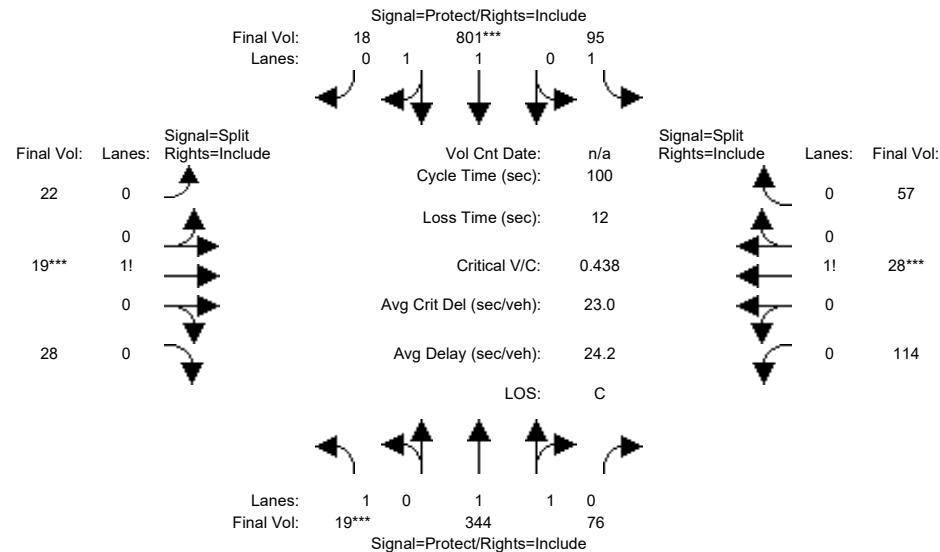
Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	341	76	95	795	9	9	19	19	114	28	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	341	76	95	795	9	9	19	19	114	28	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	341	76	95	795	9	9	19	19	114	28	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	341	76	95	795	9	9	19	19	114	28	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	341	76	95	795	9	9	19	19	114	28	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	9	341	76	95	795	9	9	19	19	114	28	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.98	0.02	0.19	0.41	0.40	0.57	0.14	0.29
Final Sat.:	1750	3025	674	1750	3659	41	335	707	707	1003	246	501
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.05	0.22	0.22	0.03	0.03	0.03	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	33.1	33.1	20.5	46.6	46.6	10.0	10.0	10.0	24.4	24.4	24.4
Volume/Cap:	0.07	0.34	0.34	0.26	0.47	0.47	0.27	0.27	0.27	0.47	0.47	0.47
Delay/Veh:	43.7	25.4	25.4	33.8	18.4	18.4	42.4	42.4	42.4	33.1	33.1	33.1
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:	43.7	25.4	25.4	33.8	18.4	18.4	42.4	42.4	42.4	33.1	33.1	33.1
LOS by Move:	D	C	C	C-	B-	B-	D	D	D	C-	C-	C-
HCM2k95thQ:	1	9	9	5	16	16	3	3	3	12	12	12

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

1000 Gibraltar Drive

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

Intersection #7: Milpitas Blvd/Ames Ave



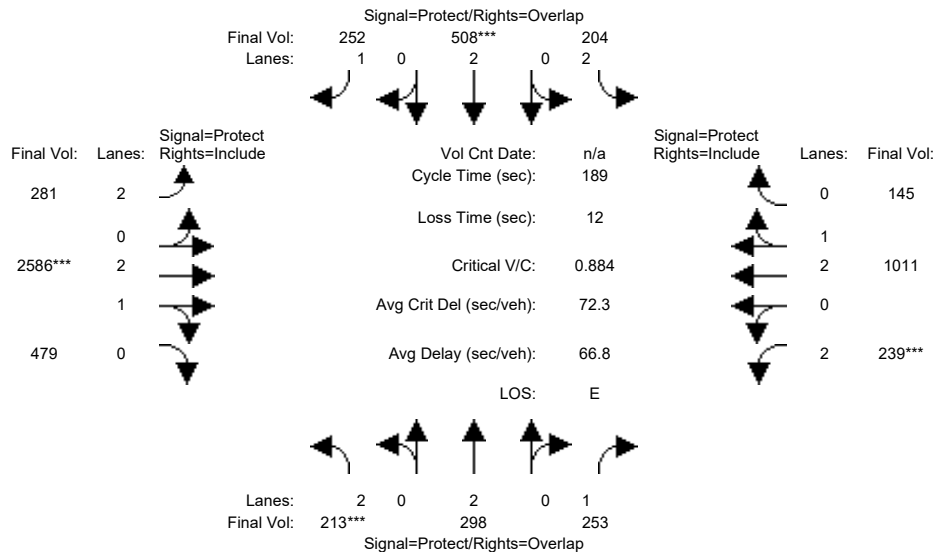
Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	341	76	95	795	9	9	19	19	114	28	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	341	76	95	795	9	9	19	19	114	28	57
Added Vol:	10	3	0	0	6	9	13	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	344	76	95	801	18	22	19	28	114	28	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	344	76	95	801	18	22	19	28	114	28	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	344	76	95	801	18	22	19	28	114	28	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	19	344	76	95	801	18	22	19	28	114	28	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.95	0.05	0.32	0.27	0.41	0.57	0.14	0.29
Final Sat.:	1750	3030	669	1750	3619	81	558	482	710	1003	246	501
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.05	0.22	0.22	0.04	0.04	0.04	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	33.3	33.3	20.6	46.9	46.9	10.0	10.0	10.0	24.1	24.1	24.1
Volume/Cap:	0.16	0.34	0.34	0.26	0.47	0.47	0.39	0.39	0.39	0.47	0.47	0.47
Delay/Veh:	44.3	25.2	25.2	33.8	18.3	18.3	43.6	43.6	43.6	33.3	33.3	33.3
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:	44.3	25.2	25.2	33.8	18.3	18.3	43.6	43.6	43.6	33.3	33.3	33.3
LOS by Move:	D	C	C	C-	B-	B-	D	D	D	C-	C-	C-
HCM2k95thQ:	1	9	9	5	16	16	5	5	5	12	12	12

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

1000 Gibraltar Drive

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

Intersection #8: Main St/Montague Expy

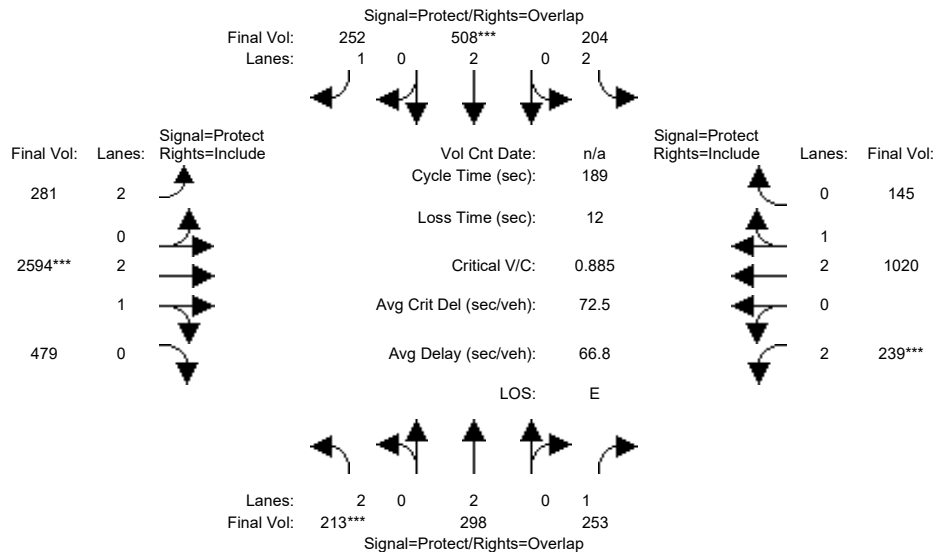


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	298	253	204	508	252	281	2586	479	239	1011	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	298	253	204	508	252	281	2586	479	239	1011	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	298	253	204	508	252	281	2586	479	239	1011	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	298	253	204	508	252	281	2586	479	239	1011	145
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	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4724	875	3150	4897	702
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.14	0.06	0.13	0.14	0.09	0.55	0.55	0.08	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	13.6	25.8	40.5	17.2	29.4	53.9	24.5	119	118.6	14.7	109	108.8
Volume/Cap:	0.94	0.57	0.67	0.71	0.86	0.50	0.69	0.87	0.87	0.98	0.36	0.36
Delay/Veh:	125.3	74.4	69.7	87.6	86.2	54.5	87.1	61.2	61.2	137.9	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.3	74.4	69.7	87.6	86.2	54.5	87.1	61.2	61.2	137.9	39.0	39.0
LOS by Move:	F	E	E	F	F	D-	F	E	E	F	D+	D+
HCM2k95thQ:	18	15	26	15	28	22	19	85	85	17	30	30
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #8: Main St/Montague Expy



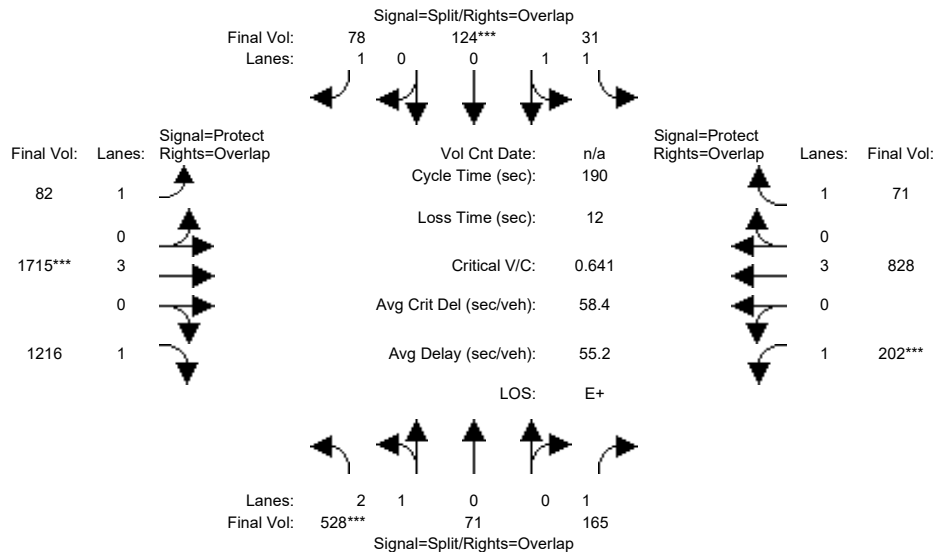
Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	298	253	204	508	252	281	2586	479	239	1011	145
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	298	253	204	508	252	281	2594	479	239	1020	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	298	253	204	508	252	281	2594	479	239	1020	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	298	253	204	508	252	281	2594	479	239	1020	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	298	253	204	508	252	281	2594	479	239	1020	145
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	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.52	0.48	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4726	873	3150	4902	697
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.14	0.06	0.13	0.14	0.09	0.55	0.55	0.08	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	13.6	25.8	40.5	17.2	29.4	53.9	24.5	119	118.6	14.7	109	108.8
Volume/Cap:	0.94	0.57	0.67	0.71	0.86	0.50	0.69	0.87	0.87	0.98	0.36	0.36
Delay/Veh:	125.3	74.4	69.7	87.6	86.2	54.5	87.1	61.4	61.4	137.9	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.3	74.4	69.7	87.6	86.2	54.5	87.1	61.4	61.4	137.9	39.0	39.0
LOS by Move:	F	E	E	F	F	D-	F	E	E	F	D	D
HCM2k95thQ:	18	15	26	15	28	22	19	85	85	17	31	31

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

1000 Gibraltar Drive

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

Intersection #9: Trade Zone Blvd/Montague Expy



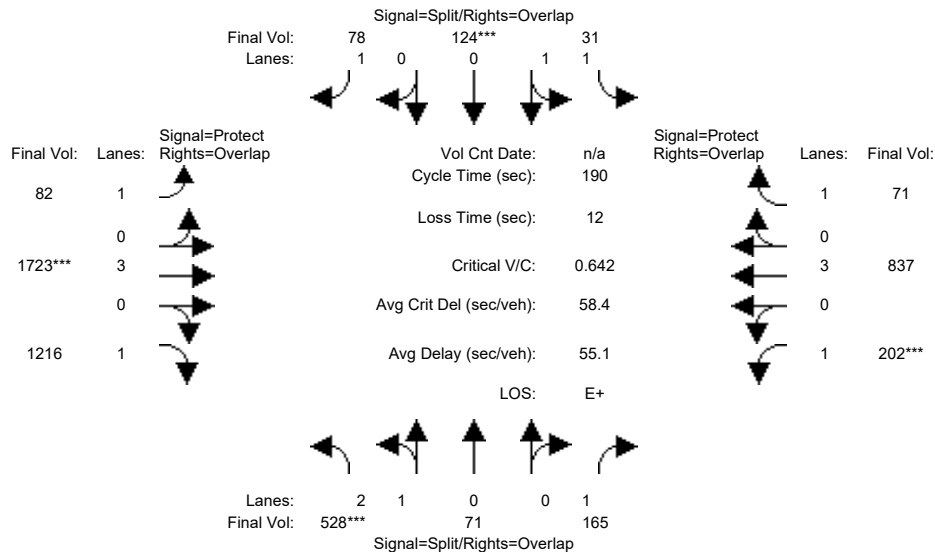
Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	71	165	31	124	78	82	1715	1216	202	828	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	71	165	31	124	78	82	1715	1216	202	828	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	71	165	31	124	78	82	1715	1216	202	828	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	528	71	165	31	124	78	82	1715	1216	202	828	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.67	0.33	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4359	586	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.02	0.07	0.04	0.05	0.30	0.69	0.12	0.15	0.04
Crit Moves:	***				***			***		***		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	0.66	0.66	0.30	0.19	0.70	0.25	0.56	0.57	0.97	0.87	0.25	0.06
Delay/Veh:	79.1	79.1	52.8	85.0	98.6	72.3	94.2	41.0	65.5	113.7	28.4	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	79.1	52.8	85.0	98.6	72.3	94.2	41.0	65.5	113.7	28.4	17.6
LOS by Move:	E-	E-	D-	F	F	E	F	D	E	F	C	B
HCM2k95thQ:	25	25	15	4	16	9	10	43	120	25	20	5

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

1000 Gibraltar Drive

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

Intersection #9: Trade Zone Blvd/Montague Expy



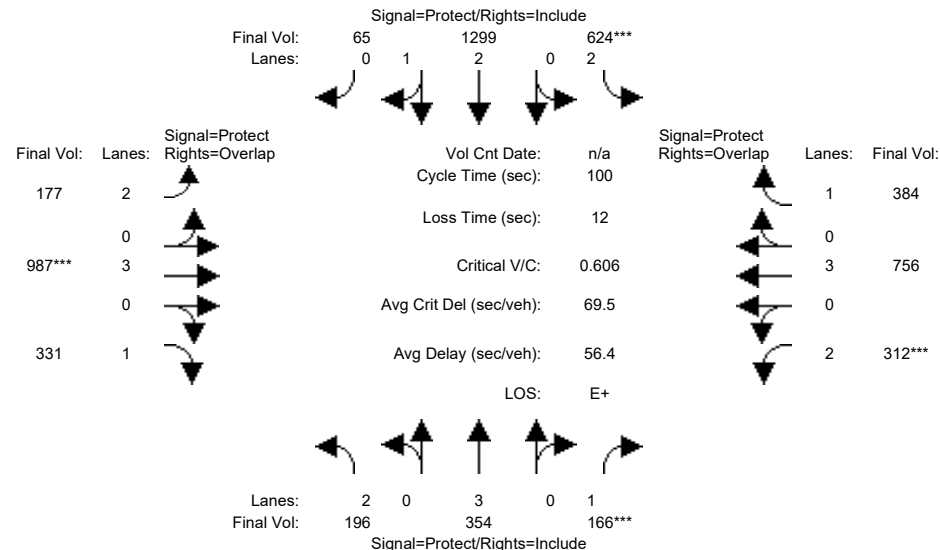
Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	71	165	31	124	78	82	1715	1216	202	828	71
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	71	165	31	124	78	82	1723	1216	202	837	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	71	165	31	124	78	82	1723	1216	202	837	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	71	165	31	124	78	82	1723	1216	202	837	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	528	71	165	31	124	78	82	1723	1216	202	837	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.67	0.33	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4359	586	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.02	0.07	0.04	0.05	0.30	0.69	0.12	0.15	0.04
Crit Moves:	***				***			***		***		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	0.66	0.66	0.30	0.19	0.70	0.25	0.56	0.57	0.97	0.87	0.25	0.06
Delay/Veh:	79.1	79.1	52.8	85.0	98.6	72.3	94.2	41.1	65.5	113.7	28.4	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	79.1	52.8	85.0	98.6	72.3	94.2	41.1	65.5	113.7	28.4	17.6
LOS by Move:	E-	E-	D-	F	F	E	F	D	E	F	C	B
HCM2k95thQ:	25	25	15	4	16	9	10	44	120	25	20	5

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

1000 Gibraltar Drive

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

Intersection #10: Great Mall Pkwy/Montague Expy



Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	354	166	624	1299	65	177	1495	331	312	933	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	354	166	624	1299	65	177	1495	331	312	933	384
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	354	166	624	1299	65	177	1495	331	312	933	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	354	166	624	1299	65	177	987	331	312	756	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	354	166	624	1299	65	177	987	331	312	756	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	196	354	166	624	1299	65	177	987	331	312	756	384

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5333	267	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

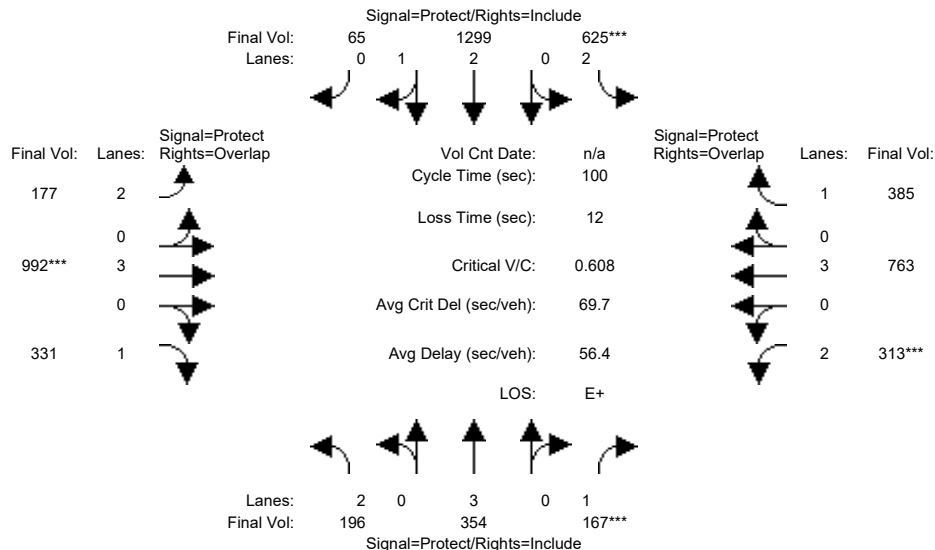
Vol/Sat:	0.06	0.06	0.09	0.20	0.24	0.24	0.06	0.17	0.19	0.10	0.13	0.22
Crit Moves:	****			****			****			****		
Green Time:	6.3	19.7	19.7	19.1	32.5	32.5	13.5	43.3	49.6	11.2	41.0	60.1
Volume/Cap:	0.99	0.32	0.48	1.04	0.75	0.75	0.42	0.40	0.38	0.88	0.32	0.37
Delay/Veh:	143.1	61.4	64.5	118.6	55.5	55.5	71.2	29.8	21.9	99.6	31.6	10.6
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:	143.1	61.4	64.5	118.6	55.5	55.5	71.2	29.8	21.9	99.6	31.6	10.6
LOS by Move:	F	E	E	F	E+	E+	E	C	C+	F	C	B+
HCM2k95thQ:	18	11	16	43	38	38	10	18	16	20	14	12

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

1000 Gibraltar Drive

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

Intersection #10: Great Mall Pkwy/Montague Expy



Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	354	166	624	1299	65	177	1495	331	312	933	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	354	166	624	1299	65	177	1495	331	312	933	384
Added Vol:	0	0	1	1	0	0	0	8	0	1	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	354	167	625	1299	65	177	1503	331	313	942	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	354	167	625	1299	65	177	992	331	313	763	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	354	167	625	1299	65	177	992	331	313	763	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	196	354	167	625	1299	65	177	992	331	313	763	385

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5333	267	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

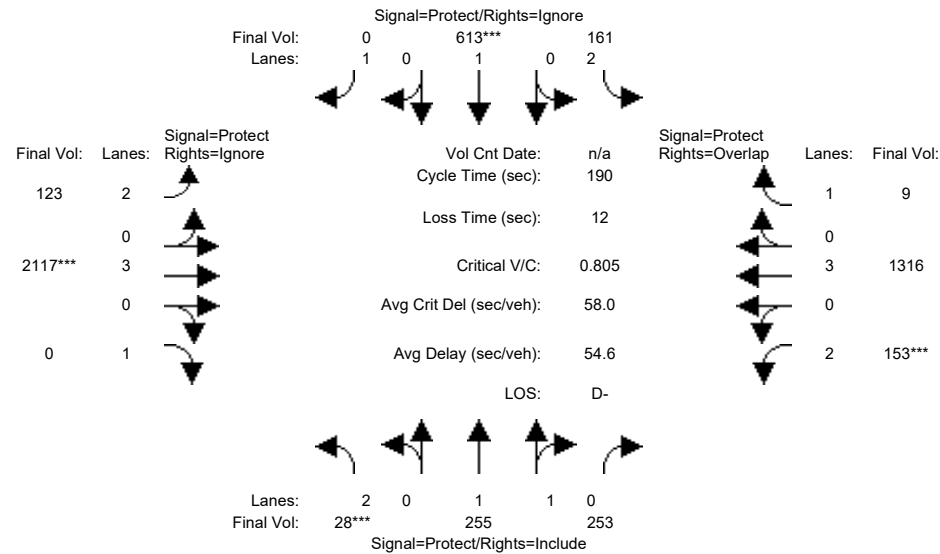
Vol/Sat:	0.06	0.06	0.10	0.20	0.24	0.24	0.06	0.17	0.19	0.10	0.13	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	6.3	19.7	19.7	19.1	32.5	32.5	13.5	43.3	49.6	11.2	41.0	60.1
Volume/Cap:	0.99	0.32	0.49	1.04	0.75	0.75	0.42	0.40	0.38	0.88	0.33	0.37
Delay/Veh:	143.1	61.4	64.6	119.1	55.5	55.5	71.2	29.9	21.9	100.1	31.7	10.6
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:	143.1	61.4	64.6	119.1	55.5	55.5	71.2	29.9	21.9	100.1	31.7	10.6
LOS by Move:	F	E	E	F	E+	E+	E	C	C+	F	C	B+
HCM2k95thQ:	18	11	17	43	38	38	10	18	16	20	14	12

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

1000 Gibraltar Drive

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

Intersection #11: Milpitas Blvd/Montague Expy

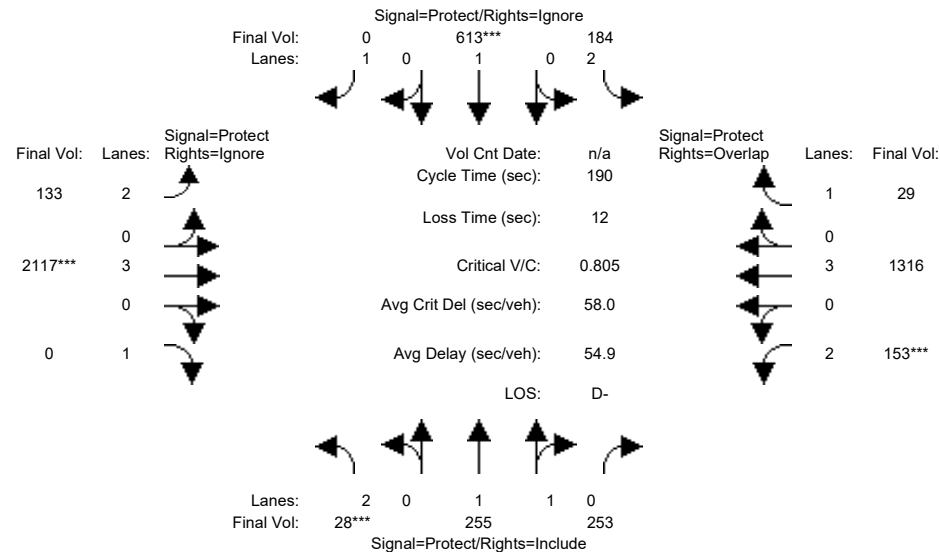


Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	255	253	161	613	170	123	2714	38	153	1316	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	255	253	161	613	170	123	2714	38	153	1316	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	255	253	161	613	170	123	2714	38	153	1316	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	28	255	253	161	613	0	123	2117	0	153	1316	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	255	253	161	613	0	123	2117	0	153	1316	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	28	255	253	161	613	0	123	2117	0	153	1316	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1800	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.14	0.05	0.32	0.00	0.04	0.37	0.00	0.05	0.23	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.4	59.6	59.6	21.7	73.8	0.0	13.9	85.0	0.0	11.1	82.2	103.9
Volume/Cap:	0.23	0.43	0.45	0.45	0.83	0.00	0.53	0.83	0.00	0.83	0.53	0.01
Delay/Veh:	84.8	49.2	49.6	75.3	57.5	0.0	82.9	54.1	0.0	109.8	44.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	49.2	49.6	75.3	57.5	0.0	82.9	54.1	0.0	109.8	44.2	24.2
LOS by Move:	F	D	D	E-	E+	A	F	D-	A	F	D	C
HCM2k95thQ:	2	20	21	10	50	0	8	58	0	11	33	1
Note: Queue reported is the number of cars per lane.												

1000 Gibraltar Drive

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

Intersection #11: Milpitas Blvd/Montague Expy



Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	255	253	161	613	170	123	2714	38	153	1316	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	255	253	161	613	170	123	2714	38	153	1316	9
Added Vol:	0	0	0	23	0	11	10	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	255	253	184	613	181	133	2714	38	153	1316	29
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	28	255	253	184	613	0	133	2117	0	153	1316	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	255	253	184	613	0	133	2117	0	153	1316	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	28	255	253	184	613	0	133	2117	0	153	1316	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1800	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

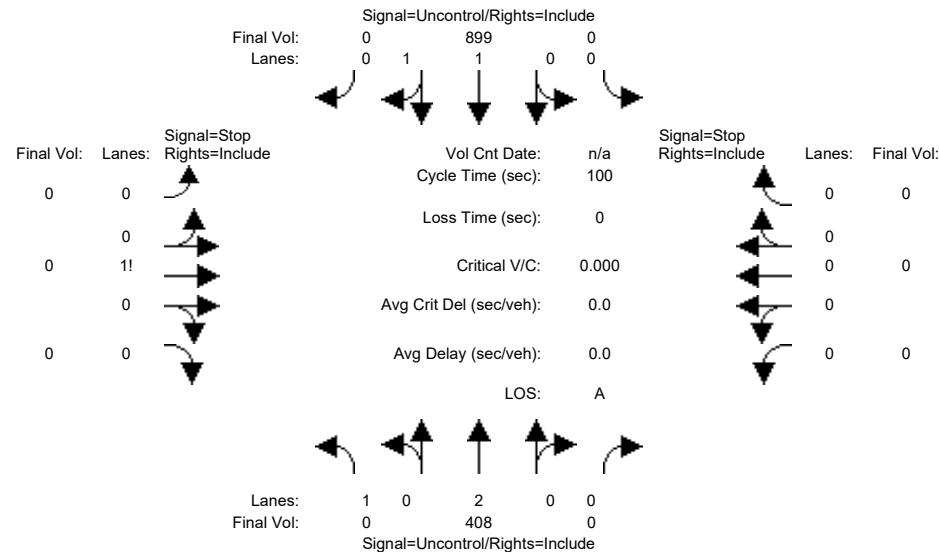
Vol/Sat:	0.01	0.13	0.14	0.06	0.32	0.00	0.04	0.37	0.00	0.05	0.23	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.4	57.4	57.4	23.8	73.8	0.0	14.9	85.0	0.0	11.1	81.3	105.1
Volume/Cap:	0.23	0.44	0.47	0.47	0.83	0.00	0.54	0.83	0.00	0.83	0.54	0.03
Delay/Veh:	84.8	50.9	51.3	74.0	57.5	0.0	82.3	54.1	0.0	109.8	44.8	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:	84.8	50.9	51.3	74.0	57.5	0.0	82.3	54.1	0.0	109.8	44.8	24.0
LOS by Move:	F	D	D-	E	E+	A	F	D-	A	F	D	C
HCM2k95thQ:	2	20	21	11	50	0	8	58	0	11	33	2

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

1000 Gibraltar Drive

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name:	S Milpitas Blvd						North Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	408		0	0	899	0	0	0	0	0	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	1.00		1.00
Initial Bse:	0	408		0	0	899	0	0	0	0	0	0	0		0
Added Vol:	0	0		0	0	0	0	0	0	0	0	0	0		0
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0	0		0
Initial Fut:	0	408		0	0	899	0	0	0	0	0	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	1.00		1.00
PHF Adj:	1.00	1.00	1.00	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	408		0	0	899	0	0	0	0	0	0	0		0
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		0
FinalVolume:	0	408		0	0	899	0	0	0	0	0	0	0		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1103	1307	450	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	209	161	562	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	209	161	562	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			xxxxxx				
ApproachLOS:	*				*			*			*				*

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

Peak Hour Delay Signal Warrant Report

 Intersection #12 Milpitas Blvd/North Dwy

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 408 0	0 899 0	0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 408 0	0 899 0	0 0 0	0 0 0 0
Major Street Volume:	1307			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	193			

SIGNAL WARRANT DISCLAIMER

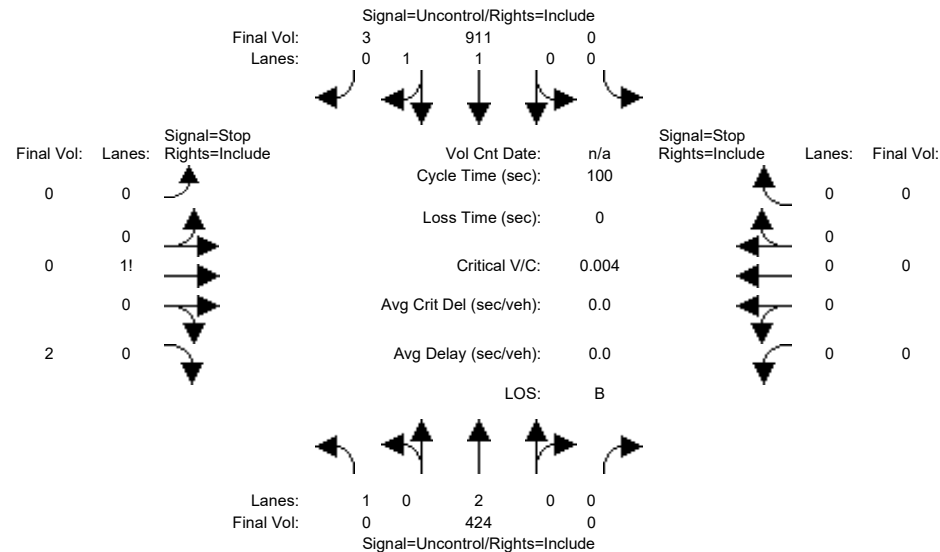
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1000 Gibraltar Drive

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name:			S Milpitas Blvd						North Dwy							
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----					
Volume Module:																
Base Vol:		0	408	0	0	899	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:		0	408	0	0	899	0	0	0	0	0	0	0	0	0	0
Added Vol:		0	16	0	0	12	3	0	0	2	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		0	424	0	0	911	3	0	0	2	0	0	0	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	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	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	424	0	0	911	3	0	0	2	0	0	0	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:		0	424	0	0	911	3	0	0	2	0	0	0	0	0	0
-----		-----			-----			-----			-----					
Critical Gap Module:																
Critical Gp:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	xxxxxx			
FollowUpTim:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx			
-----		-----			-----			-----			-----					
Capacity Module:																
Cnflct Vol:		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxxx			
Potent Cap.:		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	556	xxxx	xxxx	xxxxxx			
Move Cap.:		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	556	xxxx	xxxx	xxxxxx			
Volume/Cap:		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx			
-----		-----			-----			-----			-----					
Level Of Service Module:																
2Way95thQ:		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxxx			
Control Del:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.5	xxxxxx	xxxx	xxxxxx			
LOS by Move:		*	*	*	*	*	*	*	*	B	*	*	*			
Movement:		LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:		*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:		xxxxxx			xxxxxx					11.5			xxxxxx			
ApproachLOS:		*			*					B			*			

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

Peak Hour Delay Signal Warrant Report

 Intersection #12 Milpitas Blvd/North Dwy

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 424 0	0 911 3	0 0 2	0 0 0
ApproachDel:	xxxxxx	xxxxxx	11.5	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1340]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 424 0	0 911 3	0 0 2	0 0 0

Major Street Volume: 1338

Minor Approach Volume: 2

Minor Approach Volume Threshold: 185

SIGNAL WARRANT DISCLAIMER

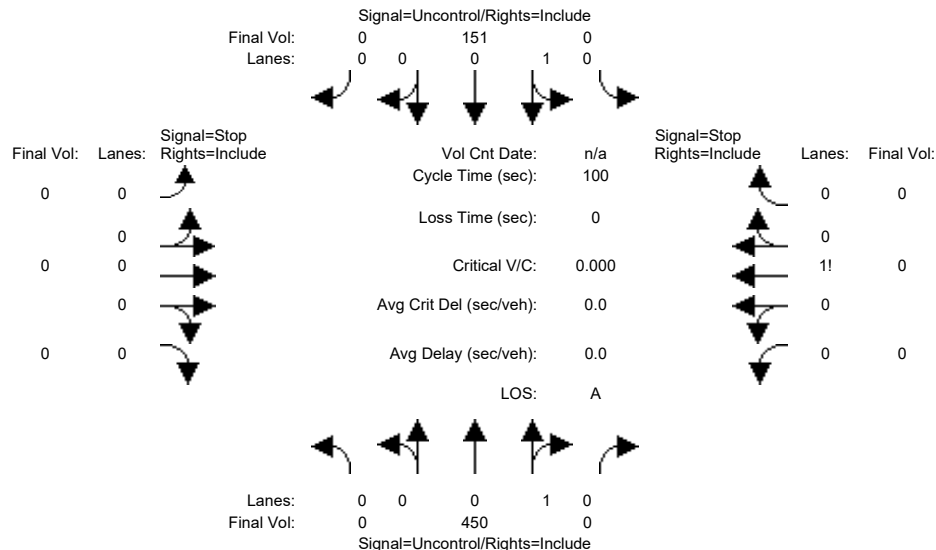
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1000 Gibraltar Drive

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr East Dwy											
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	450	0	0	151	0	0	0	0	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	450	0	0	151	0	0	0	0	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	450	0	0	151	0	0	0	0	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	450	0	0	151	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	450	0	0	151	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	601	601	450
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	467	417	613
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	467	417	613
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #13 Gibraltar Dr/East Dwy

 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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 450 0	0 151 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 450 0	0 151 0	0 0 0 0	0 0 0 0
Major Street Volume:	601			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	355			

SIGNAL WARRANT DISCLAIMER

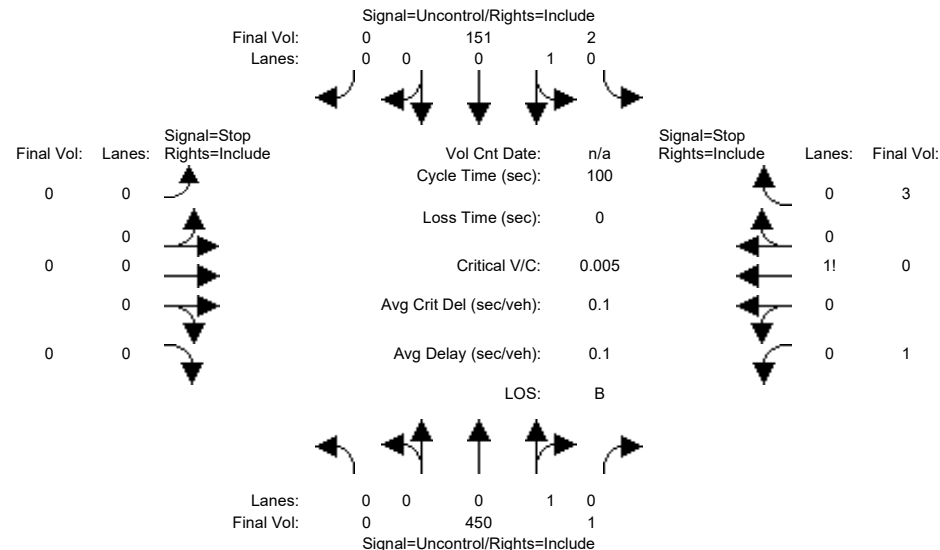
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1000 Gibraltar Drive

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr						East Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	450		0	0	151	0	0	0	0	0	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	1.00	1.00	
Initial Bse:	0	450		0	0	151	0	0	0	0	0	0	0		0
Added Vol:	0	0		1	2	0	0	0	0	0	1	0		3	
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0		0	
Initial Fut:	0	450		1	2	151	0	0	0	0	1	0		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	1.00		
PHF Adj:	1.00	1.00	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	450		1	2	151	0	0	0	0	1	0		3	
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0		0	
FinalVolume:	0	450		1	2	151	0	0	0	0	1	0		3	
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		6.4	6.5		6.2	
FollowUpTim:xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		3.5	4.0		3.3	
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	451	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		606	606		451	
Potent Cap.:	xxxx	xxxx	xxxxxx	1120	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		464	414		613	
Move Cap.:	xxxx	xxxx	xxxxxx	1120	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		463	414		613	
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	0.00		0.00	
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		xxxx	xxxx		xxxxxx	
Control Del:xxxxx	xxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx		xxxxxx	
LOS by Move:	*	*	*	A	*	*	*	*	*		*	*		*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		xxxx	567		xxxxxx	
SharedQueue:xxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		xxxxxx	0.0		xxxxxx	
Shrd ConDel:xxxxxx	xxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		xxxxxx	11.4		xxxxxx	
Shared LOS:	*	*	*	A	*	*	*	*	*		*	B		*	
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				11.4				
ApproachLOS:	*			*			*				B				

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 450 1	2 151 0	0 0 0 0	1 0 3
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	11.4

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=608]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 450 1	2 151 0	0 0 0 0	1 0 3

Major Street Volume: 604

Minor Approach Volume: 4

Minor Approach Volume Threshold: 354

SIGNAL WARRANT DISCLAIMER

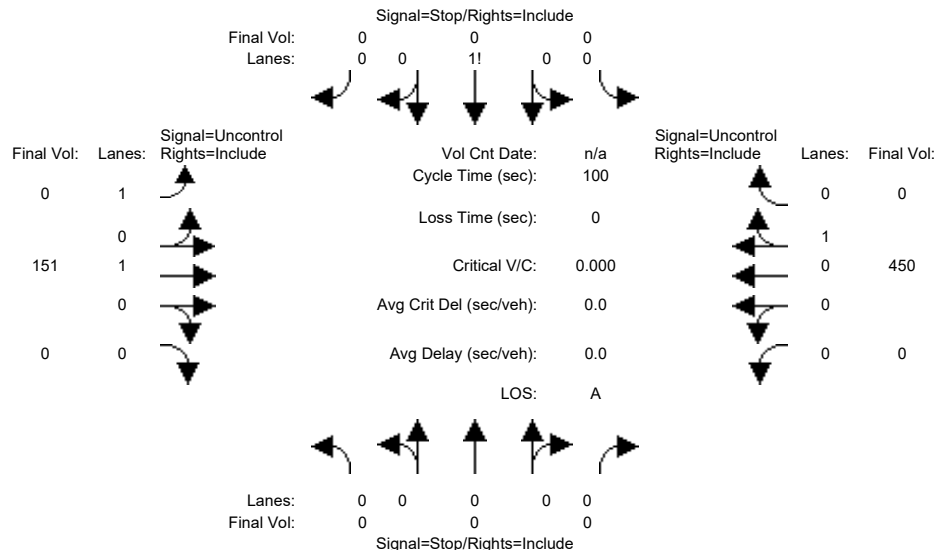
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1000 Gibraltar Drive

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name: Southwest Dwy Gibraltar Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	151	0	0	450	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	151	0	0	450	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	151	0	0	450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	151	0	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	151	0	0	450	0

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Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	601	601	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	467	417	613	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	467	417	613	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	*		*			*			*			*

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	151		0		0	450		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	151	0	0	0	0	0	450	0	0	0
Major Street Volume:					601															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					460															

SIGNAL WARRANT DISCLAIMER

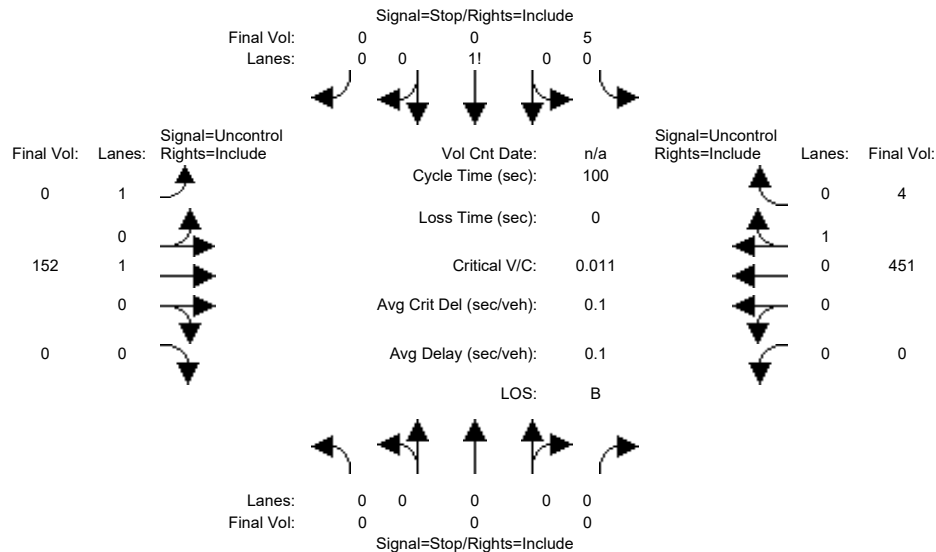
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1000 Gibraltar Drive

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name: Southwest Dwy Gibraltar Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	151	0	0	450	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	151	0	0	450	0
Added Vol:	0	0	0	5	0	0	0	1	0	0	1	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	0	0	152	0	0	451	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	0	0	5	0	0	0	152	0	0	451	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	0	0	152	0	0	451	4

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Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

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Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	605	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	464	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	464	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 0 0	0 152 0	0 451 4
ApproachDel:	xxxxxx	12.8	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=612]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 0 0	0 152 0	0 451 4

Major Street Volume: 607

Minor Approach Volume: 5

Minor Approach Volume Threshold: 457

SIGNAL WARRANT DISCLAIMER

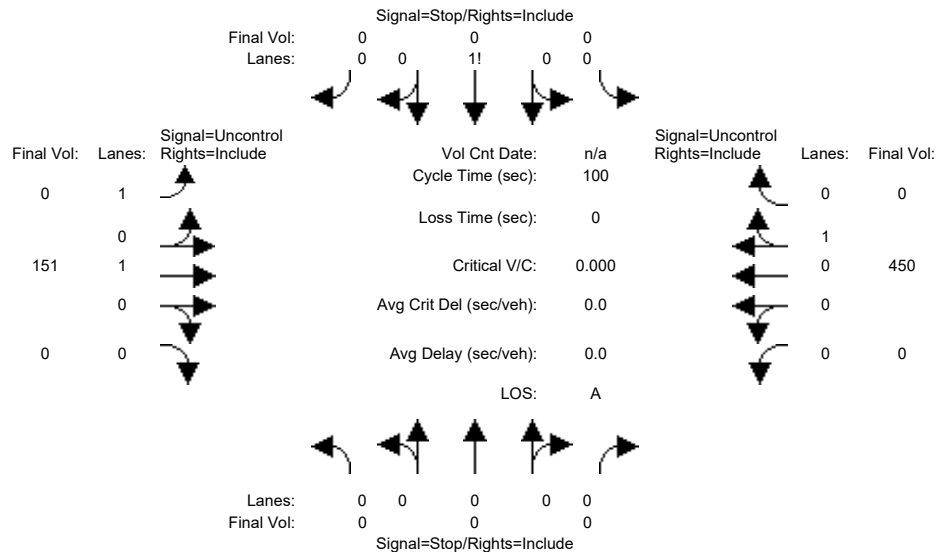
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1000 Gibraltar Drive

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name: South Dwy Gibraltar Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	151	0	0	450	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	151	0	0	450	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	151	0	0	450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	151	0	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	151	0	0	450	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	601	601	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	467	417	613	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	467	417	613	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	*		*			*			*			*

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	151		0		0	450		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	151	0	0	0	0	0	450	0	0	0
Major Street Volume:					601															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					460															

SIGNAL WARRANT DISCLAIMER

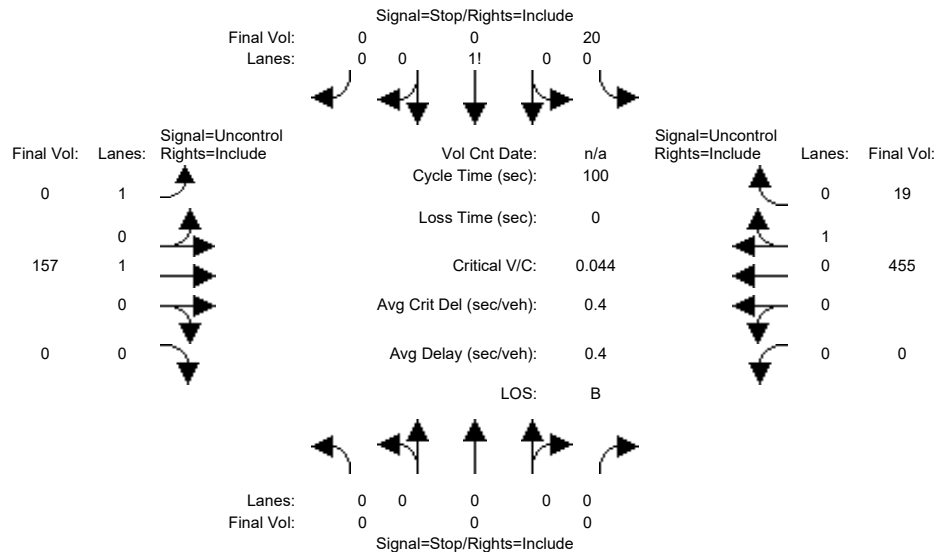
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1000 Gibraltar Drive

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	151	0	0	450	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	151	0	0	450	0
Added Vol:	0	0	0	20	0	0	0	6	0	0	5	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	0	0	157	0	0	455	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	0	0	157	0	0	455	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	0	0	157	0	0	455	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	622	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #15 South Dwy/Gibraltar Dr

 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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	20 0 0 0	0 157 0	0 455 19
ApproachDel:	xxxxxx	13.3	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=651]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	20 0 0 0	0 157 0	0 455 19

Major Street Volume: 631

Minor Approach Volume: 20

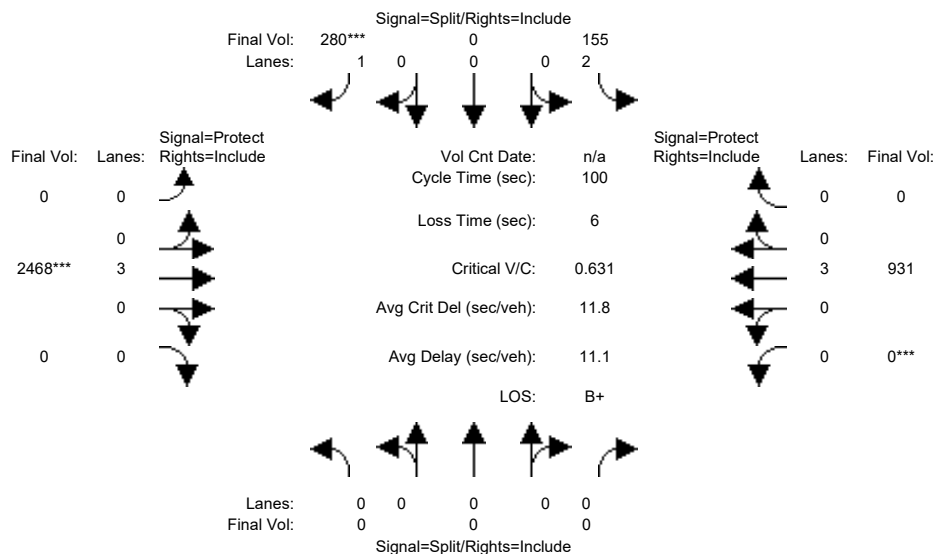
Minor Approach Volume Threshold: 443

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

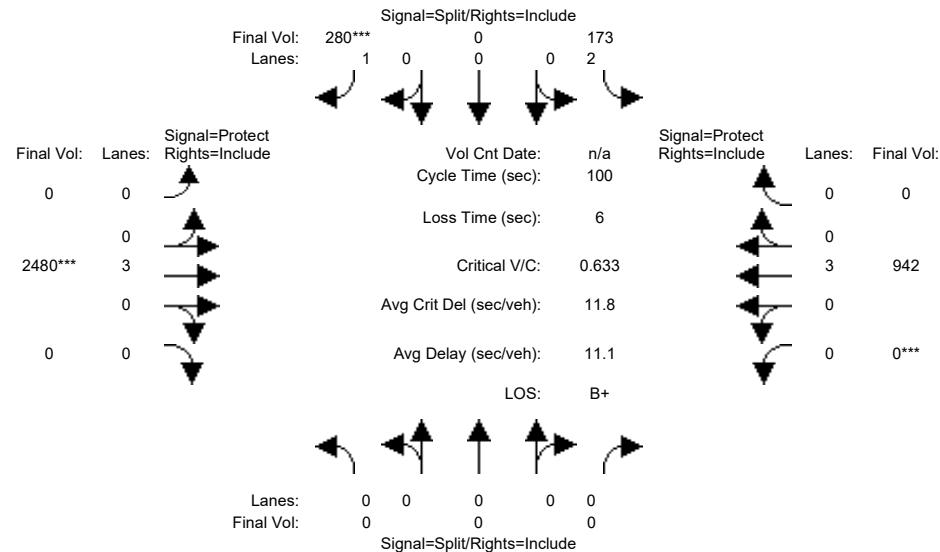
Intersection #1: I-880 SB Ramp/Calaveras Blvd



I-880 SB Ramp							Calaveras Blvd								
North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		10		10	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:															
Base Vol:	0		0		0	155		0		280	0		2468		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	155		0		280	0		2468		0
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	155		0		280	0		2468		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	155		0		280	0		2468		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	155		0		280	0		2468		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	155		0		280	0		2468		0
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	0.00		0.00		0.00	2.00		0.00		1.00	0.00		3.00		0.00
Final Sat.:	0		0		0	3150		0		1750	0		5700		0
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.05		0.00		0.16	0.00		0.43		0.00
Crit Moves:										****					****
Green Time:	0.0		0.0		0.0	25.4		0.0		25.4	0.0		68.6		0.0
Volume/Cap:	0.00		0.00		0.00	0.19		0.00		0.63	0.00		0.63		0.00
Uniform Del:	0.0		0.0		0.0	29.3		0.0		33.2	0.0		8.7		0.0
IncremntDel:	0.0		0.0		0.0	0.1		0.0		2.9	0.0		0.3		0.0
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	0.00		0.00		0.00	1.00		0.00		1.00	0.00		1.00		0.00
Delay/Veh:	0.0		0.0		0.0	29.4		0.0		36.1	0.0		9.0		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	29.4		0.0		36.1	0.0		9.0		0.0
LOS by Move:	A		A		A	C		A		D+	A		A		A
HCM2k95thQ:	0		0		0	5		0		17	0		25		0
Note: Queue reported is the number of cars per lane.															

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #1: I-880 SB Ramp/Calaveras Blvd

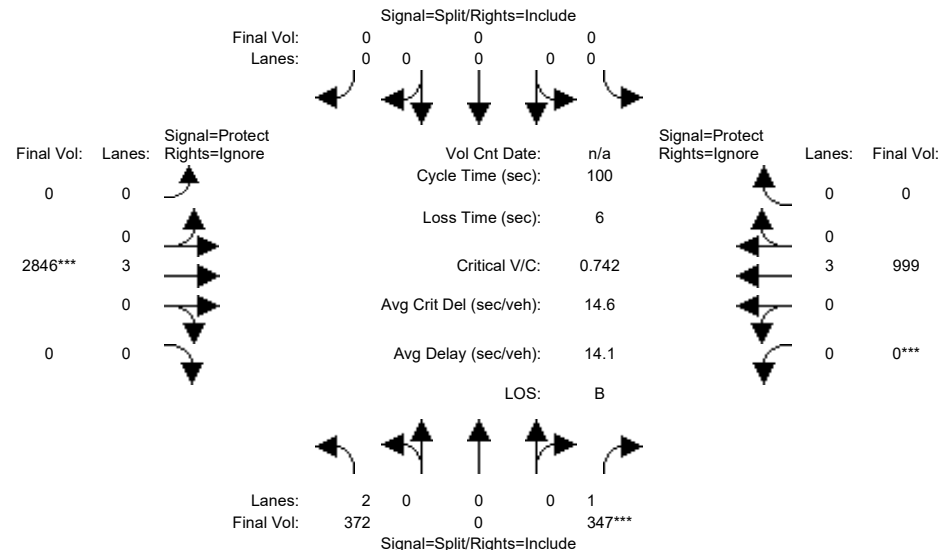


Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	155	0	280	0	2468	0	0	931	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	280	0	2468	0	0	931	0
Added Vol:	0	0	0	18	0	0	0	12	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	173	0	280	0	2480	0	0	942	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	173	0	280	0	2480	0	0	942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	0	280	0	2480	0	0	942	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 Volume:	0	0	0	173	0	280	0	2480	0	0	942	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.16	0.00	0.44	0.00	0.00	0.17	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	25.3	0.0	25.3	0.0	68.7	0.0	0.0	68.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.63	0.00	0.63	0.00	0.00	0.24	0.00
Uniform Del:	0.0	0.0	0.0	29.5	0.0	33.2	0.0	8.7	0.0	0.0	5.9	0.0
IncrementDel:	0.0	0.0	0.0	0.1	0.0	3.0	0.0	0.3	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.7	0.0	36.2	0.0	9.0	0.0	0.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.7	0.0	36.2	0.0	9.0	0.0	0.0	5.9	0.0
LOS by Move:	A	A	A	C	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	17	0	25	0	0	7	0

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

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

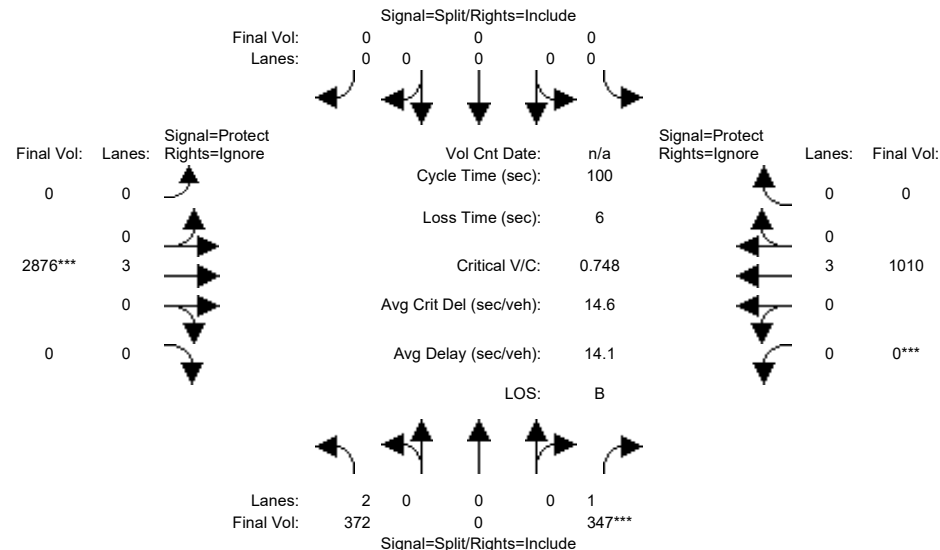


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	372	0	347	0	0	0	0	2846	0	0	999	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:	372	0	347	0	0	0	0	2846	0	0	999	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:	372	0	347	0	0	0	0	2846	0	0	999	0
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:	372	0	347	0	0	0	0	2846	0	0	999	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	0	347	0	0	0	0	2846	0	0	999	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 Volume:	372	0	347	0	0	0	0	2846	0	0	999	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.20	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.7	0.0	26.7	0.0	0.0	0.0	0.0	67.3	0.0	0.0	67.3	0.0
Volume/Cap:	0.44	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.26	0.00
Uniform Del:	30.4	0.0	33.5	0.0	0.0	0.0	0.0	10.7	0.0	0.0	6.5	0.0
IncrementDel:	0.4	0.0	6.3	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	30.8	0.0	39.8	0.0	0.0	0.0	0.0	11.5	0.0	0.0	6.5	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:	30.8	0.0	39.8	0.0	0.0	0.0	0.0	11.5	0.0	0.0	6.5	0.0
LOS by Move:	C	A	D	A	A	A	A	B+	A	A	A	A
HCM2k95thQ:	11	0	22	0	0	0	0	32	0	0	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #2: I-880 NB Ramps/Calaveras Blvd

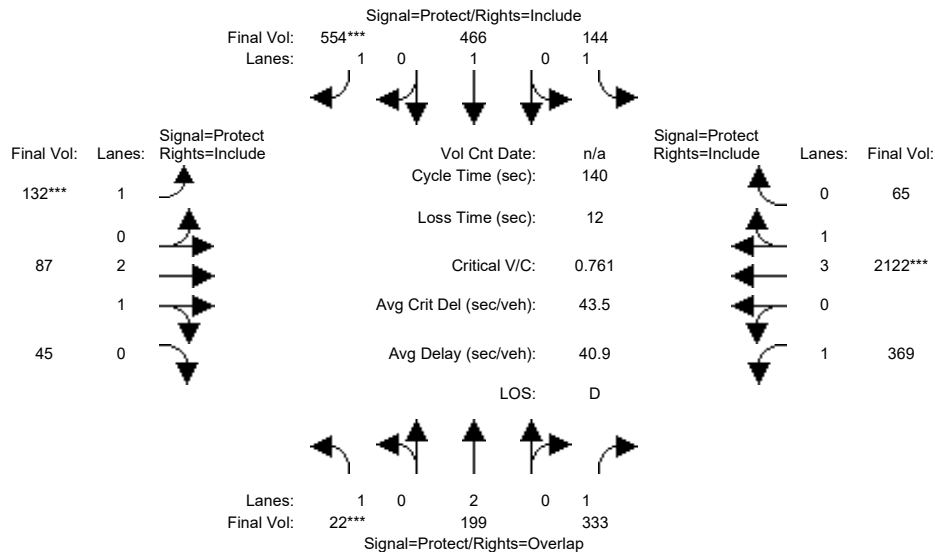


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	372	0	347	0	0	0	0	2846	0	0	999	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:	372	0	347	0	0	0	0	2846	0	0	999	0
Added Vol:	0	0	0	0	0	0	0	30	0	0	11	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	0	347	0	0	0	0	2876	0	0	1010	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	372	0	347	0	0	0	0	2876	0	0	1010	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	0	347	0	0	0	0	2876	0	0	1010	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 Volume:	372	0	347	0	0	0	0	2876	0	0	1010	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.20	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.5	0.0	26.5	0.0	0.0	0.0	0.0	67.5	0.0	0.0	67.5	0.0
Volume/Cap:	0.45	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.27	0.00
Uniform Del:	30.6	0.0	33.7	0.0	0.0	0.0	0.0	10.7	0.0	0.0	6.5	0.0
IncrementDel:	0.4	0.0	6.6	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	31.0	0.0	40.3	0.0	0.0	0.0	0.0	11.5	0.0	0.0	6.5	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:	31.0	0.0	40.3	0.0	0.0	0.0	0.0	11.5	0.0	0.0	6.5	0.0
LOS by Move:	C	A	D	A	A	A	A	B+	A	A	A	A
HCM2k95thQ:	12	0	22	0	0	0	0	33	0	0	8	0

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

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

Intersection #3: Abel St/Calaveras Blvd

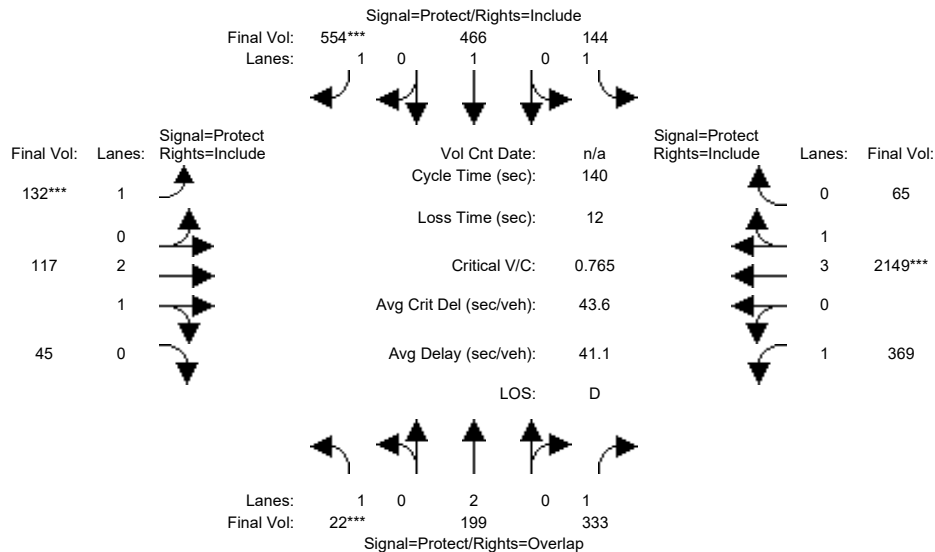


Street Name:	Abel St			Calaveras Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	199	333	144	466	554	132	87	45	369	2122	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:	22	199	333	144	466	554	132	87	45	369	2122	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:	22	199	333	144	466	554	132	87	45	369	2122	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:	22	199	333	144	466	554	132	87	45	369	2122	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	199	333	144	466	554	132	87	45	369	2122	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
FinalVolume:	22	199	333	144	466	554	132	87	45	369	2122	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	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.88	0.12
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	7277	223
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.19	0.08	0.25	0.32	0.08	0.02	0.03	0.21	0.29	0.29
Crit Moves:	****					****	****				****	
Green Time:	7.0	29.3	77.8	33.7	56.0	56.0	13.4	16.4	16.4	48.5	51.6	51.6
Volume/Cap:	0.25	0.25	0.34	0.34	0.61	0.79	0.79	0.19	0.22	0.61	0.79	0.79
Uniform Del:	64.0	46.2	17.1	43.9	33.4	36.8	62.0	55.8	56.0	37.9	39.4	39.4
IncrementDel:	1.5	0.2	0.2	0.5	1.5	6.1	22.1	0.1	0.2	1.8	1.6	1.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	65.5	46.4	17.3	44.4	34.9	42.9	84.0	55.9	56.1	39.7	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	46.4	17.3	44.4	34.9	42.9	84.0	55.9	56.1	39.7	41.0	41.0
LOS by Move:	E	D	B	D	C-	D	F	E+	E+	D	D	D
HCM2k95thQ:	3	7	15	11	28	39	12	3	4	23	33	33

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #3: Abel St/Calaveras Blvd

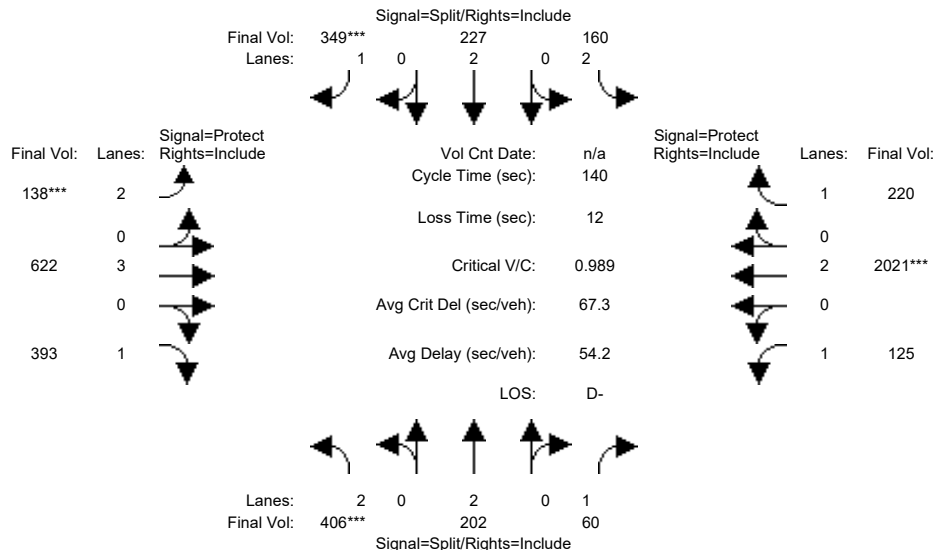


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	199	333	144	466	554	132	87	45	369	2122	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:	22	199	333	144	466	554	132	87	45	369	2122	65
Added Vol:	0	0	0	0	0	0	0	30	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	199	333	144	466	554	132	117	45	369	2149	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:	22	199	333	144	466	554	132	117	45	369	2149	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	199	333	144	466	554	132	117	45	369	2149	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
FinalVolume:	22	199	333	144	466	554	132	117	45	369	2149	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	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.14	0.86	1.00	3.88	0.12
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	4042	1555	1750	7279	220
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.19	0.08	0.25	0.32	0.08	0.03	0.03	0.21	0.30	0.30
Crit Moves:	****					****	****				****	
Green Time:	7.0	29.2	77.9	33.6	55.7	55.7	13.3	16.5	16.5	48.7	52.0	52.0
Volume/Cap:	0.25	0.25	0.34	0.34	0.62	0.80	0.80	0.25	0.25	0.61	0.80	0.80
Uniform Del:	64.0	46.3	17.0	44.1	33.6	37.1	62.0	56.1	56.1	37.7	39.3	39.3
IncrementDel:	1.5	0.2	0.2	0.5	1.5	6.3	22.7	0.2	0.2	1.7	1.7	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	65.5	46.5	17.2	44.6	35.1	43.4	84.8	56.3	56.3	39.4	40.9	40.9
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:	65.5	46.5	17.2	44.6	35.1	43.4	84.8	56.3	56.3	39.4	40.9	40.9
LOS by Move:	E	D	B	D	D+	D	F	E+	E+	D	D	D
HCM2k95thQ:	3	7	15	11	28	40	12	4	4	23	34	34

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

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

Intersection #4: Milpitas Blvd/Calaveres Blvd

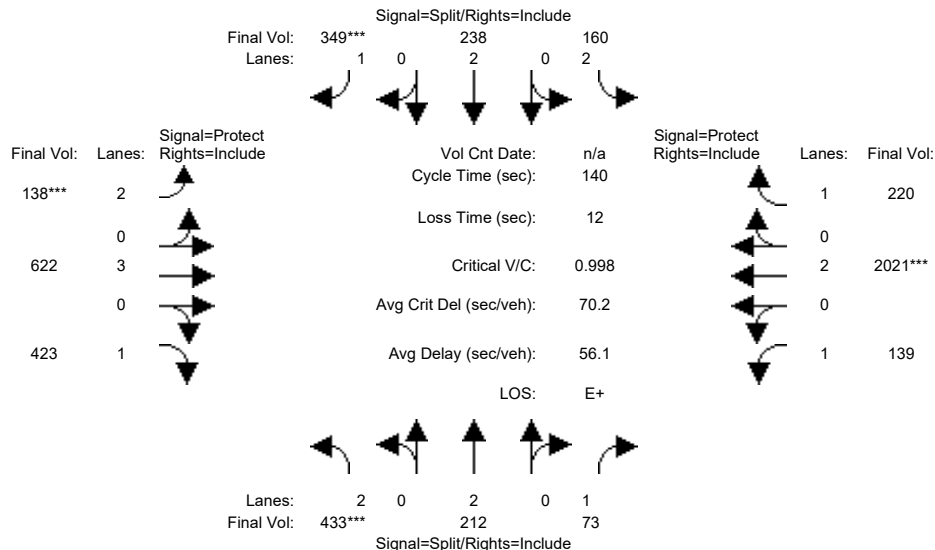


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	406	202	60	160	227	349	138	622	393	125	2021	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	202	60	160	227	349	138	622	393	125	2021	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	202	60	160	227	349	138	622	393	125	2021	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	202	60	160	227	349	138	622	393	125	2021	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	202	60	160	227	349	138	622	393	125	2021	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	406	202	60	160	227	349	138	622	393	125	2021	220
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	0.05	0.03	0.05	0.06	0.20	0.04	0.11	0.22	0.07	0.53	0.13
Crit Moves:	****					****	****				****	
Green Time:	18.1	18.1	18.1	28.1	28.1	28.1	7.0	62.1	62.1	19.7	74.8	74.8
Volume/Cap:	1.00	0.41	0.26	0.25	0.30	1.00	0.88	0.25	0.51	0.51	1.00	0.24
Uniform Del:	60.9	56.0	54.9	47.2	47.6	55.9	66.1	24.3	28.0	55.6	32.4	17.4
IncemntDel:	43.2	0.6	0.6	0.2	0.2	46.7	38.4	0.1	0.5	1.7	18.8	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	104.1	56.6	55.6	47.4	47.8	102.6	104.5	24.4	28.5	57.3	51.2	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.1	56.6	55.6	47.4	47.8	102.6	104.5	24.4	28.5	57.3	51.2	17.5
LOS by Move:	F	E+	E+	D	D	F	F	C	C	E+	D-	B
HCM2k95thQ:	23	8	5	7	8	36	8	10	23	11	77	10

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #4: Milpitas Blvd/Calaveres Blvd

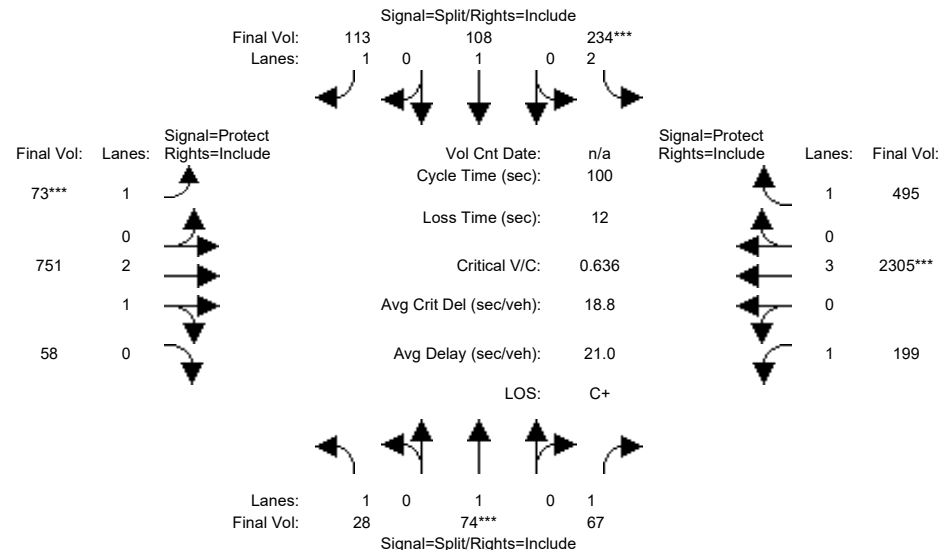


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	406	202	60	160	227	349	138	622	393	125	2021	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	202	60	160	227	349	138	622	393	125	2021	220
Added Vol:	27	10	13	0	11	0	0	0	30	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	212	73	160	238	349	138	622	423	139	2021	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	212	73	160	238	349	138	622	423	139	2021	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	212	73	160	238	349	138	622	423	139	2021	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	212	73	160	238	349	138	622	423	139	2021	220
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	0.06	0.04	0.05	0.06	0.20	0.04	0.11	0.24	0.08	0.53	0.13
Crit Moves:	****					****	****				****	
Green Time:	19.1	19.1	19.1	27.8	27.8	27.8	7.0	61.0	61.0	20.1	74.1	74.1
Volume/Cap:	1.01	0.41	0.31	0.26	0.32	1.01	0.88	0.25	0.55	0.55	1.01	0.24
Uniform Del:	60.4	55.2	54.4	47.4	48.0	56.1	66.1	25.0	29.4	55.8	33.0	17.8
IncrementDel:	44.6	0.5	0.7	0.2	0.2	49.6	38.4	0.1	0.9	2.7	21.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	105.1	55.8	55.2	47.6	48.2	105.7	104.5	25.1	30.3	58.5	54.3	17.9
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:	105.1	55.8	55.2	47.6	48.2	105.7	104.5	25.1	30.3	58.5	54.3	17.9
LOS by Move:	F	E+	E+	D	D	F	F	C	C	E+	D-	B
HCM2k95thQ:	25	8	6	7	9	37	8	10	25	13	78	10

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

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

Intersection #5: Hillview Dr/Calaveres Blvd

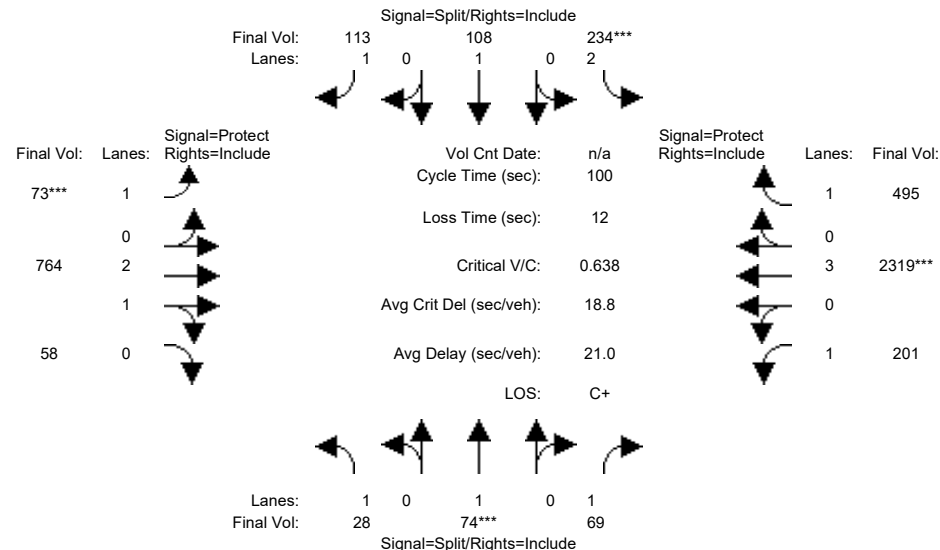


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	74	67	234	108	113	73	751	58	199	2305	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	74	67	234	108	113	73	751	58	199	2305	495
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	74	67	234	108	113	73	751	58	199	2305	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	74	67	234	108	113	73	751	58	199	2305	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	74	67	234	108	113	73	751	58	199	2305	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	74	67	234	108	113	73	751	58	199	2305	495
Saturation 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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5198	401	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.07	0.06	0.06	0.04	0.14	0.14	0.11	0.40	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	11.0	11.0	11.0	7.0	37.5	37.5	29.5	60.0	60.0
Volume/Cap:	0.16	0.39	0.38	0.67	0.52	0.59	0.60	0.39	0.39	0.39	0.67	0.47
Uniform Del:	41.2	42.1	42.1	42.8	42.0	42.3	45.1	22.8	22.8	28.0	13.4	11.2
IncrementDel:	0.4	1.3	1.4	5.2	2.2	4.6	7.8	0.1	0.1	0.5	0.5	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	41.6	43.5	43.5	47.9	44.2	46.9	52.9	23.0	23.0	28.5	14.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	43.5	43.5	47.9	44.2	46.9	52.9	23.0	23.0	28.5	14.0	11.5
LOS by Move:	D	D	D	D	D	D	D-	C+	C+	C	B	B+
HCM2k95thQ:	2	5	5	11	8	9	7	12	12	10	28	17

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #5: Hillview Dr/Calaveres Blvd

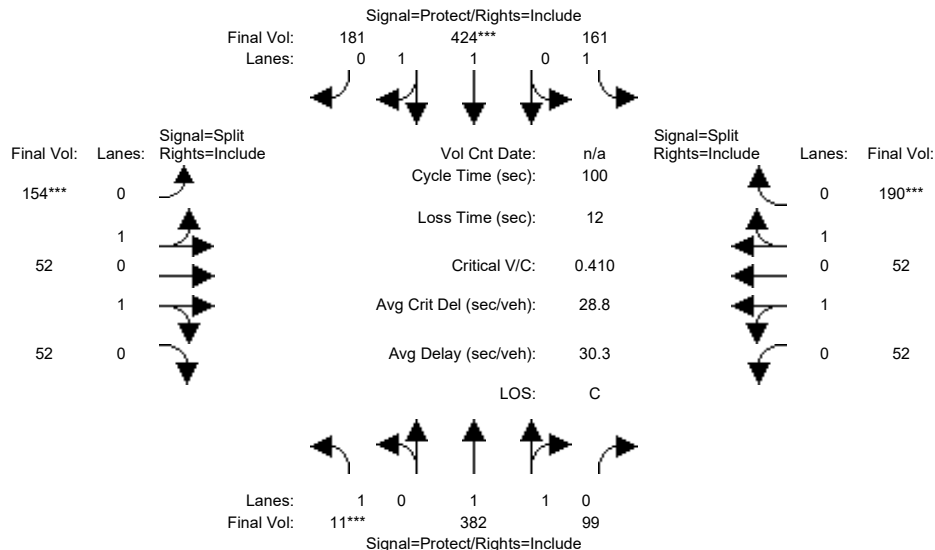


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	74	67	234	108	113	73	751	58	199	2305	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	74	67	234	108	113	73	751	58	199	2305	495
Added Vol:	0	0	2	0	0	0	0	13	0	2	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	74	69	234	108	113	73	764	58	201	2319	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	74	69	234	108	113	73	764	58	201	2319	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	74	69	234	108	113	73	764	58	201	2319	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	28	74	69	234	108	113	73	764	58	201	2319	495
Saturation 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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5204	395	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.07	0.06	0.06	0.04	0.15	0.15	0.11	0.41	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	11.0	11.0	11.0	7.0	37.6	37.6	29.4	60.0	60.0
Volume/Cap:	0.16	0.39	0.39	0.68	0.52	0.59	0.60	0.39	0.39	0.39	0.68	0.47
Uniform Del:	41.2	42.1	42.2	42.8	42.0	42.4	45.1	22.8	22.8	28.1	13.5	11.1
IncrementDel:	0.4	1.3	1.5	5.3	2.3	4.8	7.8	0.1	0.1	0.5	0.6	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	41.6	43.5	43.6	48.1	44.3	47.1	52.9	22.9	22.9	28.6	14.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	43.5	43.6	48.1	44.3	47.1	52.9	22.9	22.9	28.6	14.0	11.5
LOS by Move:	D	D	D	D	D	D	D-	C+	C+	C	B	B+
HCM2k95thQ:	2	5	5	11	8	9	7	12	12	11	29	17

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

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

Intersection #6: Milpitas Blvd/Yosemite Dr

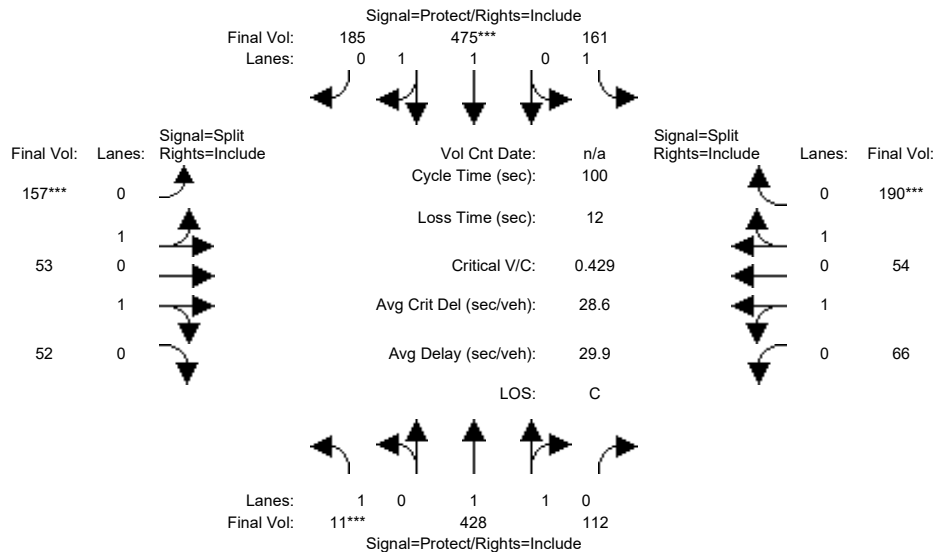


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	382	99	161	424	181	154	52	52	52	52	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	382	99	161	424	181	154	52	52	52	52	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	382	99	161	424	181	154	52	52	52	52	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	382	99	161	424	181	154	52	52	52	52	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	382	99	161	424	181	154	52	52	52	52	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	382	99	161	424	181	154	52	52	52	52	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.58	0.42	1.00	1.39	0.61	1.00	0.50	0.50	0.50	0.50	1.00
Final Sat.:	1750	2938	761	1750	2592	1107	1800	900	900	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.09	0.16	0.16	0.09	0.06	0.06	0.06	0.06	0.11
Crit Moves:	****			****			****					****
Green Time:	7.0	26.0	26.0	18.4	37.4	37.4	19.5	19.5	19.5	24.1	24.1	24.1
Volume/Cap:	0.09	0.50	0.50	0.50	0.44	0.44	0.44	0.30	0.30	0.24	0.24	0.44
Uniform Del:	43.5	31.5	31.5	36.7	23.5	23.5	35.4	34.4	34.4	30.6	30.6	32.2
IncrementDel:	0.3	0.4	0.4	1.2	0.2	0.2	0.5	0.2	0.2	0.1	0.1	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	43.8	31.9	31.9	37.9	23.7	23.7	35.9	34.5	34.5	30.7	30.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	31.9	31.9	37.9	23.7	23.7	35.9	34.5	34.5	30.7	30.7	32.7
LOS by Move:	D	C	C	D+	C	C	D+	C-	C-	C	C	C-
HCM2k95thQ:	1	12	12	9	13	13	9	6	6	6	6	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #6: Milpitas Blvd/Yosemite Dr

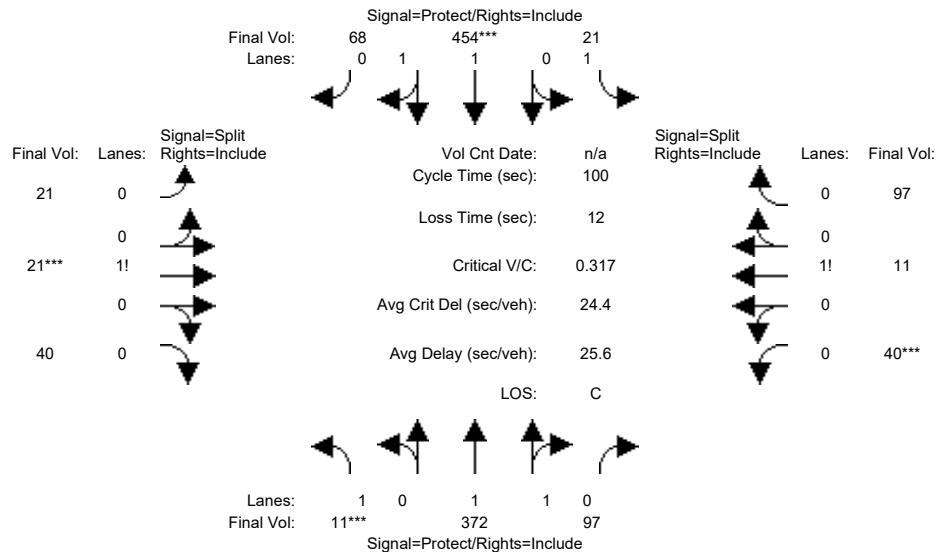


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	382	99	161	424	181	154	52	52	52	52	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	382	99	161	424	181	154	52	52	52	52	190
Added Vol:	0	46	13	0	51	4	3	1	0	14	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	428	112	161	475	185	157	53	52	66	54	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	428	112	161	475	185	157	53	52	66	54	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	428	112	161	475	185	157	53	52	66	54	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	428	112	161	475	185	157	53	52	66	54	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.57	0.43	1.00	1.42	0.58	1.00	0.50	0.50	0.55	0.45	1.00
Final Sat.:	1750	2932	767	1750	2662	1037	1800	909	891	990	810	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.18	0.18	0.09	0.06	0.06	0.07	0.07	0.11
Crit Moves:	****			****			****					****
Green Time:	7.0	28.2	28.2	17.8	38.9	38.9	19.0	19.0	19.0	23.0	23.0	23.0
Volume/Cap:	0.09	0.52	0.52	0.52	0.46	0.46	0.46	0.31	0.31	0.29	0.29	0.46
Uniform Del:	43.5	30.2	30.2	37.2	22.7	22.7	35.9	34.8	34.8	31.7	31.7	33.1
IncrementDel:	0.3	0.5	0.5	1.5	0.2	0.2	0.6	0.2	0.2	0.2	0.2	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	43.8	30.7	30.7	38.8	22.9	22.9	36.5	35.0	35.0	31.9	31.9	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	30.7	30.7	38.8	22.9	22.9	36.5	35.0	35.0	31.9	31.9	33.6
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	D+	C	C	C-
HCM2k95thQ:	1	13	13	9	14	14	10	6	6	7	7	11

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

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

Intersection #7: Milpitas Blvd/Ames Ave

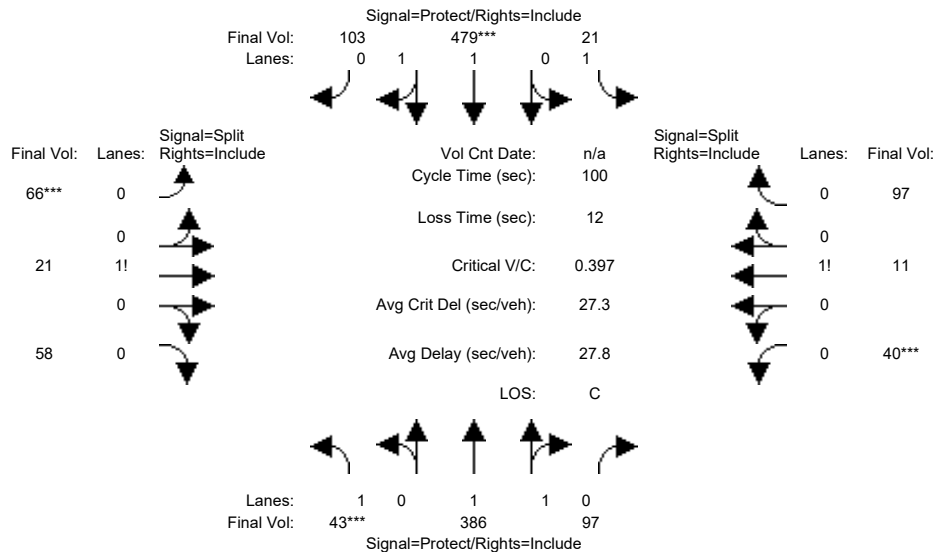


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	372	97	21	454	68	21	21	40	40	11	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	372	97	21	454	68	21	21	40	40	11	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	372	97	21	454	68	21	21	40	40	11	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	372	97	21	454	68	21	21	40	40	11	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	372	97	21	454	68	21	21	40	40	11	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	372	97	21	454	68	21	21	40	40	11	97
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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.57	0.43	1.00	1.73	0.27	0.25	0.26	0.49	0.27	0.07	0.66
Final Sat.:	1750	2934	765	1750	3218	482	448	448	854	473	130	1147
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.01	0.14	0.14	0.05	0.05	0.05	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	31.5	31.5	17.4	41.9	41.9	13.9	13.9	13.9	25.1	25.1	25.1
Volume/Cap:	0.09	0.40	0.40	0.07	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Uniform Del:	43.5	26.8	26.8	34.5	19.6	19.6	38.9	38.9	38.9	30.6	30.6	30.6
IncrementDel:	0.3	0.2	0.2	0.1	0.1	0.1	0.8	0.8	0.8	0.5	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	43.8	27.1	27.1	34.6	19.8	19.8	39.7	39.7	39.7	31.1	31.1	31.1
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:	43.8	27.1	27.1	34.6	19.8	19.8	39.7	39.7	39.7	31.1	31.1	31.1
LOS by Move:	D	C	C	C-	B-	B-	D	D	D	C	C	C
HCM2k95thQ:	1	11	11	1	10	10	6	6	6	8	8	8

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #7: Milpitas Blvd/Ames Ave

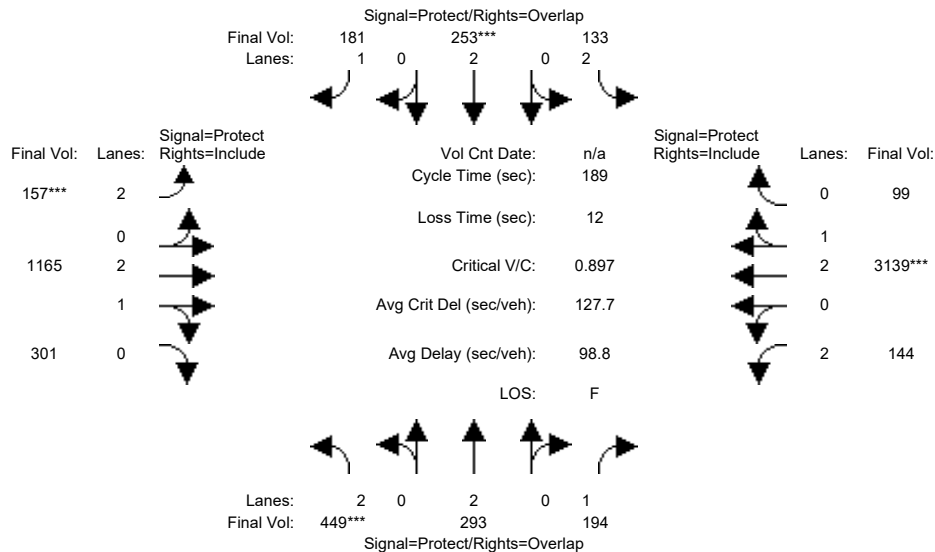


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	372	97	21	454	68	21	21	40	40	11	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	372	97	21	454	68	21	21	40	40	11	97
Added Vol:	32	14	0	0	25	35	45	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	386	97	21	479	103	66	21	58	40	11	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	386	97	21	479	103	66	21	58	40	11	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	386	97	21	479	103	66	21	58	40	11	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	386	97	21	479	103	66	21	58	40	11	97
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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.59	0.41	1.00	1.64	0.36	0.46	0.14	0.40	0.27	0.07	0.66
Final Sat.:	1750	2956	743	1750	3045	655	797	253	700	473	130	1147
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.01	0.16	0.16	0.08	0.08	0.08	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	30.1	30.1	16.1	39.2	39.2	20.7	20.7	20.7	21.1	21.1	21.1
Volume/Cap:	0.35	0.43	0.43	0.07	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Uniform Del:	44.3	28.1	28.1	35.6	21.9	21.9	34.3	34.3	34.3	34.0	34.0	34.0
IncrementDel:	1.7	0.3	0.3	0.1	0.2	0.2	0.7	0.7	0.7	0.7	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	46.1	28.4	28.4	35.7	22.1	22.1	35.0	35.0	35.0	34.7	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	28.4	28.4	35.7	22.1	22.1	35.0	35.0	35.0	34.7	34.7	34.7
LOS by Move:	D	C	C	D+	C+	C+	D+	D+	D+	C-	C-	C-
HCM2k95thQ:	3	11	11	1	12	12	9	9	9	9	9	9

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

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

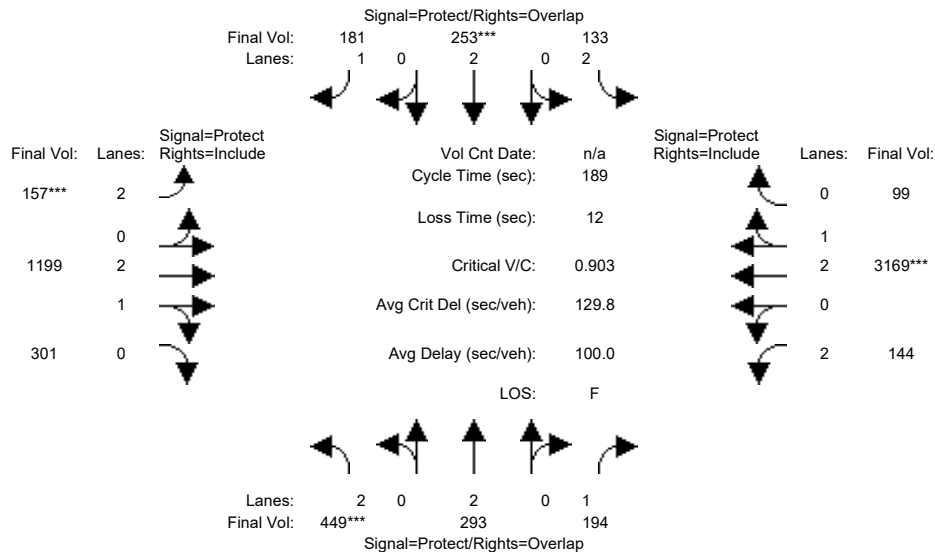
Intersection #8: Main St/Montague Expy



Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	449	293	194	133	253	181	157	1165	301	144	3139	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	293	194	133	253	181	157	1165	301	144	3139	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	293	194	133	253	181	157	1165	301	144	3139	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	293	194	133	253	181	157	1165	301	144	3139	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	293	194	133	253	181	157	1165	301	144	3139	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	449	293	194	133	253	181	157	1165	301	144	3139	99
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	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.36	0.64	2.00	2.90	0.10
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4449	1149	3150	5429	171
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.11	0.04	0.07	0.10	0.05	0.26	0.26	0.05	0.58	0.58
Crit Moves:	****			****			****			****		
Green Time:	15.8	27.1	39.7	18.1	29.4	53.5	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	1.71	0.54	0.53	0.44	0.43	0.37	0.39	0.42	0.42	0.69	1.02	1.02
Uniform Del:	82.5	71.6	63.2	76.9	68.8	51.6	72.1	16.9	16.9	82.2	39.0	39.0
IncrementDel:	335.4	1.1	1.4	1.0	0.5	0.5	0.6	0.1	0.1	9.1	21.4	21.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.05	1.87	1.87
Delay/Veh:	417.9	72.6	64.6	77.9	69.3	52.0	79.7	36.0	36.0	95.2	94.4	94.4
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:	417.9	72.6	64.6	77.9	69.3	52.0	79.7	36.0	36.0	95.2	94.4	94.4
LOS by Move:	F	E	E	E-	E	D-	E-	D+	D+	F	F	F
HCM2k95thQ:	48	15	19	9	12	16	10	37	37	9	101	101
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #8: Main St/Montague Expy

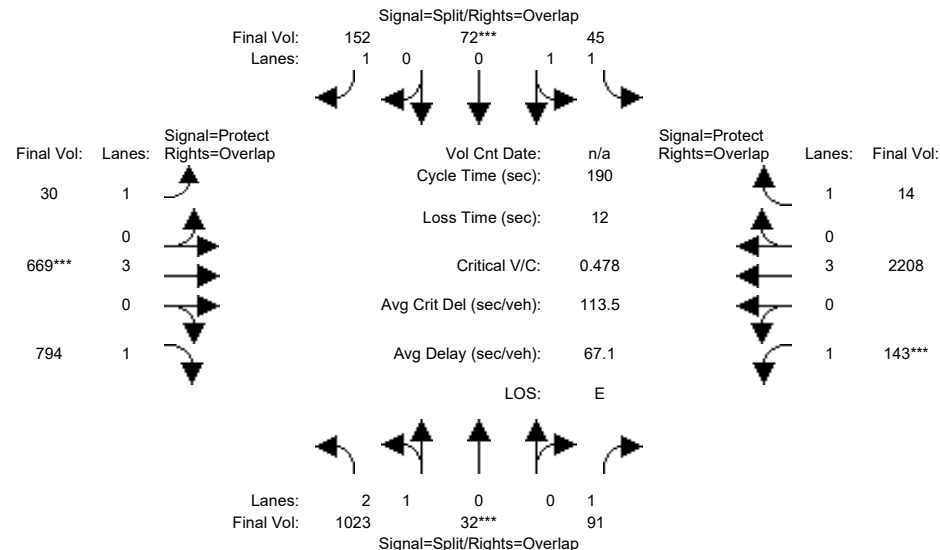


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	449	293	194	133	253	181	157	1165	301	144	3139	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	293	194	133	253	181	157	1165	301	144	3139	99
Added Vol:	0	0	0	0	0	0	0	34	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	293	194	133	253	181	157	1199	301	144	3169	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	293	194	133	253	181	157	1199	301	144	3169	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	293	194	133	253	181	157	1199	301	144	3169	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	449	293	194	133	253	181	157	1199	301	144	3169	99
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	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.38	0.62	2.00	2.91	0.09
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4475	1123	3150	5430	170
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.11	0.04	0.07	0.10	0.05	0.27	0.27	0.05	0.58	0.58
Crit Moves:	****			****			****			****		
Green Time:	15.8	27.1	39.7	18.1	29.4	53.5	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	1.71	0.54	0.53	0.44	0.43	0.37	0.39	0.43	0.43	0.69	1.03	1.03
Uniform Del:	82.5	71.6	63.2	76.9	68.8	51.6	72.1	17.0	17.0	82.2	39.0	39.0
IncrementDel:	335.4	1.1	1.4	1.0	0.5	0.5	0.6	0.1	0.1	9.1	24.3	24.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.05	1.87	1.87
Delay/Veh:	417.9	72.6	64.6	77.9	69.3	52.0	79.7	36.3	36.3	95.2	97.3	97.3
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:	417.9	72.6	64.6	77.9	69.3	52.0	79.7	36.3	36.3	95.2	97.3	97.3
LOS by Move:	F	E	E	E-	E	D-	E-	D+	D+	F	F	F
HCM2k95thQ:	48	15	19	9	12	16	10	38	38	9	103	103

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

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

Intersection #9: Trade Zone Blvd/Montague Expy

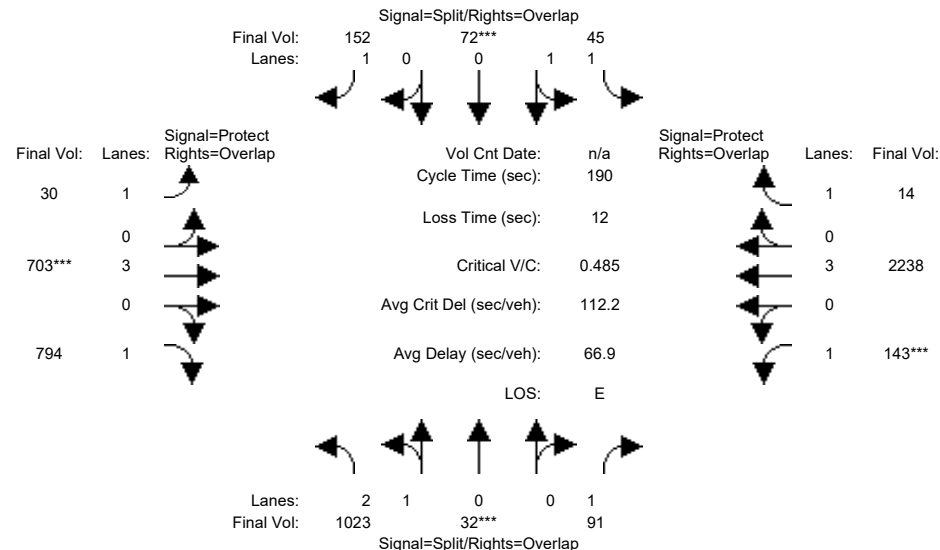


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1023	32	91	45	72	152	30	669	794	143	2208	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:	1023	32	91	45	72	152	30	669	794	143	2208	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:	1023	32	91	45	72	152	30	669	794	143	2208	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:	1023	32	91	45	72	152	30	669	794	143	2208	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1023	32	91	45	72	152	30	669	794	143	2208	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 Volume:	1023	32	91	45	72	152	30	669	794	143	2208	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4799	150	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.03	0.04	0.09	0.02	0.12	0.45	0.08	0.39	0.01
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	1.17	1.17	0.16	0.27	0.40	0.49	0.20	0.22	0.64	0.61	0.67	0.01
Uniform Del:	83.0	83.0	50.2	85.6	86.7	75.2	86.7	25.2	15.2	83.1	29.0	10.8
IncrementDel:	88.2	88.2	0.1	0.4	0.9	1.2	0.7	0.0	1.1	4.8	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.57
Delay/Veh:	171.2	171	50.3	85.9	87.6	76.4	87.4	32.3	26.9	87.9	40.0	17.0
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:	171.2	171	50.3	85.9	87.6	76.4	87.4	32.3	26.9	87.9	40.0	17.0
LOS by Move:	F	F	D	F	F	E-	F	C-	C	F	D	B
HCM2k95thQ:	55	55	8	6	9	17	4	17	61	17	57	1

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #9: Trade Zone Blvd/Montague Expy

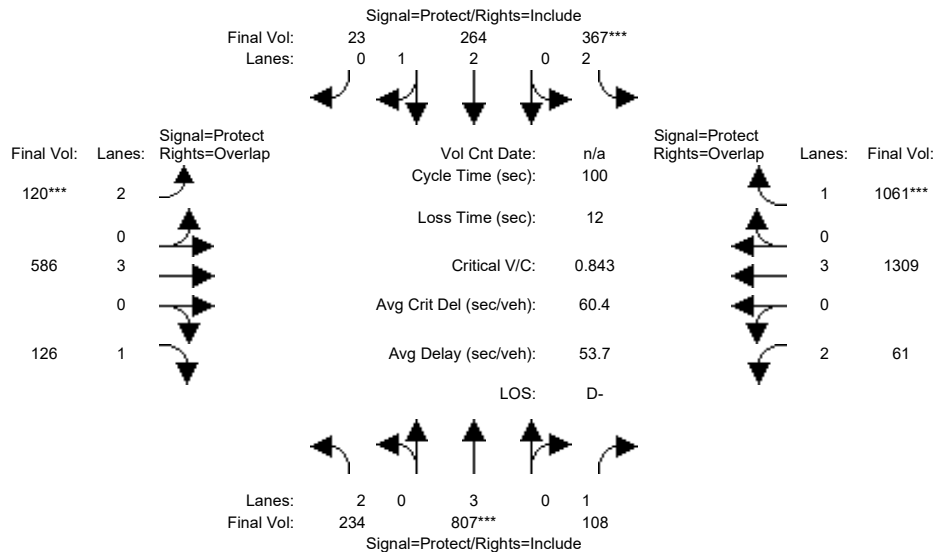


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1023	32	91	45	72	152	30	669	794	143	2208	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:	1023	32	91	45	72	152	30	669	794	143	2208	14
Added Vol:	0	0	0	0	0	0	0	34	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1023	32	91	45	72	152	30	703	794	143	2238	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:	1023	32	91	45	72	152	30	703	794	143	2238	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1023	32	91	45	72	152	30	703	794	143	2238	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 Volume:	1023	32	91	45	72	152	30	703	794	143	2238	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4799	150	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.03	0.04	0.09	0.02	0.12	0.45	0.08	0.39	0.01
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	1.17	1.17	0.16	0.27	0.40	0.49	0.20	0.23	0.64	0.61	0.68	0.01
Uniform Del:	83.0	83.0	50.2	85.6	86.7	75.2	86.7	25.4	15.2	83.1	29.3	10.8
IncrementDel:	88.2	88.2	0.1	0.4	0.9	1.2	0.7	0.0	1.1	4.8	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.57
Delay/Veh:	171.2	171	50.3	85.9	87.6	76.4	87.4	32.6	26.9	87.9	40.4	17.0
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:	171.2	171	50.3	85.9	87.6	76.4	87.4	32.6	26.9	87.9	40.4	17.0
LOS by Move:	F	F	D	F	F	E-	F	C-	C	F	D	B
HCM2k95thQ:	55	55	8	6	9	17	4	18	61	17	58	1

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

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

Intersection #10: Great Mall Pkwy/Montague Expy

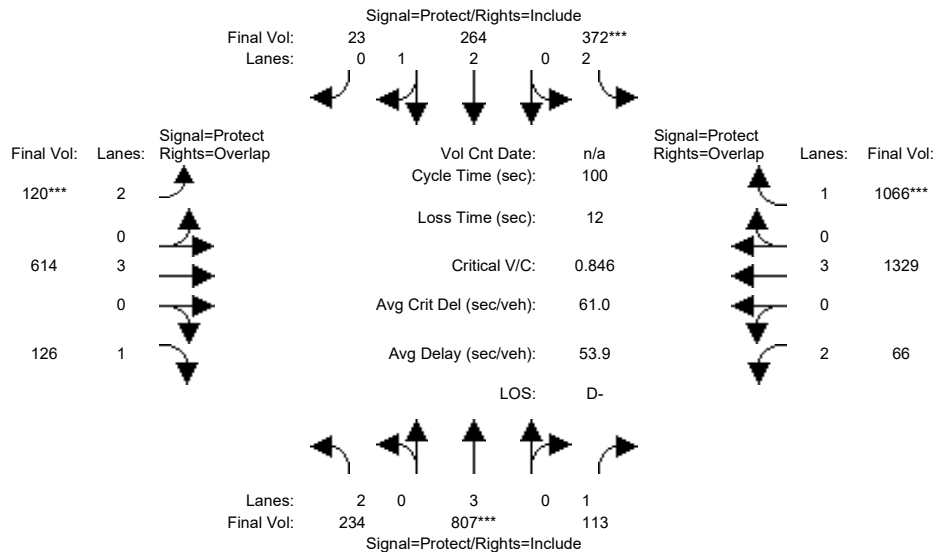


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	807	108	367	264	23	120	724	126	61	1983	1061
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	807	108	367	264	23	120	724	126	61	1983	1061
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	807	108	367	264	23	120	724	126	61	1983	1061
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	807	108	367	264	23	120	586	126	61	1309	1061
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	807	108	367	264	23	120	586	126	61	1309	1061
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	234	807	108	367	264	23	120	586	126	61	1309	1061
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5151	449	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.06	0.12	0.05	0.05	0.04	0.10	0.07	0.02	0.23	0.61
Crit Moves:	****			****			****			****		
Green Time:	6.7	19.7	19.7	19.1	32.0	32.0	13.5	43.3	50.0	11.2	41.0	60.1
Volume/Cap:	1.10	0.72	0.31	0.61	0.16	0.16	0.28	0.24	0.14	0.17	0.56	1.01
Uniform Del:	83.0	66.9	61.2	65.9	43.3	43.3	69.3	31.9	24.0	71.5	40.2	35.5
IncrementDel:	91.7	2.3	0.5	1.8	0.0	0.0	0.4	0.1	0.1	0.2	0.3	29.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.77	1.00	0.88	0.57
Delay/Veh:	174.7	69.2	61.7	67.8	43.4	43.4	69.6	27.4	18.5	71.7	35.8	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.7	69.2	61.7	67.8	43.4	43.4	69.6	27.4	18.5	71.7	35.8	50.2
LOS by Move:	F	E	E	E	D	D	E	C	B-	E	D+	D
HCM2k95thQ:	22	26	11	21	7	7	7	10	5	3	26	102

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

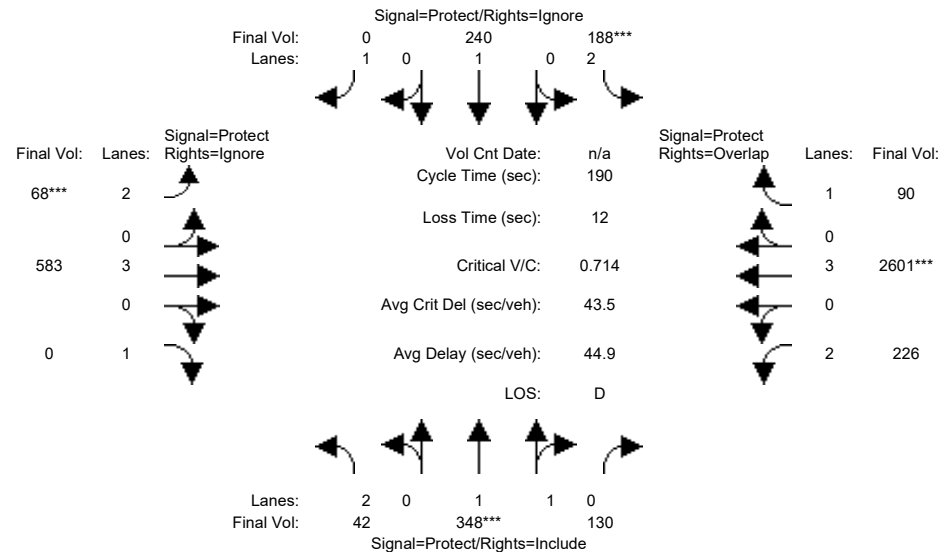
Intersection #10: Great Mall Pkwy/Montague Expy



Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	234	807	108	367	264	23	120	724	126	61	1983	1061
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	807	108	367	264	23	120	724	126	61	1983	1061
Added Vol:	0	0	5	5	0	0	0	34	0	5	30	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	807	113	372	264	23	120	758	126	66	2013	1066
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	807	113	372	264	23	120	614	126	66	1329	1066
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	807	113	372	264	23	120	614	126	66	1329	1066
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	234	807	113	372	264	23	120	614	126	66	1329	1066
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5151	449	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.06	0.12	0.05	0.05	0.04	0.11	0.07	0.02	0.23	0.61
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	6.7	19.7	19.7	19.1	32.0	32.0	13.5	43.3	50.0	11.2	41.0	60.1
Volume/Cap:	1.10	0.72	0.33	0.62	0.16	0.16	0.28	0.25	0.14	0.19	0.57	1.01
Uniform Del:	83.0	66.9	61.4	66.0	43.3	43.3	69.3	32.1	24.0	71.6	40.4	35.5
IncrementDel:	91.7	2.3	0.6	2.0	0.0	0.0	0.4	0.1	0.1	0.3	0.3	31.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.77	1.00	0.88	0.57
Delay/Veh:	174.7	69.2	62.0	68.0	43.4	43.4	69.6	27.6	18.5	71.9	36.0	51.4
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:	174.7	69.2	62.0	68.0	43.4	43.4	69.6	27.6	18.5	71.9	36.0	51.4
LOS by Move:	F	E	E	E	D	D	E	C	B-	E	D+	D-
HCM2k95thQ:	22	26	11	21	7	7	7	10	5	4	27	103
Note: Queue reported is the number of cars per lane.												

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

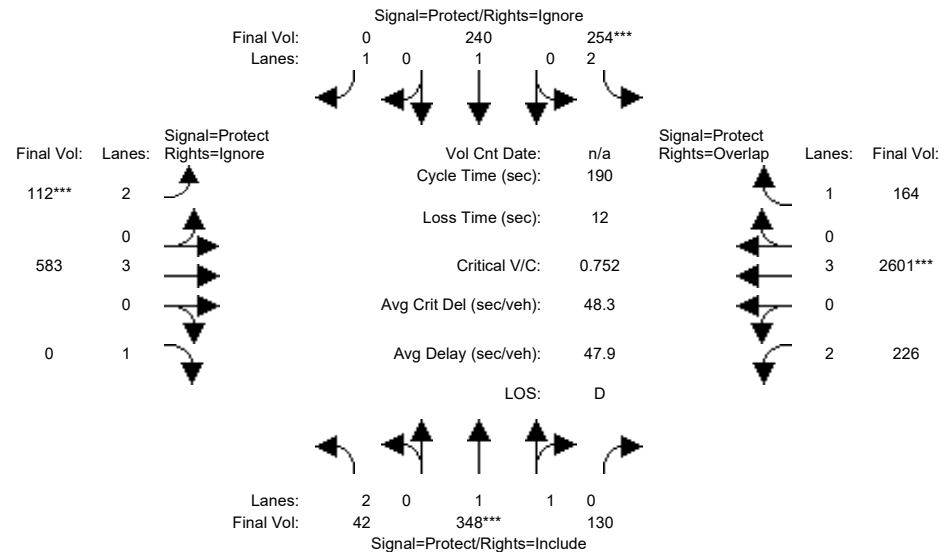
Intersection #11: Milpitas Blvd/Montague Expy



Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	348	130	188	240	213	68	583	44	226	3335	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	348	130	188	240	213	68	583	44	226	3335	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	348	130	188	240	213	68	583	44	226	3335	90
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	42	348	130	188	240	0	68	583	0	226	2601	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	348	130	188	240	0	68	583	0	226	2601	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	42	348	130	188	240	0	68	583	0	226	2601	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.44	0.56	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2693	1006	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.06	0.13	0.00	0.02	0.10	0.00	0.07	0.46	0.05
Crit Moves:	****			****			****			****		
Green Time:	11.7	34.0	34.0	15.7	38.0	0.0	7.4	75.0	0.0	52.6	120	135.9
Volume/Cap:	0.22	0.72	0.72	0.72	0.63	0.00	0.56	0.26	0.00	0.26	0.72	0.07
Uniform Del:	80.3	69.6	69.6	80.5	65.9	0.0	85.0	36.7	0.0	50.7	22.3	7.7
IncrementDel:	0.6	3.9	3.9	9.5	3.4	0.0	5.5	0.1	0.0	0.2	0.7	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.13	0.00	1.05	1.46	1.71
Delay/Veh:	80.9	73.5	73.5	90.0	69.3	0.0	90.5	41.7	0.0	53.3	33.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	73.5	73.5	90.0	69.3	0.0	90.5	41.7	0.0	53.3	33.4	13.2
LOS by Move:	F	E	E	F	E	A	F	D	A	D-	C-	B
HCM2k95thQ:	3	24	24	12	22	0	5	15	0	12	61	6
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near Term PP AM

Intersection #11: Milpitas Blvd/Montague Expy

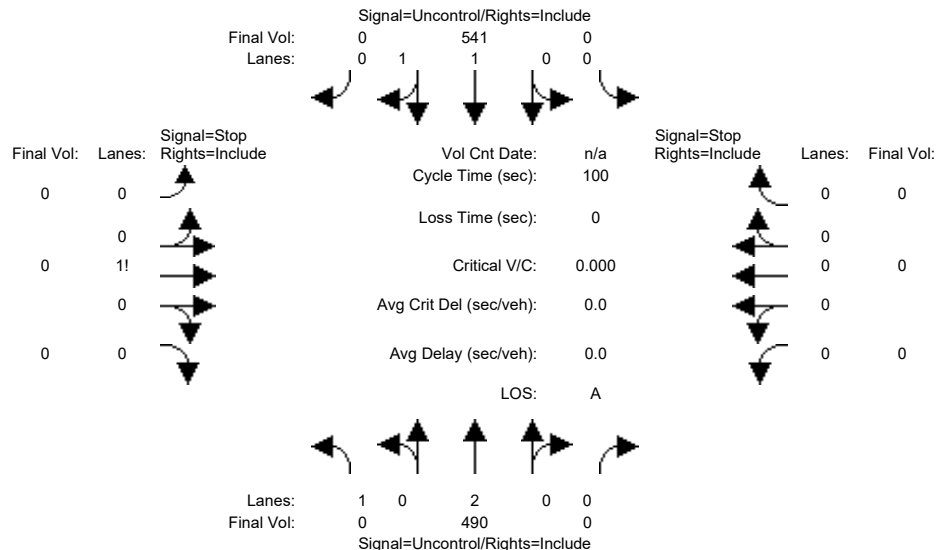


Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	348	130	188	240	213	68	583	44	226	3335	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	348	130	188	240	213	68	583	44	226	3335	90
Added Vol:	0	0	0	66	0	40	44	0	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	348	130	254	240	253	112	583	44	226	3335	164
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	42	348	130	254	240	0	112	583	0	226	2601	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	348	130	254	240	0	112	583	0	226	2601	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	42	348	130	254	240	0	112	583	0	226	2601	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.44	0.56	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2693	1006	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.08	0.13	0.00	0.04	0.10	0.00	0.07	0.46	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.5	32.7	32.7	20.4	40.5	0.0	9.0	73.1	0.0	51.2	115	135.7
Volume/Cap:	0.20	0.75	0.75	0.75	0.59	0.00	0.75	0.27	0.00	0.27	0.75	0.13
Uniform Del:	79.6	70.9	70.9	78.0	63.7	0.0	84.7	38.0	0.0	51.7	25.6	8.1
IncrementDel:	0.5	5.0	5.0	9.1	2.3	0.0	19.2	0.1	0.0	0.2	1.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.12	0.00	1.04	1.41	1.70
Delay/Veh:	80.1	75.9	75.9	87.2	66.1	0.0	103.9	42.7	0.0	54.2	37.0	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	75.9	75.9	87.2	66.1	0.0	103.9	42.7	0.0	54.2	37.0	13.9
LOS by Move:	F	E-	E-	F	E	A	F	D	A	D-	D+	B
HCM2k95thQ:	3	25	25	16	21	0	8	15	0	12	63	10

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

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name: S Milpitas Blvd						North Dwy										
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----					
Volume Module:																
Base Vol:	0	490	0	0	541	0	0	0	0	0	0	0	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	1.00	1.00	1.00	
Initial Bse:	0	490	0	0	541	0	0	0	0	0	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	490	0	0	541	0	0	0	0	0	0	0	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	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	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	490	0	0	541	0	0	0	0	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	490	0	0	541	0	0	0	0	0	0	0	0	0	0	
-----		-----			-----			-----			-----					
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
-----		-----			-----			-----			-----					
Capacity Module:																
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	786	1031	271	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	235	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	235	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	
-----		-----			-----			-----			-----					
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			xxxxxx				
ApproachLOS:	*				*				*			*			*	

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 490 0	0 541 0	0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 490 0	0 541 0	0 0 0	0 0 0 0
Major Street Volume:	1031			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	274			

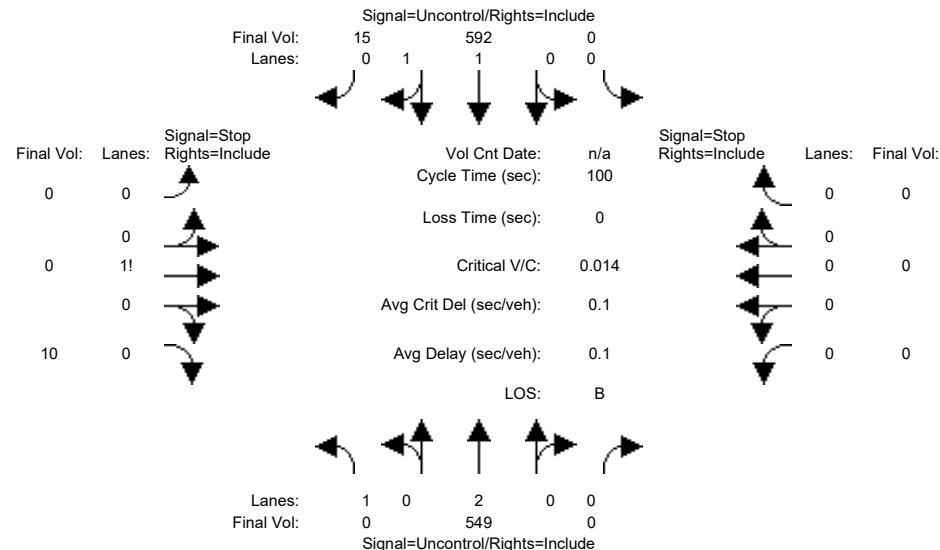
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term PP AM

Intersection #12: Milpitas Blvd/North Dwy



Street Name:	S Milpitas Blvd						North Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	490	0	0	541	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	490	0	0	541	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	59	0	0	51	15	0	0	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	549	0	0	592	15	0	0	10	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	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	549	0	0	592	15	0	0	10	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	549	0	0	592	15	0	0	10	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	304	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	699	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	699	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx					10.2			xxxxxx			
ApproachLOS:	*			*					B			*			

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 549 0	0 592 15	0 0 10	0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.2	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

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=3][total volume=1166]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 549 0	0 592 15	0 0 10	0 0 0

Major Street Volume: 1156

Minor Approach Volume: 10

Minor Approach Volume Threshold: 235

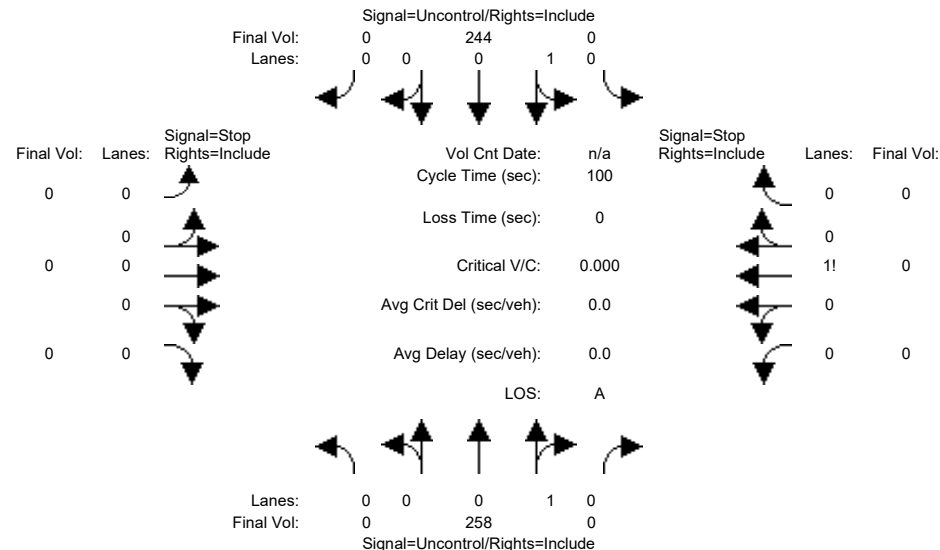
SIGNAL WARRANT DISCLAIMER

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr East Dwy											
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	258	0	0	244	0	0	0	0	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	258	0	0	244	0	0	0	0	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	258	0	0	244	0	0	0	0	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	258	0	0	244	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	258	0	0	244	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	502	502	258
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	533	474	786
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	533	474	786
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 258 0	0 244 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 258 0	0 244 0	0 0 0 0	0 0 0 0
Major Street Volume:	502			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	403			

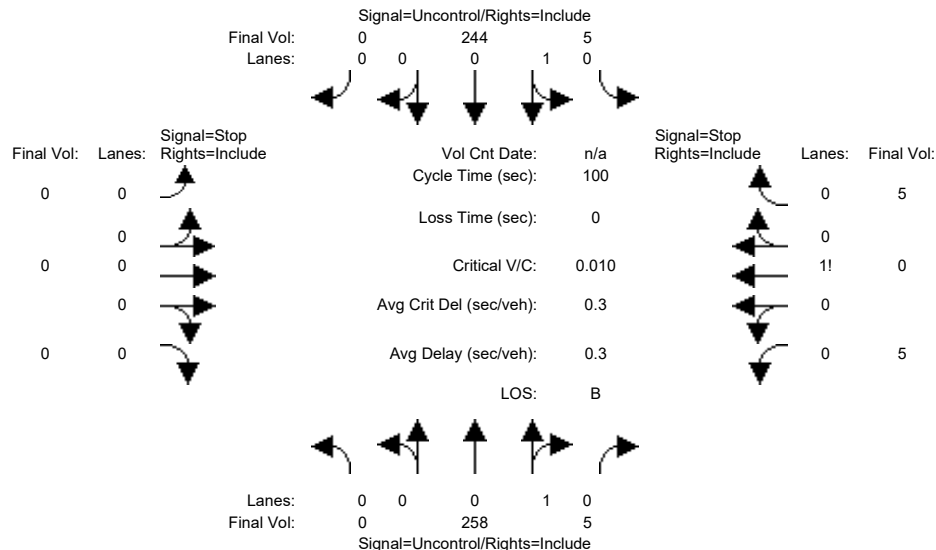
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term PP AM

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr East Dwy											
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	258	0	0	244	0	0	0	0	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	258	0	0	244	0	0	0	0	0	0	0
Added Vol:	0	0	5	5	0	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	258	5	5	244	0	0	0	0	5	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	258	5	5	244	0	0	0	0	5	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	258	5	5	244	0	0	0	0	5	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	263	xxxx	xxxxx	xxxx	xxxx	xxxxx	515	515	261
Potent Cap.:	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx	xxxx	xxxx	xxxxx	524	467	783
Move Cap.:	xxxx	xxxx	xxxxx	1313	xxxx	xxxxx	xxxx	xxxx	xxxxx	522	465	783
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control 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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	627	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 258 5	5 244 0	0 0 0 0	5 0 5
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.8

Approach[westbound][lanes=1][control=Stop Sign]

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=3][total volume=522]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 258 5	5 244 0	0 0 0 0	5 0 5

Major Street Volume: 512

Minor Approach Volume: 10

Minor Approach Volume Threshold: 398

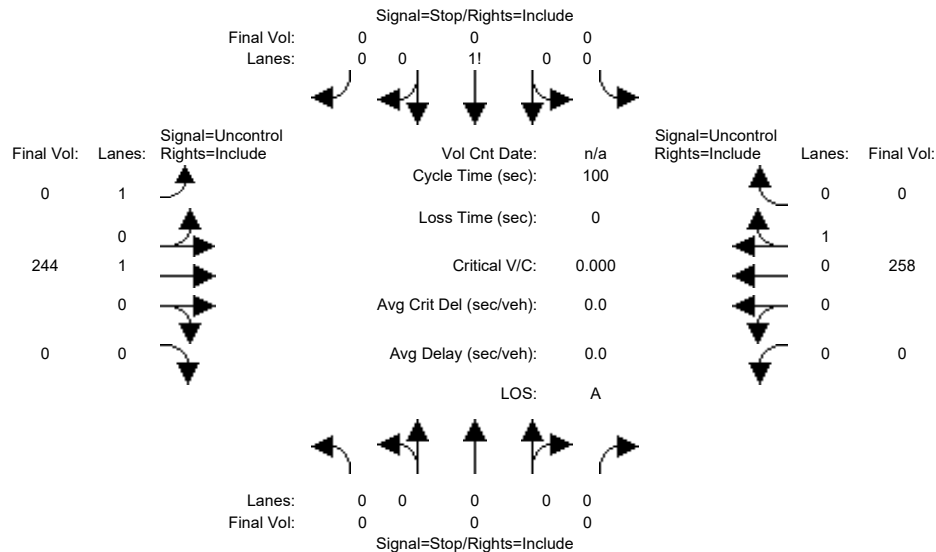
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	244	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	244	0	0	258	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	244	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	244	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	244	0	0	258	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	502	502	258	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	533	474	786	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	533	474	786	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	244		0		0	258		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	244	0	0	0	258	0	0	0	0	0
Major Street Volume:					502															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					522															

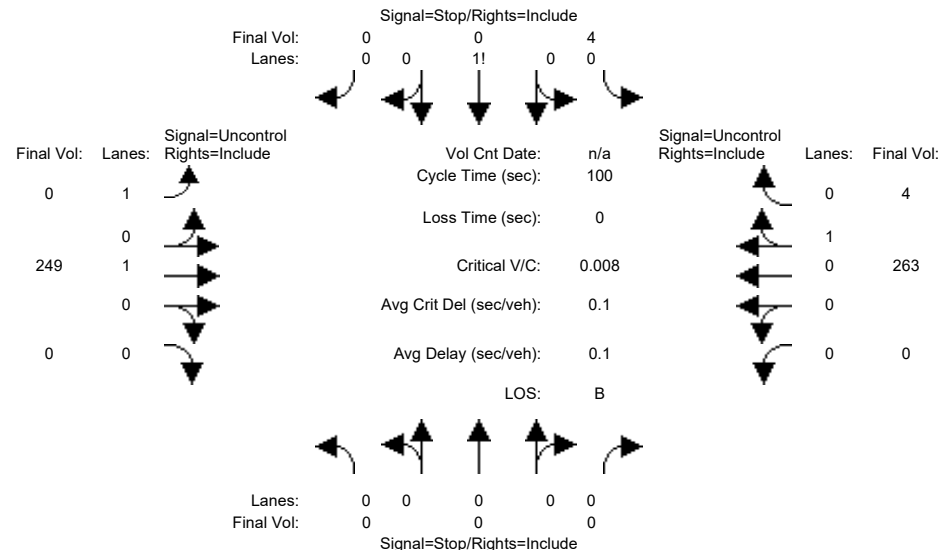
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term PP AM

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----			-----		
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	244	0	0	258	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	1.00		
Initial Bse:	0	0	0	0	0	0	0	244	0	0	258	0			
Added Vol:	0	0	0	4	0	0	0	5	0	0	5	4			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	4	0	0	0	249	0	0	263	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	1.00		
PHF Adj:	1.00	1.00	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	4	0	0	0	249	0	0	263	4			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	4	0	0	0	249	0	0	263	4			
-----	-----			-----			-----			-----			-----		
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
-----	-----			-----			-----			-----			-----		
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	514	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	524	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	524	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		
-----	-----			-----			-----			-----			-----		
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			11.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	4 0 0 0	0 249 0	0 263 4
ApproachDel:	xxxxxx	11.9	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=520]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	4 0 0 0	0 249 0	0 263 4

Major Street Volume: 516

Minor Approach Volume: 4

Minor Approach Volume Threshold: 513

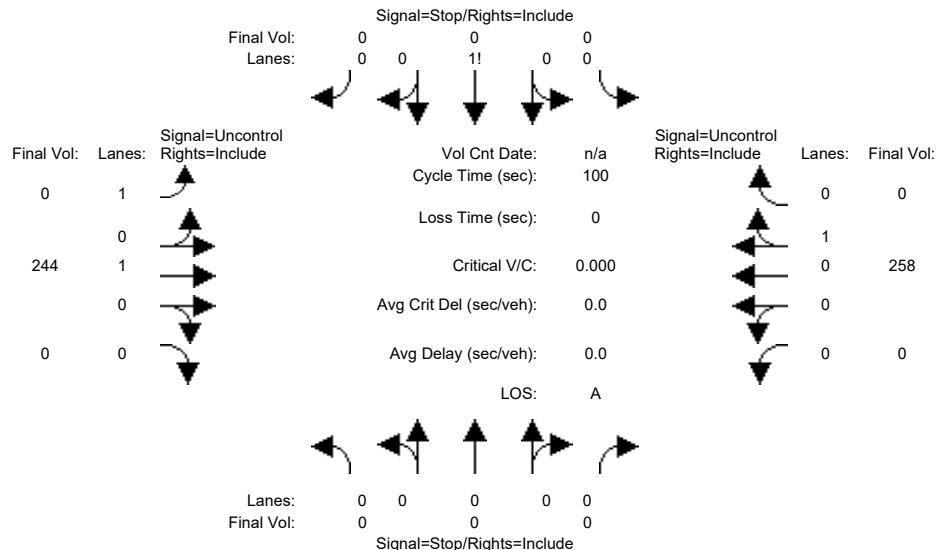
SIGNAL WARRANT DISCLAIMER

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	244	0	0	258	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	244	0	0	258	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	244	0	0	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	244	0	0	258	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	244	0	0	258	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	502	502	258	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	533	474	786	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	533	474	786	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	244		0		0	258		0	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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					Uncontrolled					Uncontrolled				
Lanes:	0 0 0 0 0					0 0 1! 0 0					1 0 1 0 0					0 0 1 0 0				
Initial Vol:	0 0 0					0 0 0					0 244 0					0 258 0				
----- ----- ----- ----- -----																				
Major Street Volume:						502														
Minor Approach Volume:						0														
Minor Approach Volume Threshold:						522														

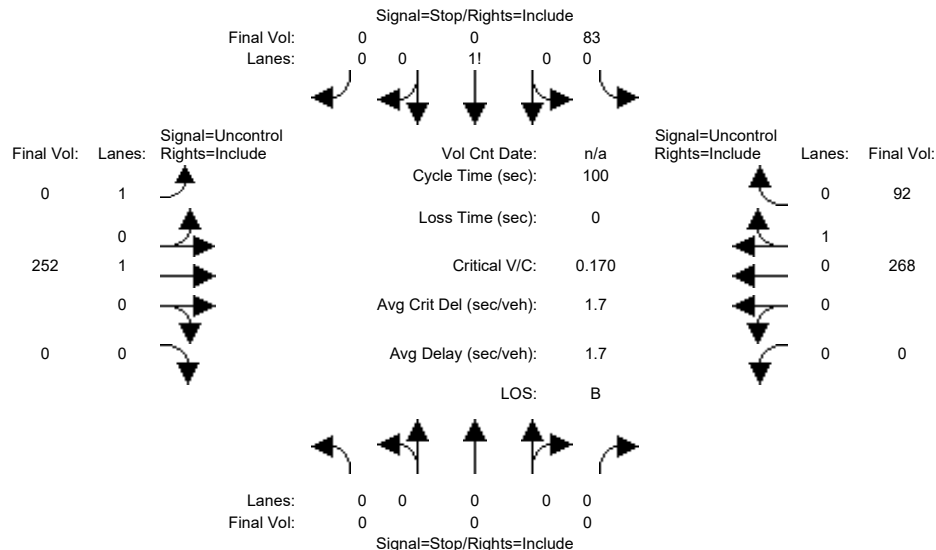
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term PP AM

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy			Gibraltar Dr		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Volume Module:						
Base Vol:	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0
Added Vol:	0	0	0	83	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	83	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	0
Reduct Vol:	0	0	0	0	0	0
FinalVolume:	0	0	0	83	0	0
Critical Gap Module:						
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Capacity Module:						
Cnflct Vol:	xxxx	xxxx	xxxxx	566	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	489	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	489	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:						
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.9	xxxxxx	xxxxxx
ApproachLOS:	*			B	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	83 0 0 0	0 252 0	0 268 92
ApproachDel:	xxxxxx	13.9	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=695]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	83 0 0 0	0 252 0	0 268 92

Major Street Volume: 612

Minor Approach Volume: 83

Minor Approach Volume Threshold: 454

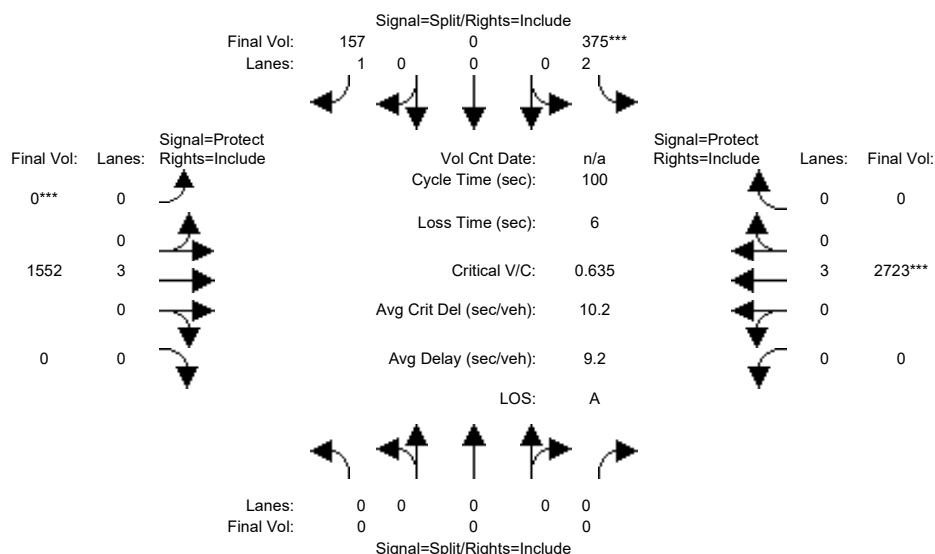
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

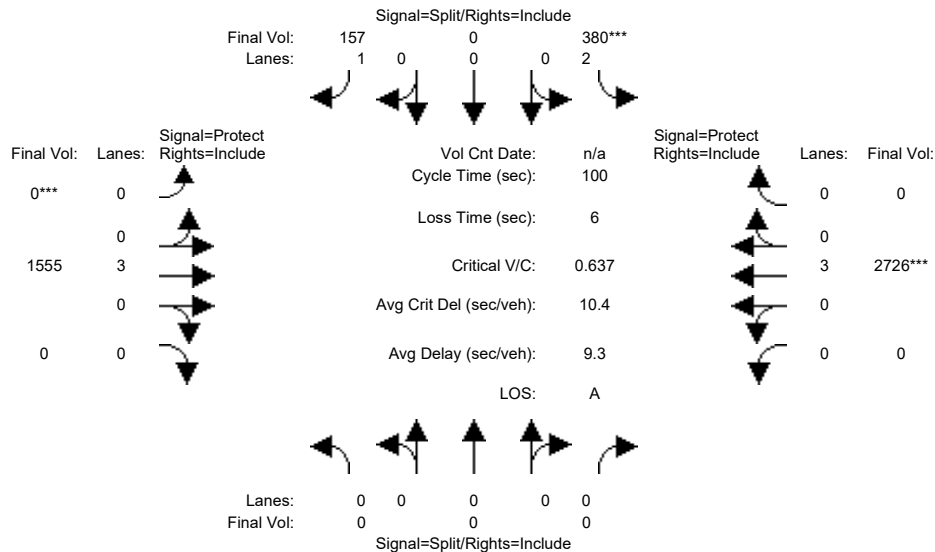
Intersection #1: I-880 SB Ramp/Calaveras Blvd



Street Name:	I-880 SB Ramp						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:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	375	0	157	0	1552	0	0	2723	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	375	0	157	0	1552	0	0	2723	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	375	0	157	0	1552	0	0	2723	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	375	0	157	0	1552	0	0	2723	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	375	0	157	0	1552	0	0	2723	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 Volume:	0	0	0	375	0	157	0	1552	0	0	2723	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.00	0.27	0.00	0.00	0.48	0.00
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	18.8	0.0	18.8	0.0	75.2	0.0	0.0	75.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.48	0.00	0.36	0.00	0.00	0.63	0.00
Uniform Del:	0.0	0.0	0.0	37.5	0.0	36.3	0.0	4.2	0.0	0.0	5.9	0.0
IncrementDel:	0.0	0.0	0.0	2.3	0.0	1.1	0.0	0.1	0.0	0.0	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	39.7	0.0	37.4	0.0	4.3	0.0	0.0	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.7	0.0	37.4	0.0	4.3	0.0	0.0	6.2	0.0
LOS by Move:	A	A	A	D	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	14	0	10	0	11	0	0	22	0
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #1: I-880 SB Ramp/Calaveras Blvd

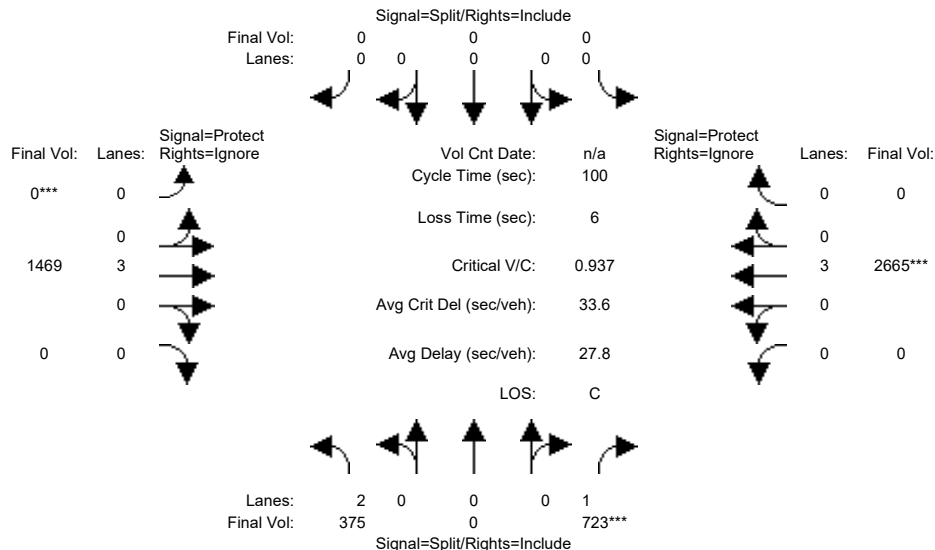


Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	375	0	157	0	1552	0	0	2723	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	375	0	157	0	1552	0	0	2723	0
Added Vol:	0	0	0	5	0	0	0	3	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	380	0	157	0	1555	0	0	2726	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	380	0	157	0	1555	0	0	2726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	380	0	157	0	1555	0	0	2726	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 Volume:	0	0	0	380	0	157	0	1555	0	0	2726	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.00	0.27	0.00	0.00	0.48	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	75.1	0.0	0.0	75.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.47	0.00	0.36	0.00	0.00	0.64	0.00
Uniform Del:	0.0	0.0	0.0	37.4	0.0	36.1	0.0	4.3	0.0	0.0	6.0	0.0
IncrementDel:	0.0	0.0	0.0	2.3	0.0	1.1	0.0	0.1	0.0	0.0	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	39.7	0.0	37.2	0.0	4.3	0.0	0.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.7	0.0	37.2	0.0	4.3	0.0	0.0	6.3	0.0
LOS by Move:	A	A	A	D	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	14	0	10	0	11	0	0	22	0

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

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

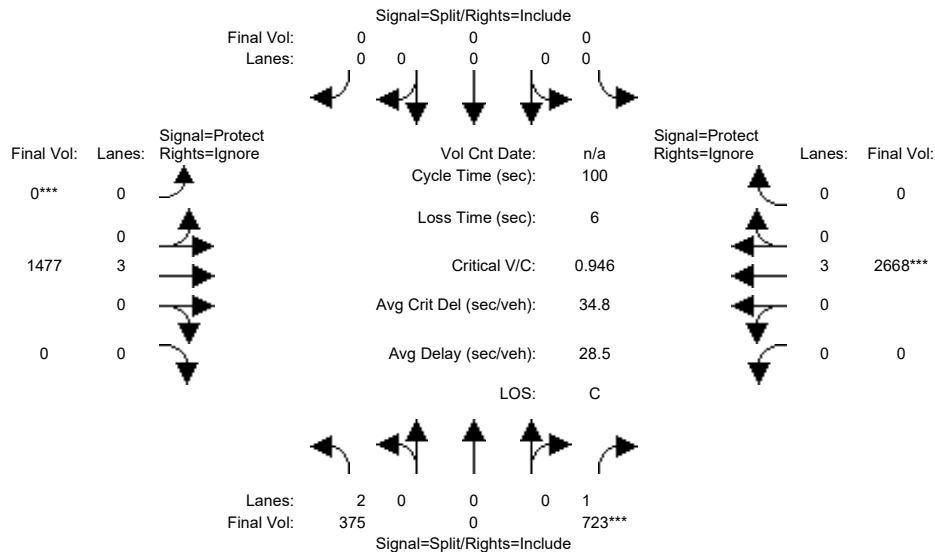


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	375	0	723	0	0	0	0	1469	0	0	2665	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:	375	0	723	0	0	0	0	1469	0	0	2665	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:	375	0	723	0	0	0	0	1469	0	0	2665	0
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:	375	0	723	0	0	0	0	1469	0	0	2665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	0	723	0	0	0	0	1469	0	0	2665	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	375	0	723	0	0	0	0	1469	0	0	2665	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.41	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.47	0.00
Crit Moves:	****						****			****		
Green Time:	44.1	0.0	44.1	0.0	0.0	0.0	0.0	49.9	0.0	0.0	49.9	0.0
Volume/Cap:	0.27	0.00	0.94	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.94	0.00
Uniform Del:	17.7	0.0	26.6	0.0	0.0	0.0	0.0	16.9	0.0	0.0	23.6	0.0
IncrementDel:	0.1	0.0	18.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	6.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	17.8	0.0	45.4	0.0	0.0	0.0	0.0	17.1	0.0	0.0	30.4	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:	17.8	0.0	45.4	0.0	0.0	0.0	0.0	17.1	0.0	0.0	30.4	0.0
LOS by Move:	B	A	D	A	A	A	A	B	A	A	C	A
HCM2k95thQ:	9	0	45	0	0	0	0	18	0	0	46	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #2: I-880 NB Ramps/Calaveras Blvd

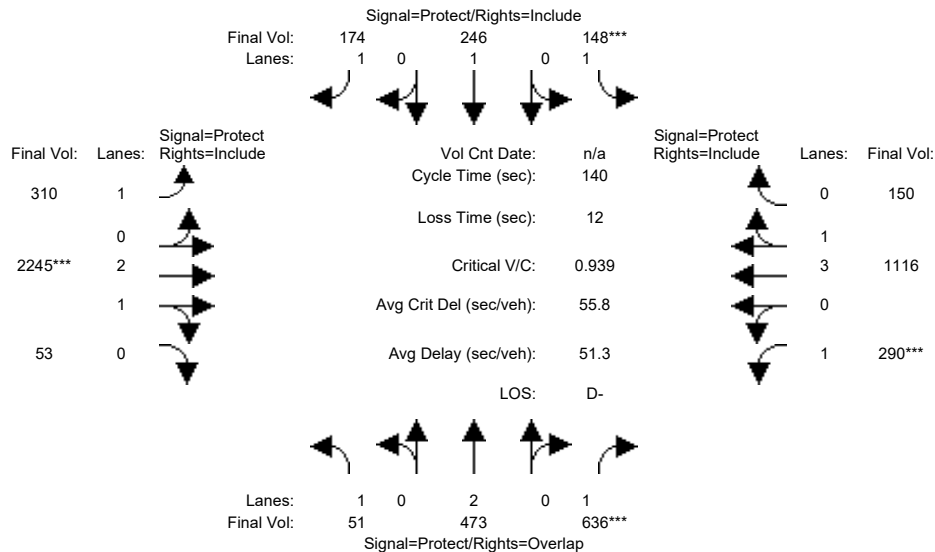


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	375	0	723	0	0	0	0	1469	0	0	2665	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:	375	0	723	0	0	0	0	1469	0	0	2665	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	375	0	723	0	0	0	0	1477	0	0	2668	6
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:	375	0	723	0	0	0	0	1477	0	0	2668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	0	723	0	0	0	0	1477	0	0	2668	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 Volume:	375	0	723	0	0	0	0	1477	0	0	2668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.41	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.48	0.00
Crit Moves:	****						****			****		
Green Time:	43.7	0.0	43.7	0.0	0.0	0.0	0.0	50.3	0.0	0.0	50.3	0.0
Volume/Cap:	0.27	0.00	0.95	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.95	0.00
Uniform Del:	18.0	0.0	27.0	0.0	0.0	0.0	0.0	16.6	0.0	0.0	23.5	0.0
IncrementDel:	0.1	0.0	20.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0	7.8	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	18.1	0.0	47.6	0.0	0.0	0.0	0.0	16.8	0.0	0.0	31.3	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:	18.1	0.0	47.6	0.0	0.0	0.0	0.0	16.8	0.0	0.0	31.3	0.0
LOS by Move:	B-	A	D	A	A	A	A	B	A	A	C	A
HCM2k95thQ:	9	0	46	0	0	0	0	18	0	0	47	0

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

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

Intersection #3: Abel St/Calaveras Blvd

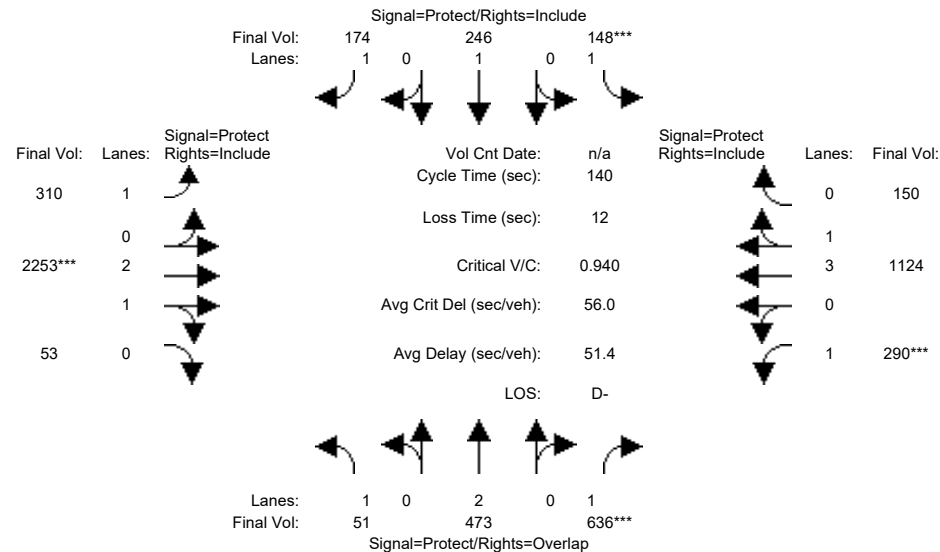


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	473	636	148	246	174	310	2245	53	290	1116	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	473	636	148	246	174	310	2245	53	290	1116	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	473	636	148	246	174	310	2245	53	290	1116	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	473	636	148	246	174	310	2245	53	290	1116	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	473	636	148	246	174	310	2245	53	290	1116	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	51	473	636	148	246	174	310	2245	53	290	1116	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	3.51	0.49
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5471	129	1750	6610	888
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.36	0.08	0.13	0.10	0.18	0.41	0.41	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.7	29.5	54.2	12.6	30.4	30.4	44.0	61.2	61.2	24.7	41.9	41.9
Volume/Cap:	0.35	0.59	0.94	0.94	0.60	0.46	0.56	0.94	0.94	0.94	0.56	0.56
Uniform Del:	60.5	49.8	41.3	63.3	49.3	47.7	40.0	37.6	37.6	56.9	41.3	41.3
IncrementDel:	1.4	1.2	20.9	53.6	2.4	0.9	1.4	7.9	7.9	35.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	62.0	51.0	62.2	116.9	51.7	48.5	41.4	45.5	45.5	92.2	41.7	41.7
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:	62.0	51.0	62.2	116.9	51.7	48.5	41.4	45.5	45.5	92.2	41.7	41.7
LOS by Move:	E	D-	E	F	D-	D	D	D	D	F	D	D
HCM2k95thQ:	5	18	52	19	18	14	21	55	55	25	20	20

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #3: Abel St/Calaveras Blvd

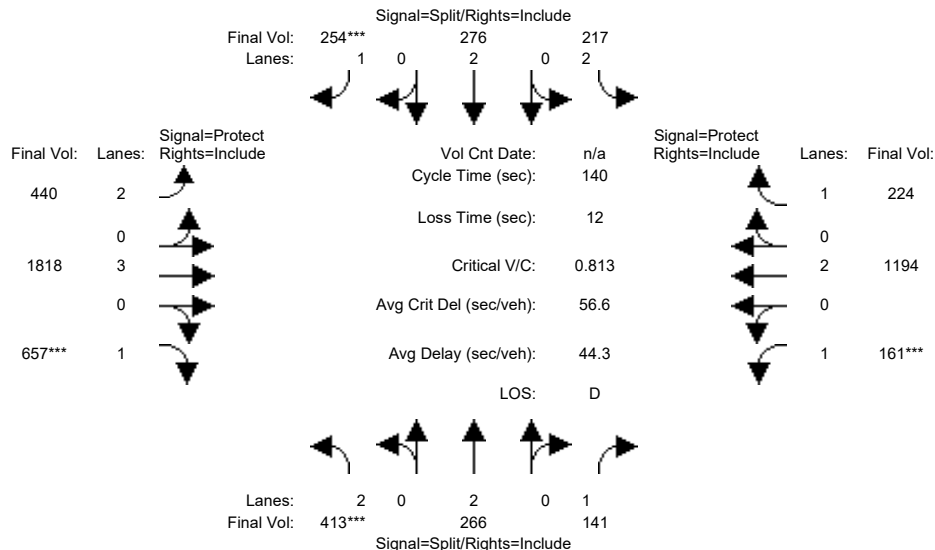


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	473	636	148	246	174	310	2245	53	290	1116	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	473	636	148	246	174	310	2245	53	290	1116	150
Added Vol:	0	0	0	0	0	0	0	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	473	636	148	246	174	310	2253	53	290	1124	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	473	636	148	246	174	310	2253	53	290	1124	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	473	636	148	246	174	310	2253	53	290	1124	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	51	473	636	148	246	174	310	2253	53	290	1124	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	3.51	0.49
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5471	129	1750	6615	883
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.36	0.08	0.13	0.10	0.18	0.41	0.41	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	11.7	29.4	54.1	12.6	30.3	30.3	43.9	61.3	61.3	24.7	42.1	42.1
Volume/Cap:	0.35	0.59	0.94	0.94	0.60	0.46	0.57	0.94	0.94	0.94	0.57	0.57
Uniform Del:	60.5	49.9	41.4	63.3	49.4	47.7	40.1	37.6	37.6	56.9	41.2	41.2
IncrementDel:	1.4	1.2	21.2	54.1	2.4	0.9	1.4	8.1	8.1	35.7	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	62.0	51.1	62.6	117.4	51.8	48.6	41.5	45.7	45.7	92.7	41.6	41.6
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:	62.0	51.1	62.6	117.4	51.8	48.6	41.5	45.7	45.7	92.7	41.6	41.6
LOS by Move:	E	D-	E	F	D-	D	D	D	D	F	D	D
HCM2k95thQ:	5	18	52	19	18	14	21	55	55	25	20	20

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

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

Intersection #4: Milpitas Blvd/Calaveres Blvd

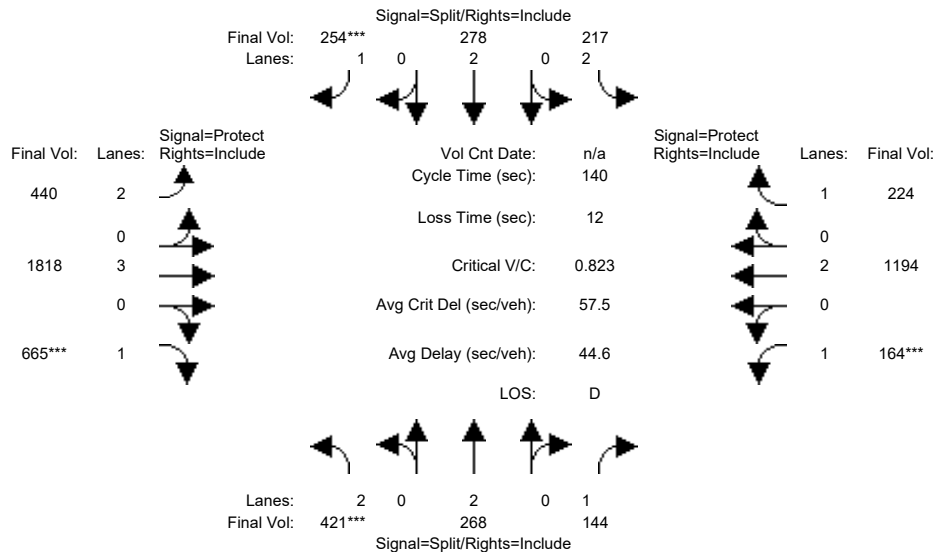


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	413	266	141	217	276	254	440	1818	657	161	1194	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	266	141	217	276	254	440	1818	657	161	1194	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	266	141	217	276	254	440	1818	657	161	1194	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	266	141	217	276	254	440	1818	657	161	1194	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	266	141	217	276	254	440	1818	657	161	1194	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	413	266	141	217	276	254	440	1818	657	161	1194	224
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	0.07	0.08	0.07	0.07	0.15	0.14	0.32	0.38	0.09	0.31	0.13
Crit Moves:	****					****			****	****		
Green Time:	22.6	22.6	22.6	25.0	25.0	25.0	24.8	64.6	64.6	15.8	55.7	55.7
Volume/Cap:	0.81	0.43	0.50	0.39	0.41	0.81	0.79	0.69	0.81	0.81	0.79	0.32
Uniform Del:	56.7	53.0	53.6	50.7	50.9	55.3	55.1	29.8	32.5	60.6	37.0	29.1
IncrementDel:	9.7	0.5	1.4	0.4	0.4	15.0	7.5	0.8	6.3	22.0	2.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	66.4	53.5	55.0	51.2	51.3	70.2	62.6	30.6	38.8	82.7	39.9	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	53.5	55.0	51.2	51.3	70.2	62.6	30.6	38.8	82.7	39.9	29.4
LOS by Move:	E	D-	D-	D-	D-	E	E	C	D+	F	D	C
HCM2k95thQ:	20	10	11	10	11	24	19	33	41	18	39	13

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #4: Milpitas Blvd/Calaveres Blvd

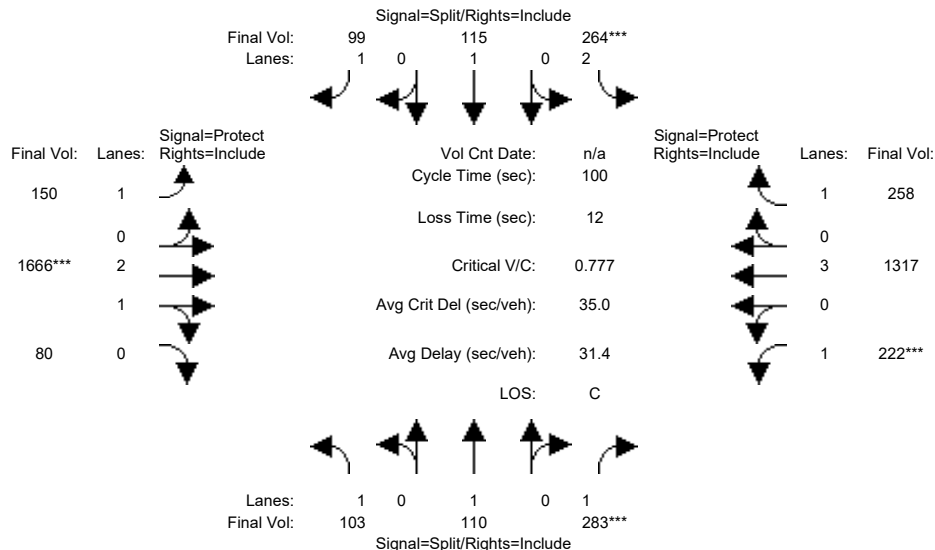


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	413	266	141	217	276	254	440	1818	657	161	1194	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	266	141	217	276	254	440	1818	657	161	1194	224
Added Vol:	8	2	3	0	2	0	0	0	8	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	268	144	217	278	254	440	1818	665	164	1194	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	268	144	217	278	254	440	1818	665	164	1194	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	268	144	217	278	254	440	1818	665	164	1194	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	421	268	144	217	278	254	440	1818	665	164	1194	224
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	0.07	0.08	0.07	0.07	0.15	0.14	0.32	0.38	0.09	0.31	0.13
Crit Moves:	****					****			****	****		
Green Time:	22.7	22.7	22.7	24.7	24.7	24.7	24.8	64.6	64.6	15.9	55.8	55.8
Volume/Cap:	0.82	0.43	0.51	0.39	0.41	0.82	0.79	0.69	0.82	0.82	0.79	0.32
Uniform Del:	56.7	52.8	53.5	51.0	51.2	55.6	55.1	29.8	32.7	60.7	36.9	29.1
IncrementDel:	10.4	0.5	1.5	0.5	0.4	16.2	7.4	0.8	6.8	23.3	2.9	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	67.1	53.3	55.0	51.5	51.7	71.7	62.5	30.6	39.6	84.0	39.8	29.3
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:	67.1	53.3	55.0	51.5	51.7	71.7	62.5	30.6	39.6	84.0	39.8	29.3
LOS by Move:	E	D-	E+	D-	D-	E	E	C	D	F	D	C
HCM2k95thQ:	20	10	12	10	11	24	19	33	42	18	39	13

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

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

Intersection #5: Hillview Dr/Calaveres Blvd

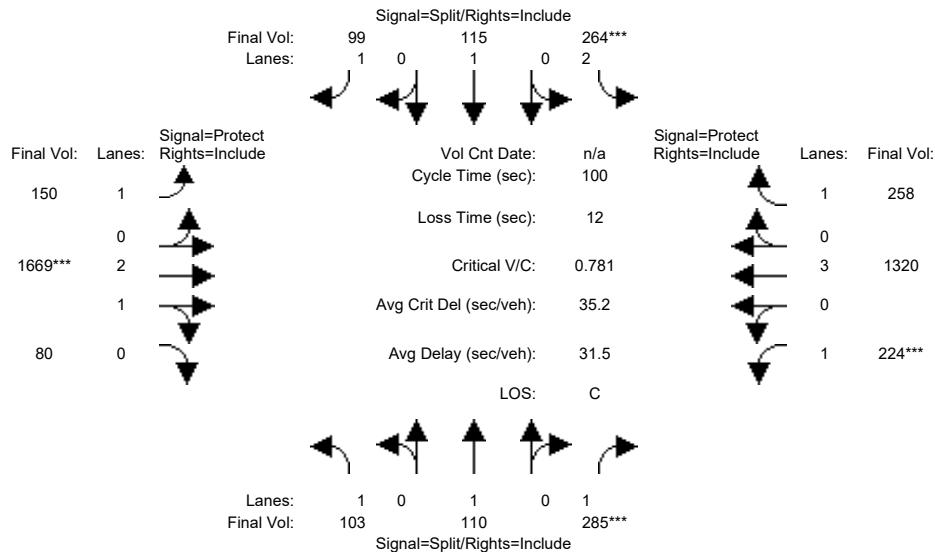


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	103	110	283	264	115	99	150	1666	80	222	1317	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	110	283	264	115	99	150	1666	80	222	1317	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	110	283	264	115	99	150	1666	80	222	1317	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	110	283	264	115	99	150	1666	80	222	1317	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	110	283	264	115	99	150	1666	80	222	1317	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	110	283	264	115	99	150	1666	80	222	1317	258
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5343	257	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.16	0.08	0.06	0.06	0.09	0.31	0.31	0.13	0.23	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.8	20.8	20.8	10.8	10.8	10.8	15.3	40.1	40.1	16.3	41.2	41.2
Volume/Cap:	0.28	0.28	0.78	0.78	0.56	0.52	0.56	0.78	0.78	0.78	0.56	0.36
Uniform Del:	33.3	33.3	37.4	43.4	42.4	42.2	39.3	26.1	26.1	40.1	22.5	20.3
IncrementDel:	0.4	0.4	10.2	10.8	3.5	2.7	2.7	1.8	1.8	12.7	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	33.8	33.7	47.6	54.3	45.9	44.9	42.0	27.8	27.8	52.8	22.8	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	33.7	47.6	54.3	45.9	44.9	42.0	27.8	27.8	52.8	22.8	20.6
LOS by Move:	C-	C-	D	D-	D	D	D	C	C	D-	C+	C+
HCM2k95thQ:	6	6	20	13	8	8	10	30	30	17	19	11

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #5: Hillview Dr/Calaveres Blvd

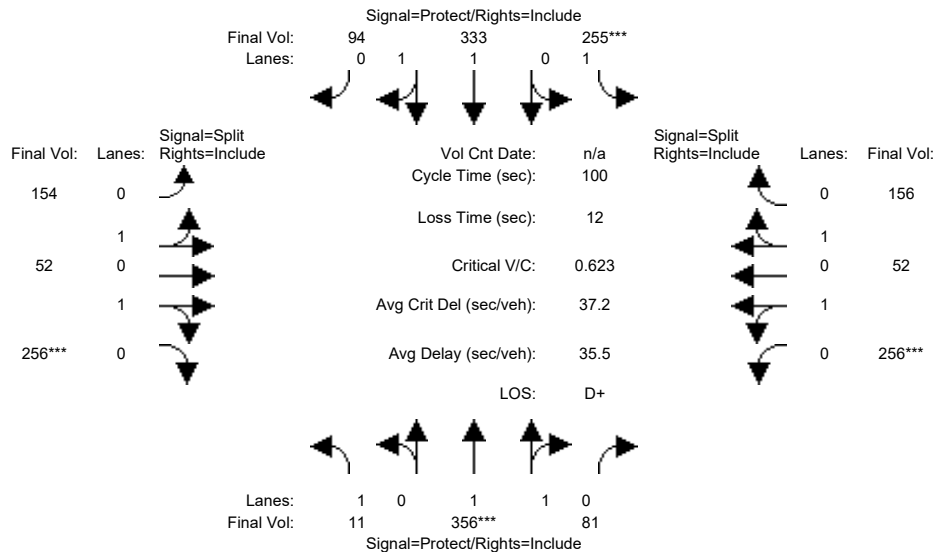


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	103	110	283	264	115	99	150	1666	80	222	1317	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	110	283	264	115	99	150	1666	80	222	1317	258
Added Vol:	0	0	2	0	0	0	0	3	0	2	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	110	285	264	115	99	150	1669	80	224	1320	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	110	285	264	115	99	150	1669	80	224	1320	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	110	285	264	115	99	150	1669	80	224	1320	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	103	110	285	264	115	99	150	1669	80	224	1320	258
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5344	256	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.16	0.08	0.06	0.06	0.09	0.31	0.31	0.13	0.23	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.9	20.9	20.9	10.7	10.7	10.7	15.2	40.0	40.0	16.4	41.2	41.2
Volume/Cap:	0.28	0.28	0.78	0.78	0.56	0.53	0.56	0.78	0.78	0.78	0.56	0.36
Uniform Del:	33.3	33.2	37.4	43.5	42.4	42.2	39.3	26.2	26.2	40.1	22.5	20.3
IncrementDel:	0.4	0.4	10.4	11.1	3.6	2.8	2.7	1.8	1.8	12.9	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	33.7	33.6	47.8	54.6	46.0	45.0	42.0	28.0	28.0	53.0	22.8	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	33.6	47.8	54.6	46.0	45.0	42.0	28.0	28.0	53.0	22.8	20.6
LOS by Move:	C-	C-	D	D-	D	D	D	C	C	D-	C+	C+
HCM2k95thQ:	6	6	20	13	8	8	10	30	30	17	19	11

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

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

Intersection #6: Milpitas Blvd/Yosemite Dr

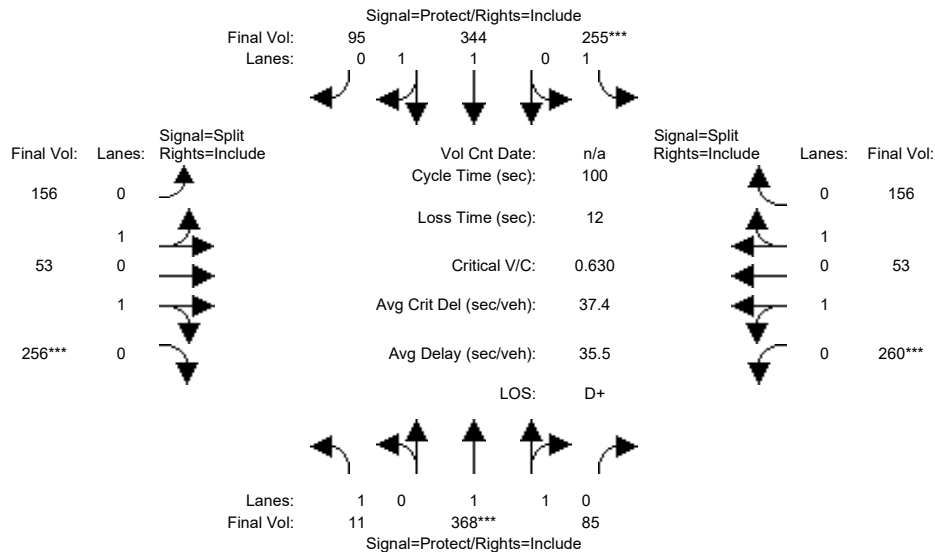


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	356	81	255	333	94	154	52	256	256	52	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	356	81	255	333	94	154	52	256	256	52	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	356	81	255	333	94	154	52	256	256	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:	11	356	81	255	333	94	154	52	256	256	52	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	356	81	255	333	94	154	52	256	256	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
FinalVolume:	11	356	81	255	333	94	154	52	256	256	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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.62	0.38	1.00	1.55	0.45	0.75	0.25	1.00	1.00	0.25	0.75
Final Sat.:	1750	3014	686	1750	2885	814	1346	454	1800	1800	450	1350
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.15	0.12	0.12	0.11	0.11	0.14	0.14	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	16.0	19.0	19.0	23.4	26.4	26.4	22.8	22.8	22.8	22.8	22.8	22.8
Volume/Cap:	0.04	0.62	0.62	0.62	0.44	0.44	0.50	0.50	0.62	0.62	0.51	0.51
Uniform Del:	35.5	37.2	37.2	34.4	30.7	30.7	33.6	33.6	34.7	34.7	33.7	33.7
IncrementDel:	0.1	1.8	1.8	3.0	0.3	0.3	0.4	0.4	1.7	1.6	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	35.6	39.0	39.0	37.3	31.0	31.0	34.1	34.1	36.4	36.4	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	39.0	39.0	37.3	31.0	31.0	34.1	34.1	36.4	36.4	34.1	34.1
LOS by Move:	D+	D+	D+	D+	C	C	C-	C-	D+	D+	C-	C-
HCM2k95thQ:	1	12	12	14	11	11	12	12	16	16	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #6: Milpitas Blvd/Yosemite Dr

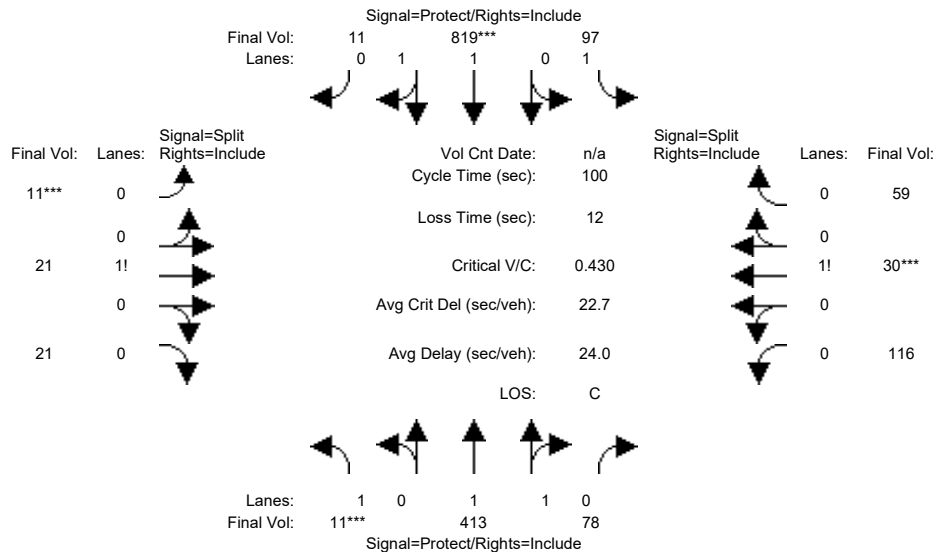


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	356	81	255	333	94	154	52	256	256	52	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	356	81	255	333	94	154	52	256	256	52	156
Added Vol:	0	12	4	0	11	1	2	1	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	368	85	255	344	95	156	53	256	260	53	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:	11	368	85	255	344	95	156	53	256	260	53	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	368	85	255	344	95	156	53	256	260	53	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	368	85	255	344	95	156	53	256	260	53	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	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.61	0.39	1.00	1.56	0.44	0.75	0.25	1.00	1.00	0.25	0.75
Final Sat.:	1750	3005	694	1750	2899	801	1344	456	1800	1800	456	1344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.15	0.12	0.12	0.12	0.12	0.14	0.14	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	15.8	19.4	19.4	23.1	26.8	26.8	22.6	22.6	22.6	22.9	22.9	22.9
Volume/Cap:	0.04	0.63	0.63	0.63	0.44	0.44	0.51	0.51	0.63	0.63	0.51	0.51
Uniform Del:	35.7	37.0	37.0	34.6	30.4	30.4	33.9	33.9	35.0	34.7	33.6	33.6
IncrementDel:	0.1	1.8	1.8	3.2	0.3	0.3	0.5	0.5	1.8	1.8	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	35.7	38.8	38.8	37.8	30.8	30.8	34.4	34.4	36.7	36.5	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	38.8	38.8	37.8	30.8	30.8	34.4	34.4	36.7	36.5	34.1	34.1
LOS by Move:	D+	D+	D+	D+	C	C	C-	C-	D+	D+	C-	C-
HCM2k95thQ:	1	13	13	14	11	11	12	12	16	16	12	12

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

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

Intersection #7: Milpitas Blvd/Ames Ave

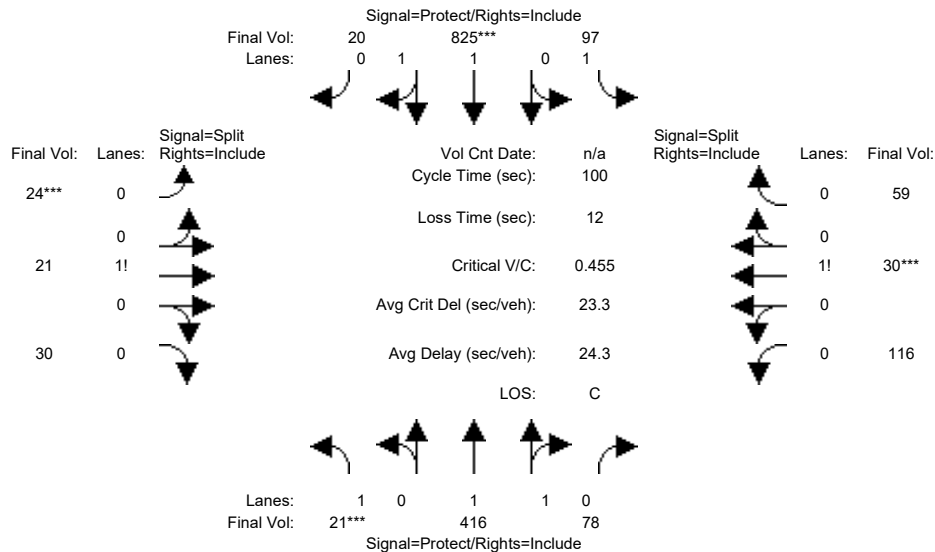


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	413	78	97	819	11	11	21	21	116	30	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	413	78	97	819	11	11	21	21	116	30	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	413	78	97	819	11	11	21	21	116	30	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	413	78	97	819	11	11	21	21	116	30	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	413	78	97	819	11	11	21	21	116	30	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	413	78	97	819	11	11	21	21	116	30	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.67	0.33	1.00	1.97	0.03	0.21	0.39	0.40	0.56	0.15	0.29
Final Sat.:	1750	3112	588	1750	3651	49	363	693	693	990	256	504
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.06	0.22	0.22	0.03	0.03	0.03	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	7.0	35.1	35.1	18.5	46.6	46.6	10.0	10.0	10.0	24.4	24.4	24.4
Volume/Cap:	0.09	0.38	0.38	0.30	0.48	0.48	0.30	0.30	0.30	0.48	0.48	0.48
Uniform Del:	43.5	24.3	24.3	35.1	18.4	18.4	41.8	41.8	41.8	32.4	32.4	32.4
IncrementDel:	0.3	0.2	0.2	0.5	0.2	0.2	1.0	1.0	1.0	0.9	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	43.8	24.5	24.5	35.7	18.6	18.6	42.7	42.7	42.7	33.3	33.3	33.3
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:	43.8	24.5	24.5	35.7	18.6	18.6	42.7	42.7	42.7	33.3	33.3	33.3
LOS by Move:	D	C	C	D+	B-	B-	D	D	D	C-	C-	C-
HCM2k95thQ:	1	11	11	5	16	16	4	4	4	12	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #7: Milpitas Blvd/Ames Ave

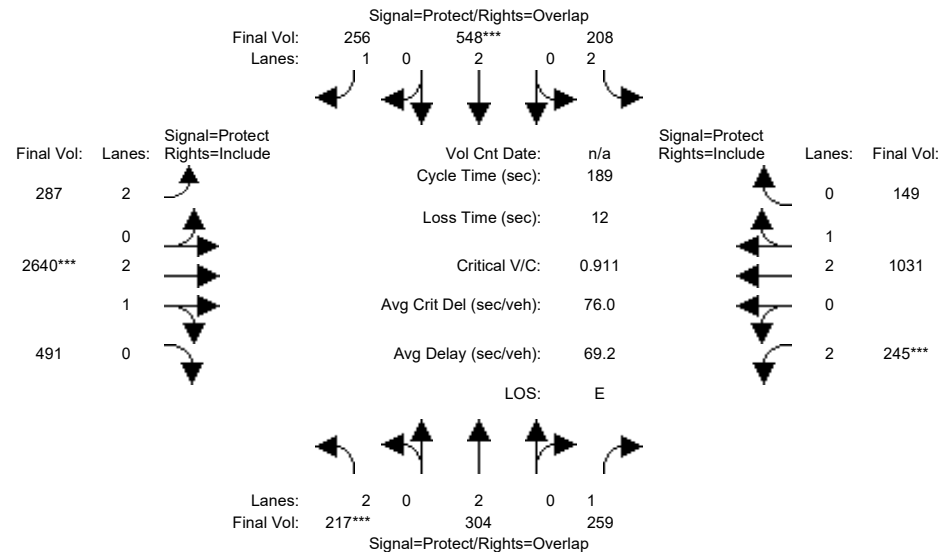


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	413	78	97	819	11	11	21	21	116	30	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	413	78	97	819	11	11	21	21	116	30	59
Added Vol:	10	3	0	0	6	9	13	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	416	78	97	825	20	24	21	30	116	30	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	416	78	97	825	20	24	21	30	116	30	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	416	78	97	825	20	24	21	30	116	30	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	416	78	97	825	20	24	21	30	116	30	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.68	0.32	1.00	1.95	0.05	0.32	0.28	0.40	0.56	0.15	0.29
Final Sat.:	1750	3115	584	1750	3612	88	560	490	700	990	256	504
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.06	0.23	0.23	0.04	0.04	0.04	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	7.0	35.4	35.4	18.5	46.9	46.9	10.0	10.0	10.0	24.1	24.1	24.1
Volume/Cap:	0.17	0.38	0.38	0.30	0.49	0.49	0.43	0.43	0.43	0.49	0.49	0.49
Uniform Del:	43.8	24.1	24.1	35.1	18.3	18.3	42.3	42.3	42.3	32.7	32.7	32.7
IncrementDel:	0.7	0.2	0.2	0.5	0.2	0.2	1.7	1.7	1.7	0.9	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	44.4	24.3	24.3	35.6	18.5	18.5	44.0	44.0	44.0	33.5	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:	44.4	24.3	24.3	35.6	18.5	18.5	44.0	44.0	44.0	33.5	33.5	33.5
LOS by Move:	D	C	C	D+	B-	B-	D	D	D	C-	C-	C-
HCM2k95thQ:	1	11	11	5	17	17	6	6	6	12	12	12

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

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

Intersection #8: Main St/Montague Expy

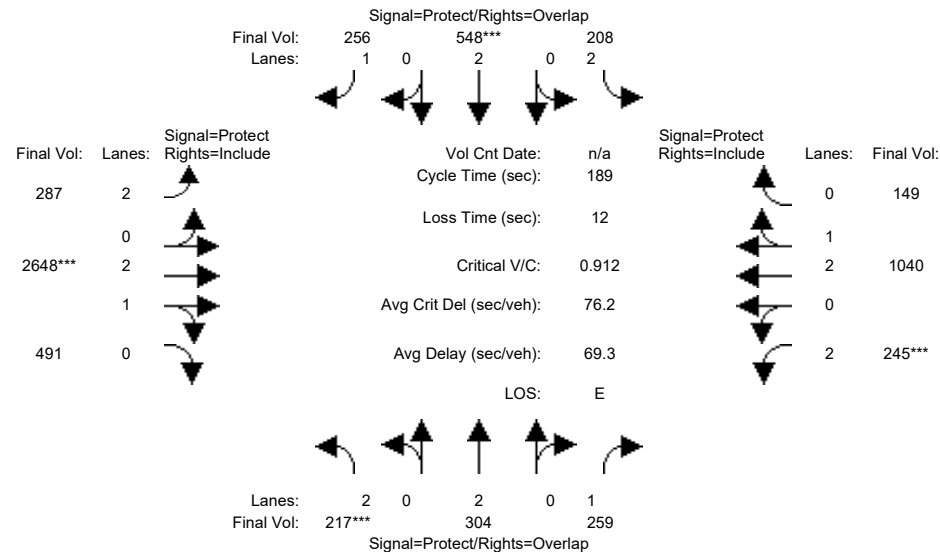


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	304	259	208	548	256	287	2640	491	245	1031	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	304	259	208	548	256	287	2640	491	245	1031	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	304	259	208	548	256	287	2640	491	245	1031	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	304	259	208	548	256	287	2640	491	245	1031	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	304	259	208	548	256	287	2640	491	245	1031	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	217	304	259	208	548	256	287	2640	491	245	1031	149
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	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4721	878	3150	4892	707
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.15	0.07	0.14	0.15	0.09	0.56	0.56	0.08	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	13.6	25.8	40.5	17.2	29.4	53.9	24.5	119	118.6	14.7	109	108.8
Volume/Cap:	0.95	0.59	0.69	0.72	0.93	0.51	0.70	0.89	0.89	1.00	0.37	0.37
Uniform Del:	83.2	72.9	65.2	79.6	75.0	53.8	75.0	28.3	28.3	83.0	20.5	20.5
IncrementDel:	46.7	1.7	5.4	8.9	20.9	0.9	5.4	3.2	3.2	57.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.06	1.90	1.90
Delay/Veh:	129.9	74.6	70.6	88.5	95.9	54.7	87.8	63.3	63.3	145.2	39.2	39.2
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:	129.9	74.6	70.6	88.5	95.9	54.7	87.8	63.3	63.3	145.2	39.2	39.2
LOS by Move:	F	E	E	F	F	D-	F	E	E	F	D	D
HCM2k95thQ:	19	16	26	15	31	23	19	88	88	18	31	31

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #8: Main St/Montague Expy

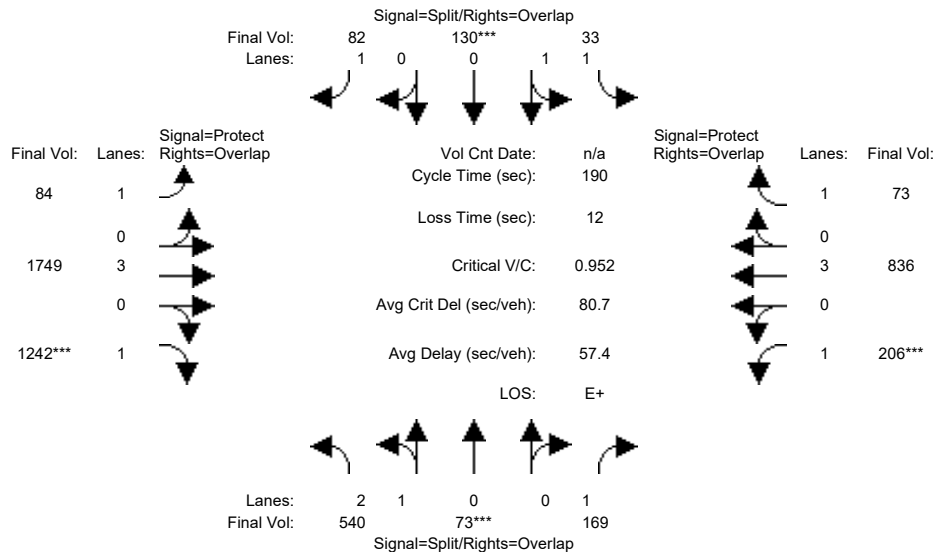


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	304	259	208	548	256	287	2640	491	245	1031	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	304	259	208	548	256	287	2640	491	245	1031	149
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	304	259	208	548	256	287	2648	491	245	1040	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	304	259	208	548	256	287	2648	491	245	1040	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	304	259	208	548	256	287	2648	491	245	1040	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	217	304	259	208	548	256	287	2648	491	245	1040	149
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	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4723	876	3150	4897	702
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.15	0.07	0.14	0.15	0.09	0.56	0.56	0.08	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	13.6	25.8	40.5	17.2	29.4	53.9	24.5	119	118.6	14.7	109	108.8
Volume/Cap:	0.95	0.59	0.69	0.72	0.93	0.51	0.70	0.89	0.89	1.00	0.37	0.37
Uniform Del:	83.2	72.9	65.2	79.6	75.0	53.8	75.0	28.4	28.4	83.0	20.6	20.6
IncrementDel:	46.7	1.7	5.4	8.9	20.9	0.9	5.4	3.3	3.3	57.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.06	1.90	1.90
Delay/Veh:	129.9	74.6	70.6	88.5	95.9	54.7	87.8	63.6	63.6	145.2	39.2	39.2
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:	129.9	74.6	70.6	88.5	95.9	54.7	87.8	63.6	63.6	145.2	39.2	39.2
LOS by Move:	F	E	E	F	F	D-	F	E	E	F	D	D
HCM2k95thQ:	19	16	26	15	31	23	19	88	88	18	31	31

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

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

Intersection #9: Trade Zone Blvd/Montague Expy

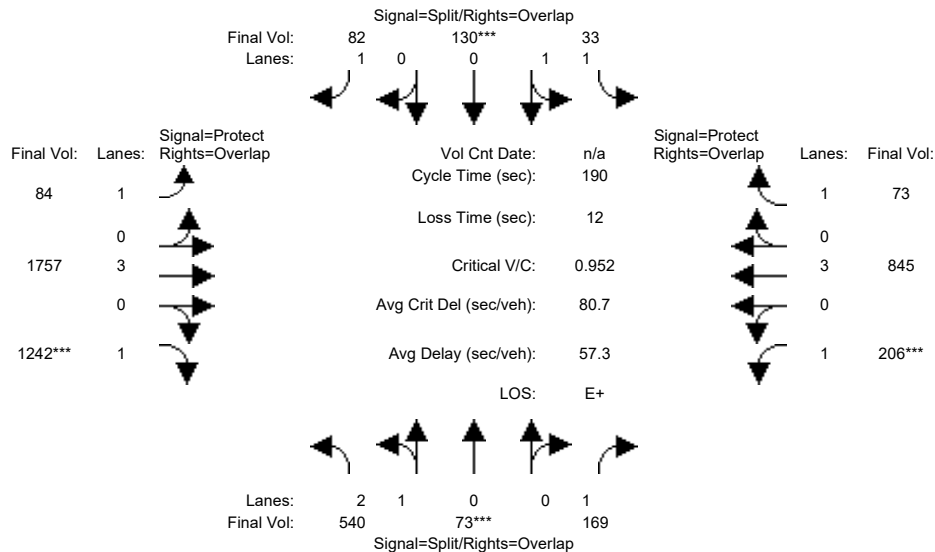


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	73	169	33	130	82	84	1749	1242	206	836	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	73	169	33	130	82	84	1749	1242	206	836	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	73	169	33	130	82	84	1749	1242	206	836	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	73	169	33	130	82	84	1749	1242	206	836	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	73	169	33	130	82	84	1749	1242	206	836	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	540	73	169	33	130	82	84	1749	1242	206	836	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.67	0.33	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4356	589	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.02	0.07	0.05	0.05	0.31	0.71	0.12	0.15	0.04
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	0.68	0.68	0.31	0.20	0.73	0.26	0.57	0.58	0.99	0.89	0.25	0.06
Uniform Del:	77.5	77.5	52.7	85.0	89.5	72.1	89.5	32.1	28.5	86.5	20.9	11.2
IncrementDel:	2.1	2.1	0.3	0.1	11.7	0.5	5.4	0.3	23.8	30.5	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.57
Delay/Veh:	79.6	79.6	53.0	85.1	101	72.5	94.9	41.4	72.5	117.0	28.4	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.6	79.6	53.0	85.1	101	72.5	94.9	41.4	72.5	117.0	28.4	17.6
LOS by Move:	E-	E-	D-	F	F	E	F	D	E	F	C	B
HCM2k95thQ:	25	25	16	4	17	9	10	44	126	26	20	5

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #9: Trade Zone Blvd/Montague Expy

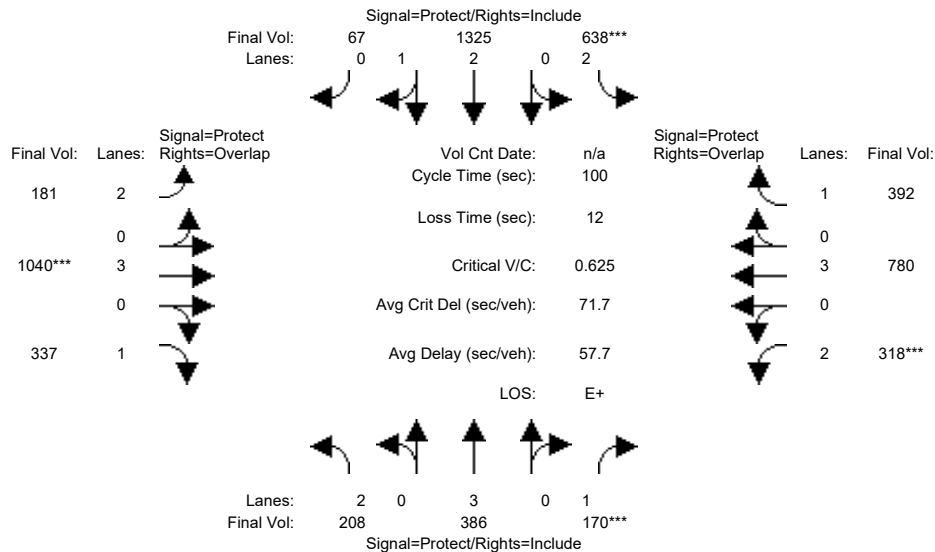


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	73	169	33	130	82	84	1749	1242	206	836	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	73	169	33	130	82	84	1749	1242	206	836	73
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	73	169	33	130	82	84	1757	1242	206	845	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	73	169	33	130	82	84	1757	1242	206	845	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	73	169	33	130	82	84	1757	1242	206	845	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	540	73	169	33	130	82	84	1757	1242	206	845	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.67	0.33	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4356	589	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.02	0.07	0.05	0.05	0.31	0.71	0.12	0.15	0.04
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	0.68	0.68	0.31	0.20	0.73	0.26	0.57	0.58	0.99	0.89	0.26	0.06
Uniform Del:	77.5	77.5	52.7	85.0	89.5	72.1	89.5	32.1	28.5	86.5	20.9	11.2
IncrementDel:	2.1	2.1	0.3	0.1	11.7	0.5	5.4	0.3	23.8	30.5	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.57
Delay/Veh:	79.6	79.6	53.0	85.1	101	72.5	94.9	41.5	72.5	117.0	28.5	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.6	79.6	53.0	85.1	101	72.5	94.9	41.5	72.5	117.0	28.5	17.6
LOS by Move:	E-	E-	D-	F	F	E	F	D	E	F	C	B
HCM2k95thQ:	25	25	16	4	17	9	10	45	126	26	20	5

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

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

Intersection #10: Great Mall Pkwy/Montague Expy

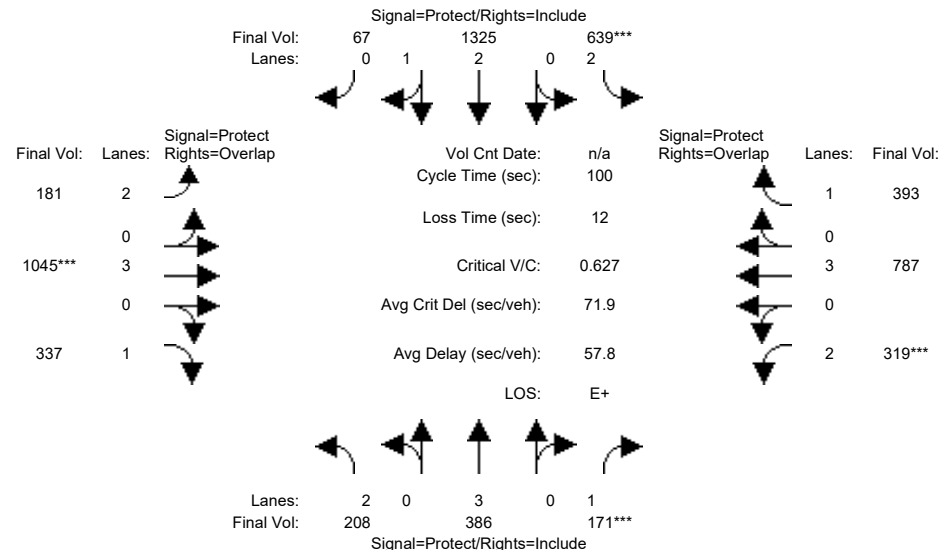


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	386	170	638	1325	67	181	1575	337	318	963	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	386	170	638	1325	67	181	1575	337	318	963	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	386	170	638	1325	67	181	1575	337	318	963	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	386	170	638	1325	67	181	1040	337	318	780	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	386	170	638	1325	67	181	1040	337	318	780	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	208	386	170	638	1325	67	181	1040	337	318	780	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5330	270	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.20	0.25	0.25	0.06	0.18	0.19	0.10	0.14	0.22
Crit Moves:	****			****			****			****		
Green Time:	6.6	19.7	19.7	19.1	32.1	32.1	13.5	43.3	49.9	11.2	41.0	60.1
Volume/Cap:	1.00	0.34	0.49	1.06	0.77	0.77	0.43	0.42	0.39	0.90	0.33	0.37
Uniform Del:	83.1	61.6	63.6	72.0	54.5	54.5	70.7	35.0	27.7	78.0	35.9	18.2
IncrementDel:	61.2	0.2	1.1	53.7	2.2	2.2	0.7	0.1	0.3	24.5	0.1	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.77	1.00	0.88	0.57
Delay/Veh:	144.3	61.8	64.7	125.7	56.7	56.7	71.4	30.2	21.6	102.5	31.8	10.7
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:	144.3	61.8	64.7	125.7	56.7	56.7	71.4	30.2	21.6	102.5	31.8	10.7
LOS by Move:	F	E	E	F	E+	E+	E	C	C+	F	C	B+
HCM2k95thQ:	19	12	17	45	40	40	10	19	16	20	14	12

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #10: Great Mall Pkwy/Montague Expy

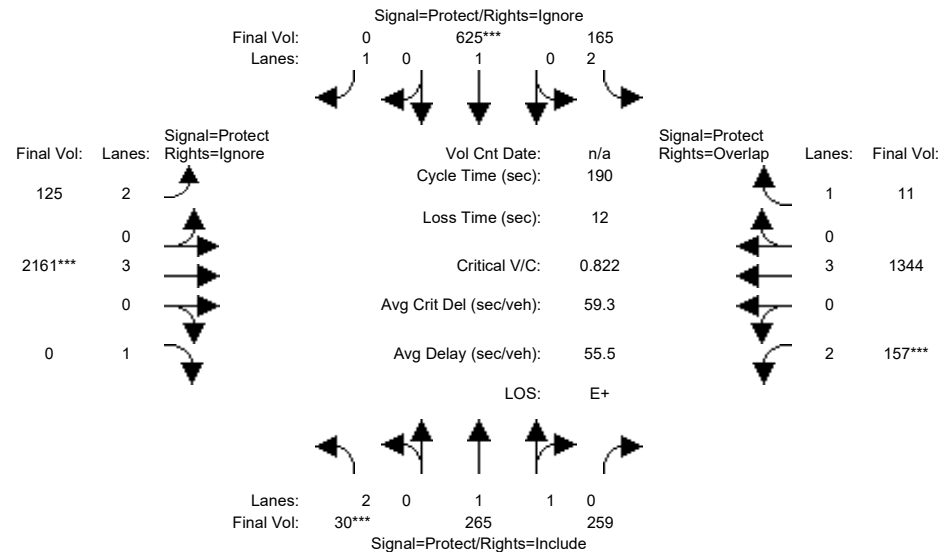


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	386	170	638	1325	67	181	1575	337	318	963	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	386	170	638	1325	67	181	1575	337	318	963	392
Added Vol:	0	0	1	1	0	0	0	8	0	1	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	386	171	639	1325	67	181	1583	337	319	972	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	386	171	639	1325	67	181	1045	337	319	787	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	386	171	639	1325	67	181	1045	337	319	787	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	208	386	171	639	1325	67	181	1045	337	319	787	393
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5330	270	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.20	0.25	0.25	0.06	0.18	0.19	0.10	0.14	0.22
Crit Moves:	****			****			****			****		
Green Time:	6.6	19.7	19.7	19.1	32.1	32.1	13.5	43.3	49.9	11.2	41.0	60.1
Volume/Cap:	1.00	0.34	0.50	1.06	0.77	0.77	0.43	0.42	0.39	0.90	0.34	0.37
Uniform Del:	83.1	61.6	63.7	72.0	54.5	54.5	70.7	35.1	27.7	78.0	35.9	18.3
IncrementDel:	61.2	0.2	1.1	54.3	2.2	2.2	0.7	0.1	0.3	25.0	0.1	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.77	1.00	0.88	0.57
Delay/Veh:	144.3	61.8	64.8	126.3	56.7	56.7	71.4	30.2	21.6	103.0	31.8	10.7
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:	144.3	61.8	64.8	126.3	56.7	56.7	71.4	30.2	21.6	103.0	31.8	10.7
LOS by Move:	F	E	E	F	E+	E+	E	C	C+	F	C	B+
HCM2k95thQ:	19	12	17	45	40	40	10	19	16	20	14	13

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

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

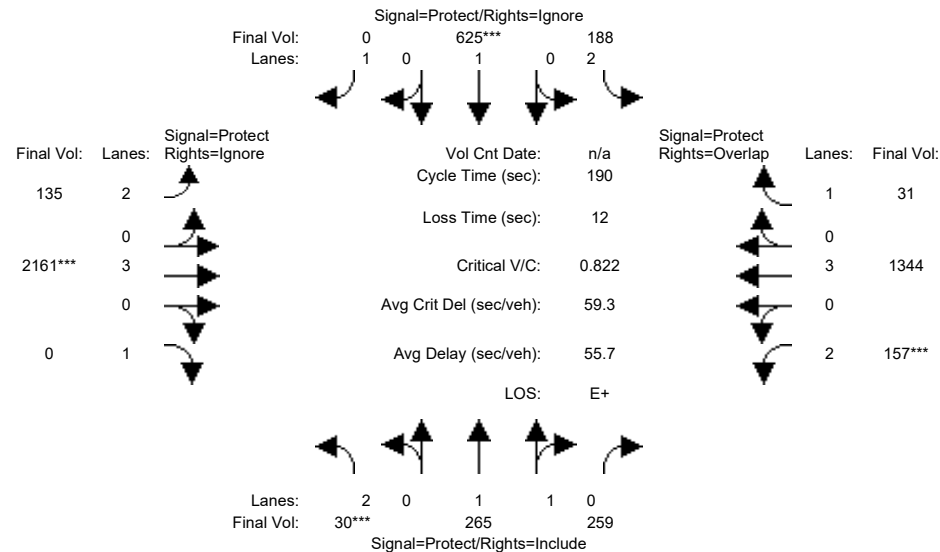
Intersection #11: Milpitas Blvd/Montague Expy



Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	265	259	165	625	172	125	2770	40	157	1344	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	265	259	165	625	172	125	2770	40	157	1344	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	265	259	165	625	172	125	2770	40	157	1344	11
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	30	265	259	165	625	0	125	2161	0	157	1344	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	265	259	165	625	0	125	2161	0	157	1344	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	30	265	259	165	625	0	125	2161	0	157	1344	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1899	1800	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.05	0.33	0.00	0.04	0.38	0.00	0.05	0.24	0.01
Crit Moves:	****			****			****			****		
Green Time:	7.4	59.5	59.5	21.7	73.8	0.0	13.9	85.0	0.0	11.2	82.3	104.0
Volume/Cap:	0.24	0.45	0.46	0.46	0.85	0.00	0.54	0.85	0.00	0.85	0.54	0.01
Uniform Del:	83.9	49.3	49.6	74.6	50.2	0.0	80.5	44.3	0.0	83.9	37.8	18.6
IncrementDel:	1.0	0.3	0.3	0.9	9.0	0.0	2.7	2.8	0.0	28.7	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.18	0.00	1.00	1.17	1.30
Delay/Veh:	85.0	49.6	49.9	75.5	59.2	0.0	83.2	55.1	0.0	112.6	44.4	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	49.6	49.9	75.5	59.2	0.0	83.2	55.1	0.0	112.6	44.4	24.2
LOS by Move:	F	D	D	E-	E+	A	F	E+	A	F	D	C
HCM2k95thQ:	2	21	21	10	52	0	8	59	0	11	34	1
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term PP PM

Intersection #11: Milpitas Blvd/Montague Expy

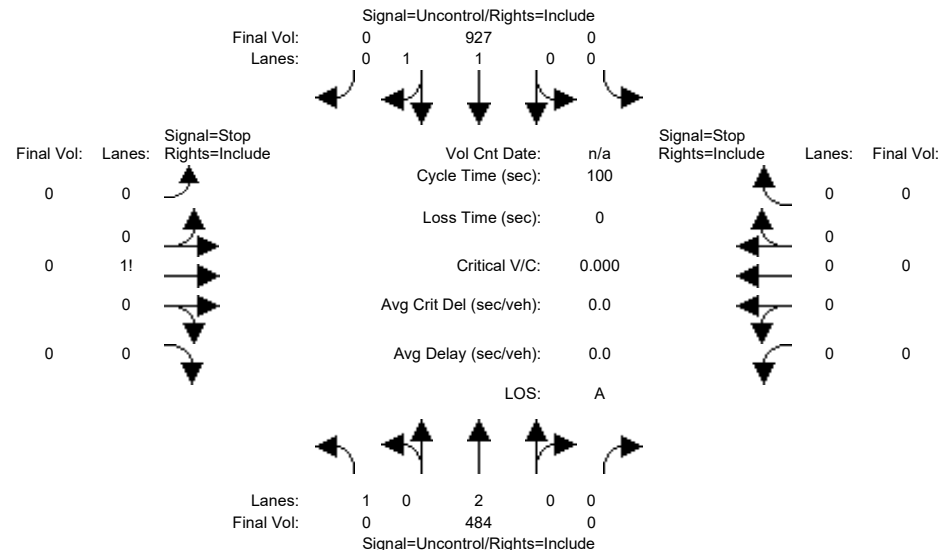


Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	265	259	165	625	172	125	2770	40	157	1344	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	265	259	165	625	172	125	2770	40	157	1344	11
Added Vol:	0	0	0	23	0	11	10	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	265	259	188	625	183	135	2770	40	157	1344	31
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	30	265	259	188	625	0	135	2161	0	157	1344	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	265	259	188	625	0	135	2161	0	157	1344	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	30	265	259	188	625	0	135	2161	0	157	1344	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1899	1800	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.06	0.33	0.00	0.04	0.38	0.00	0.05	0.24	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.4	57.4	57.4	23.8	73.8	0.0	14.8	85.0	0.0	11.2	81.4	105.2
Volume/Cap:	0.24	0.46	0.48	0.48	0.85	0.00	0.55	0.85	0.00	0.85	0.55	0.03
Uniform Del:	83.9	51.0	51.2	73.2	50.2	0.0	80.0	44.3	0.0	83.9	38.5	18.3
IncrementDel:	1.0	0.3	0.3	0.9	9.0	0.0	2.7	2.8	0.0	28.7	0.3	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.18	0.00	1.00	1.16	1.31
Delay/Veh:	85.0	51.3	51.6	74.2	59.2	0.0	82.6	55.1	0.0	112.6	45.0	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:	85.0	51.3	51.6	74.2	59.2	0.0	82.6	55.1	0.0	112.6	45.0	24.0
LOS by Move:	F	D-	D-	E	E+	A	F	E+	A	F	D	C
HCM2k95thQ:	2	21	22	11	52	0	9	59	0	11	34	2

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

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name:	S Milpitas Blvd						North Dwy					
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	484	0	0	927	0	0	0	0	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	484	0	0	927	0	0	0	0	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	484	0	0	927	0	0	0	0	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	484	0	0	927	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	484	0	0	927	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1169	1411	464	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	140	551	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	140	551	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 484 0	0 927 0	0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 484 0	0 927 0	0 0 0	0 0 0 0
Major Street Volume:	1411			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	166			

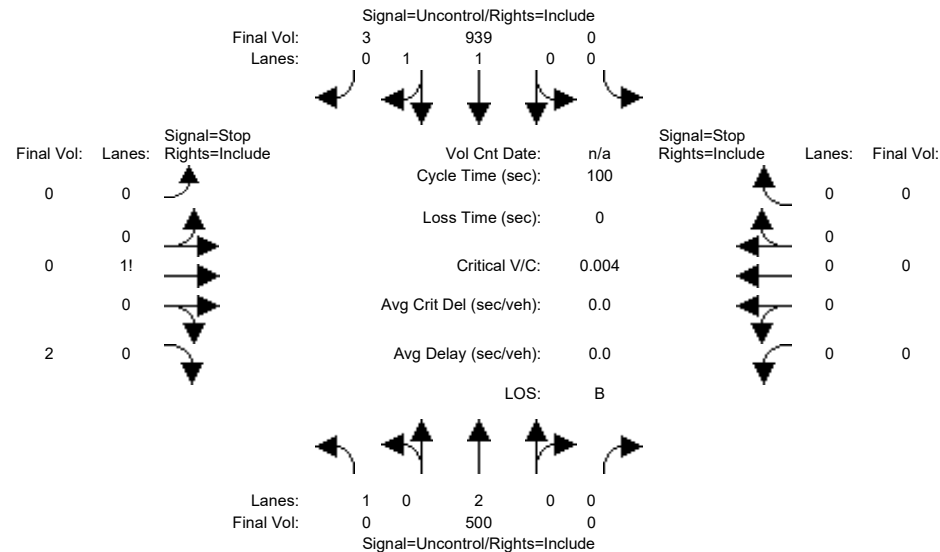
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near-Term PP PM

Intersection #12: Milpitas Blvd/North Dwy



Street Name:	S Milpitas Blvd						North Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	484	0	0	927	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	484	0	0	927	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	16	0	0	12	3	0	0	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	0	0	939	3	0	0	2	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	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	500	0	0	939	3	0	0	2	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	500	0	0	939	3	0	0	2	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	471	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	545	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	545	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx					11.6			xxxxxx			
ApproachLOS:	*			*					B			*			

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 500 0	0 939 3	0 0 2	0 0 0
ApproachDel:	xxxxxx	xxxxxx	11.6	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1444]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 500 0	0 939 3	0 0 2	0 0 0

Major Street Volume: 1442

Minor Approach Volume: 2

Minor Approach Volume Threshold: 159

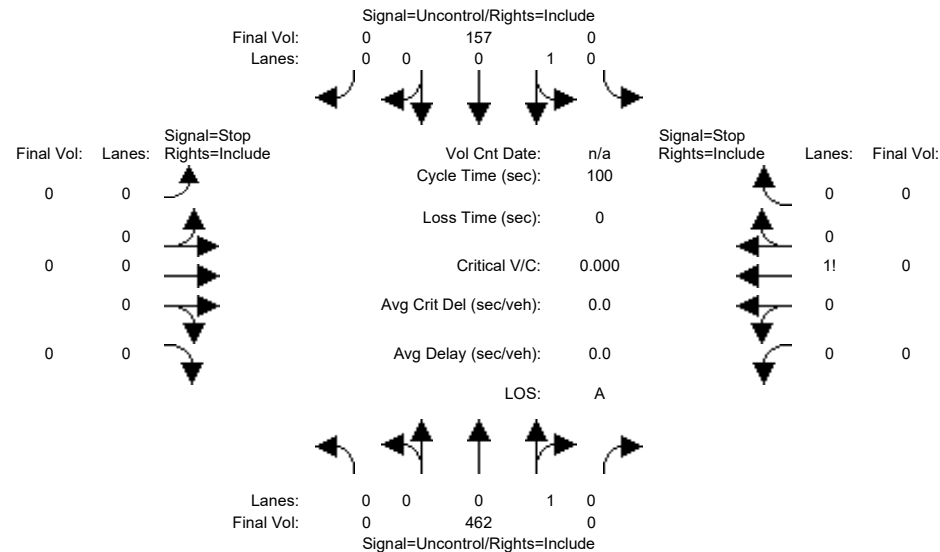
SIGNAL WARRANT DISCLAIMER

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr East Dwy											
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	462	0	0	157	0	0	0	0	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	462	0	0	157	0	0	0	0	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	462	0	0	157	0	0	0	0	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	462	0	0	157	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	462	0	0	157	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	619	619	462
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	407	604
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	455	407	604
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 462 0	0 157 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 462 0	0 157 0	0 0 0 0	0 0 0 0
Major Street Volume:	619			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	347			

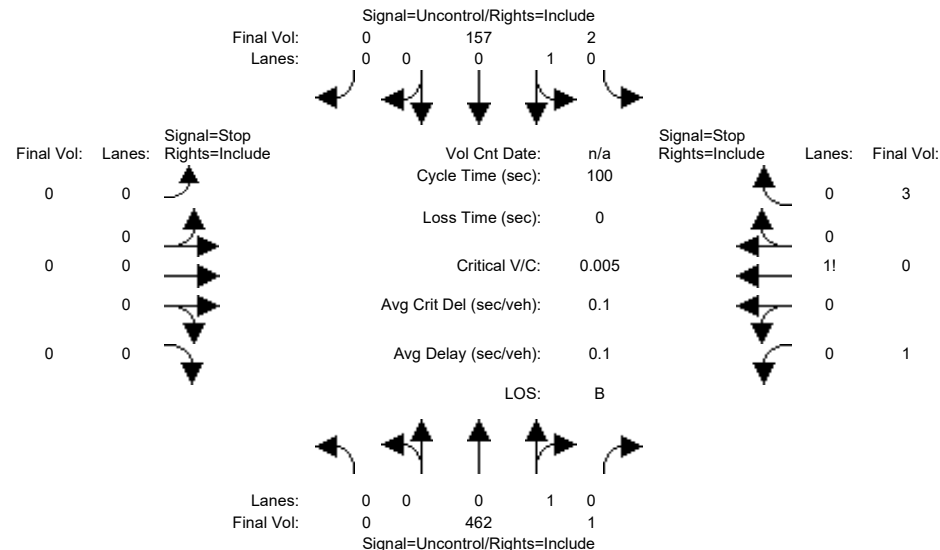
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near-Term PP PM

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr East Dwy											
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	462	0	0	157	0	0	0	0	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	462	0	0	157	0	0	0	0	0	0	0
Added Vol:	0	0	1	2	0	0	0	0	0	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	462	1	2	157	0	0	0	0	1	0	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:	0	462	1	2	157	0	0	0	0	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	462	1	2	157	0	0	0	0	1	0	3
Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	463	xxxx	xxxxx	xxxx	xxxx	xxxxx	624	624	463
Potent Cap.:	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	453	405	603
Move Cap.:	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	404	603
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	8.3	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	557	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.5	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0      0 0 1! 0 0
Initial Vol:   0 462      1 2 157 0      0 0 0 0      1 0 3
ApproachDel:   xxxxxx      xxxxxx      xxxxxx      11.5
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=626]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0      0 0 1! 0 0
Initial Vol:   0 462      1 2 157 0      0 0 0 0      1 0 3
-----|-----|-----|-----|-----|

```

Major Street Volume: 622

Minor Approach Volume: 4

Minor Approach Volume Threshold: 346

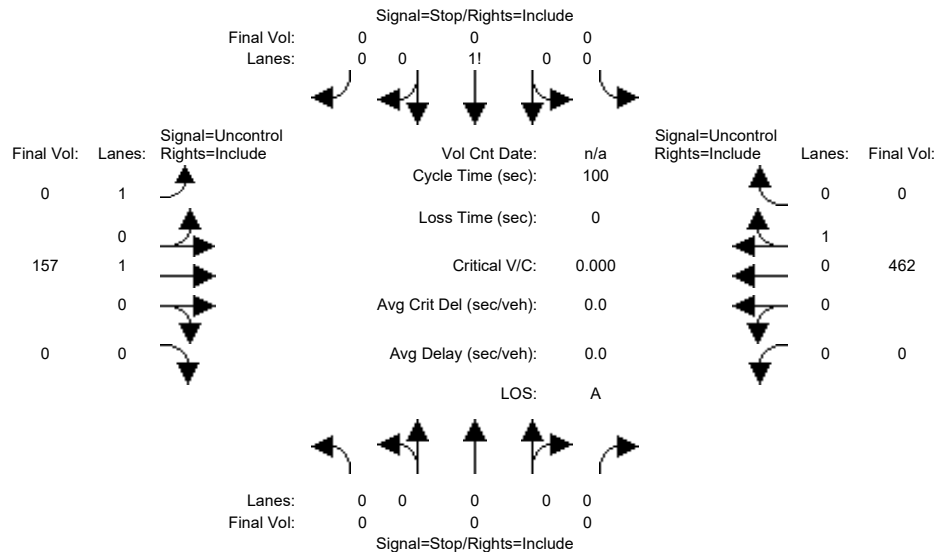
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name: Southwest Dwy Gibraltar Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	157	0	0	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	157	0	0	462	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	157	0	0	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	157	0	0	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	157	0	0	462	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	619	619	462	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	455	407	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	455	407	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	*		*			*			*			*

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	157		0		0	462		0	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	157		0		0	462		0	
Major Street Volume:						619														
Minor Approach Volume:						0														
Minor Approach Volume Threshold:						450														

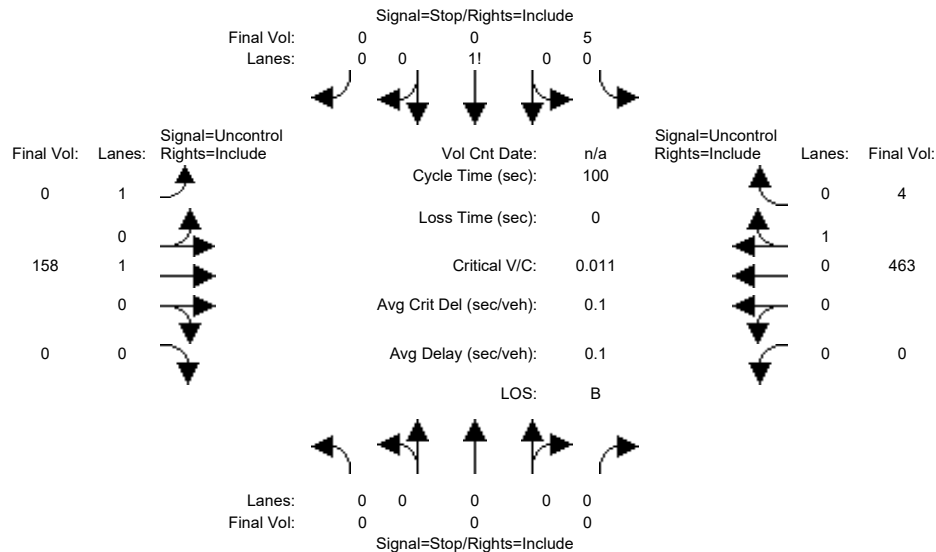
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near-Term PP PM

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	0	0	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	157	0	0	462	0
Added Vol:	0	0	0	5	0	0	0	1	0	0	1	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	0	0	158	0	0	463	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	0	0	5	0	0	0	158	0	0	463	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	0	0	158	0	0	463	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	623	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	453	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	453	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 0 0	0 158 0	0 463 4
ApproachDel:	xxxxxx	13.0	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=630]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 0 0	0 158 0	0 463 4

Major Street Volume: 625

Minor Approach Volume: 5

Minor Approach Volume Threshold: 447

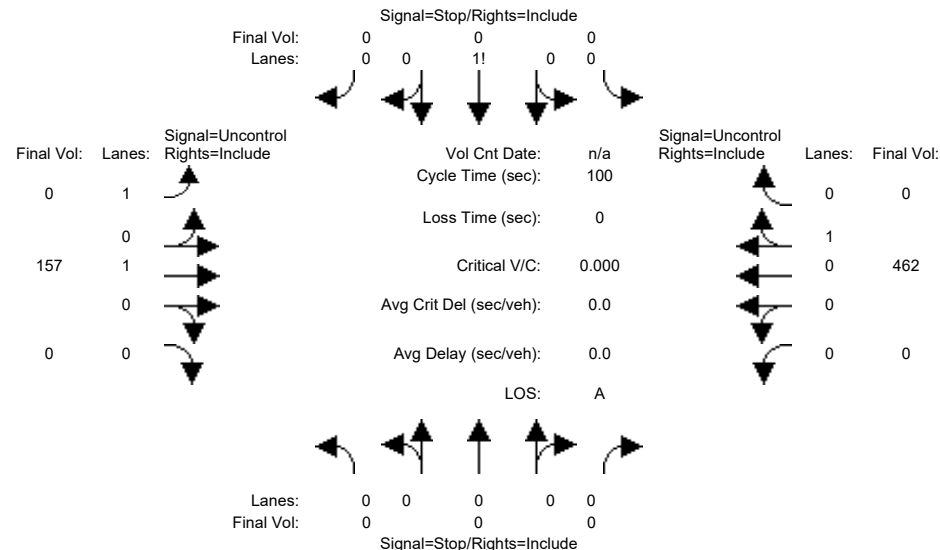
SIGNAL WARRANT DISCLAIMER

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	0	0	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	157	0	0	462	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	157	0	0	462	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	157	0	0	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	157	0	0	462	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	619	619	462	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	455	407	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	455	407	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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        Uncontrolled        Uncontrolled
Lanes:          0 0 0 0 0      0 0 1! 0 0      1 0 1 0 0      0 0 1 0 0
Initial Vol:    0 0 0 0      0 0 0 0      0 157 0      0 462 0
ApproachDel:    xxxxxx        xxxxxx        xxxxxx        xxxxxx
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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        Uncontrolled        Uncontrolled
Lanes:          0 0 0 0 0      0 0 1! 0 0      1 0 1 0 0      0 0 1 0 0
Initial Vol:    0 0 0 0      0 0 0 0      0 157 0      0 462 0
-----|-----|-----|-----|-----|
Major Street Volume:      619
Minor Approach Volume:    0
Minor Approach Volume Threshold: 450
-----|-----|-----|-----|-----|

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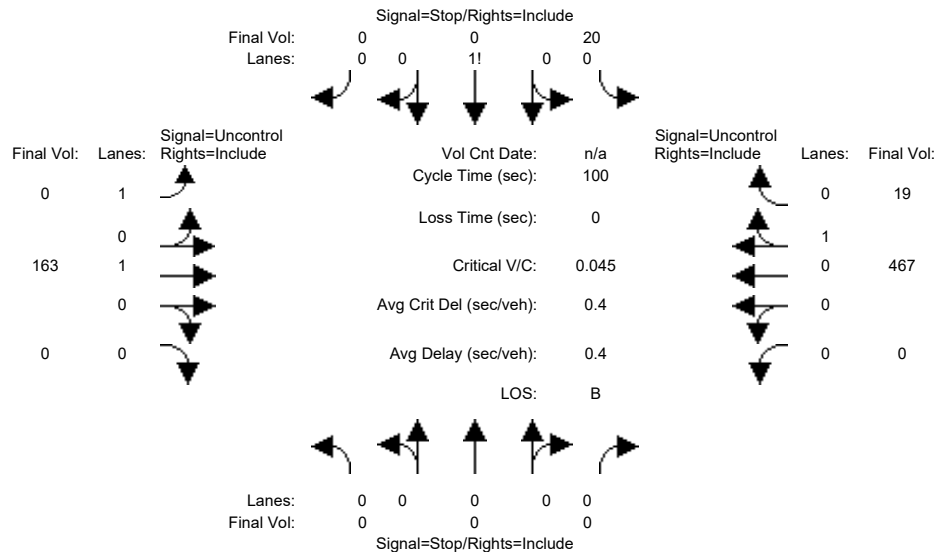
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near-Term PP PM

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	0	0	462	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	157	0	0	462	0
Added Vol:	0	0	0	20	0	0	0	6	0	0	5	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	0	0	163	0	0	467	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	0	0	163	0	0	467	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	20	0	0	0	163	0	0	467	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	640	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	443	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	443	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	20 0 0 0	0 163 0	0 467 19
ApproachDel:	xxxxxx	13.5	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=669]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	20 0 0 0	0 163 0	0 467 19

Major Street Volume: 649

Minor Approach Volume: 20

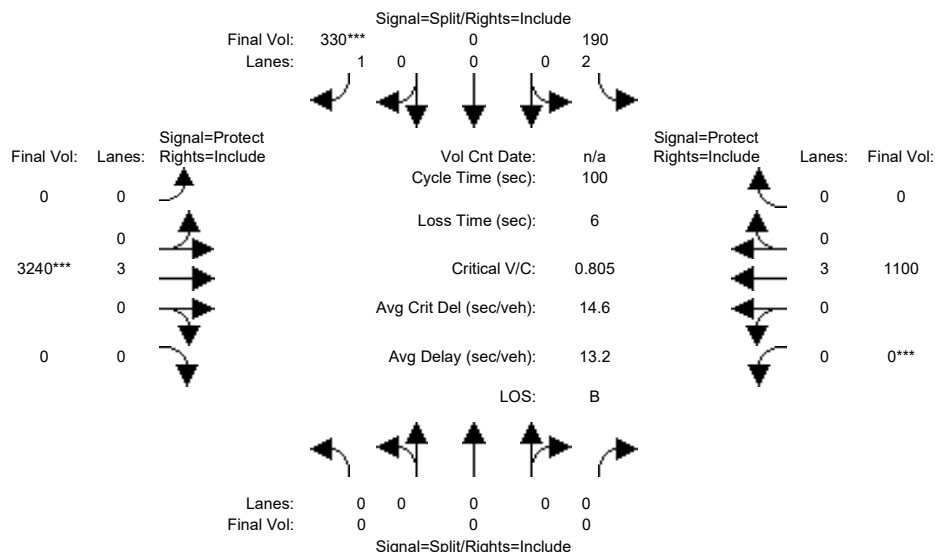
Minor Approach Volume Threshold: 434

SIGNAL WARRANT DISCLAIMER

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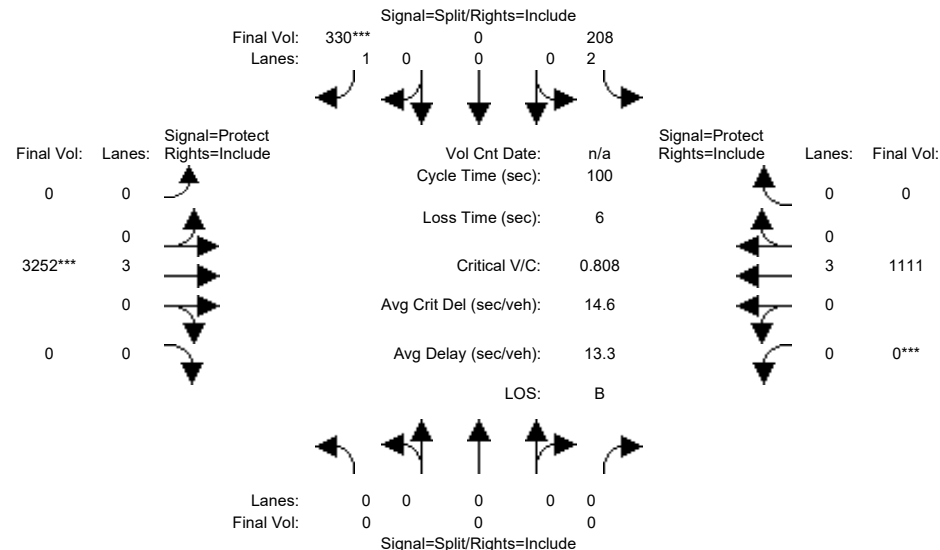
Intersection #1: I-880 SB Ramp/Calaveras Blvd



I-880 SB Ramp							Calaveras Blvd								
North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		10		10	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:															
Base Vol:	0		0		0	190		0		330	0		3240		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	190		0		330	0		3240		0
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	190		0		330	0		3240		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	190		0		330	0		3240		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	190		0		330	0		3240		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	190		0		330	0		3240		0
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	0.00		0.00		0.00	2.00		0.00		1.00	0.00		3.00		0.00
Final Sat.:	0		0		0	3150		0		1750	0		5700		0
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.06		0.00		0.19	0.00		0.57		0.00
Crit Moves:															
Green Time:	0.0		0.0		0.0	23.4		0.0		23.4	0.0		70.6		0.0
Volume/Cap:	0.00		0.00		0.00	0.26		0.00		0.81	0.00		0.81		0.00
Uniform Del:	0.0		0.0		0.0	31.2		0.0		36.1	0.0		10.0		0.0
IncremntDel:	0.0		0.0		0.0	0.2		0.0		11.1	0.0		1.3		0.0
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	0.00		0.00		0.00	1.00		0.00		1.00	0.00		1.00		0.00
Delay/Veh:	0.0		0.0		0.0	31.4		0.0		47.2	0.0		11.3		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	31.4		0.0		47.2	0.0		11.3		0.0
LOS by Move:	A		A		A	C		A		D	A		B+		A
HCM2k95thQ:	0		0		0	6		0		23	0		40		0
Note: Queue reported is the number of cars per lane.															

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

Intersection #1: I-880 SB Ramp/Calaveras Blvd

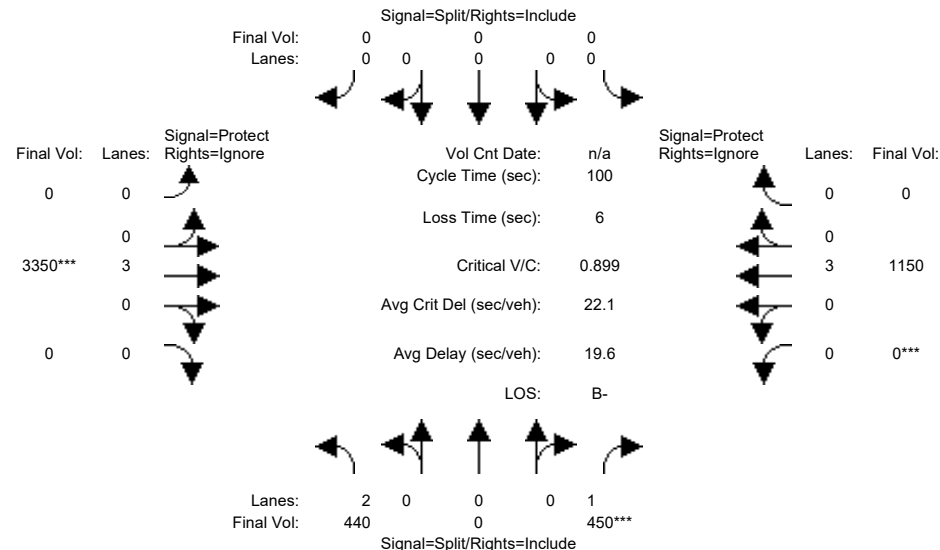


Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	190	0	330	0	3240	0	0	1100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	330	0	3240	0	0	1100	0
Added Vol:	0	0	0	18	0	0	0	12	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	208	0	330	0	3252	0	0	1111	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	208	0	330	0	3252	0	0	1111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	330	0	3252	0	0	1111	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 Volume:	0	0	0	208	0	330	0	3252	0	0	1111	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.19	0.00	0.57	0.00	0.00	0.19	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	23.4	0.0	23.4	0.0	70.6	0.0	0.0	70.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.81	0.00	0.81	0.00	0.00	0.28	0.00
Uniform Del:	0.0	0.0	0.0	31.5	0.0	36.2	0.0	10.0	0.0	0.0	5.4	0.0
IncrementDel:	0.0	0.0	0.0	0.2	0.0	11.3	0.0	1.3	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	47.5	0.0	11.3	0.0	0.0	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	47.5	0.0	11.3	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	C	A	D	A	B+	A	A	A	A
HCM2k95thQ:	0	0	0	7	0	23	0	40	0	0	8	0

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

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

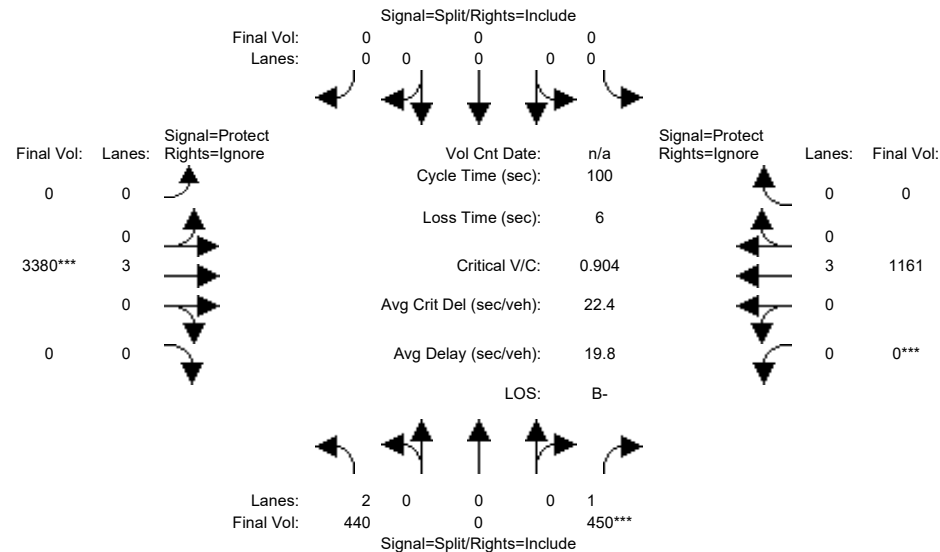


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	0	450	0	0	0	0	3350	0	0	1150	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:	440	0	450	0	0	0	0	3350	0	0	1150	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:	440	0	450	0	0	0	0	3350	0	0	1150	0
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:	440	0	450	0	0	0	0	3350	0	0	1150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	450	0	0	0	0	3350	0	0	1150	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	440	0	450	0	0	0	0	3350	0	0	1150	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.20	0.00
Crit Moves:	****			****			****			****		
Green Time:	28.6	0.0	28.6	0.0	0.0	0.0	0.0	65.4	0.0	0.0	65.4	0.0
Volume/Cap:	0.49	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.00	0.00	0.31	0.00
Uniform Del:	29.6	0.0	34.3	0.0	0.0	0.0	0.0	14.5	0.0	0.0	7.5	0.0
IncrementDel:	0.4	0.0	18.9	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	30.0	0.0	53.2	0.0	0.0	0.0	0.0	17.9	0.0	0.0	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	0.0	53.2	0.0	0.0	0.0	0.0	17.9	0.0	0.0	7.6	0.0
LOS by Move:	C	A	D-	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	13	0	31	0	0	0	0	47	0	0	9	0

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

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

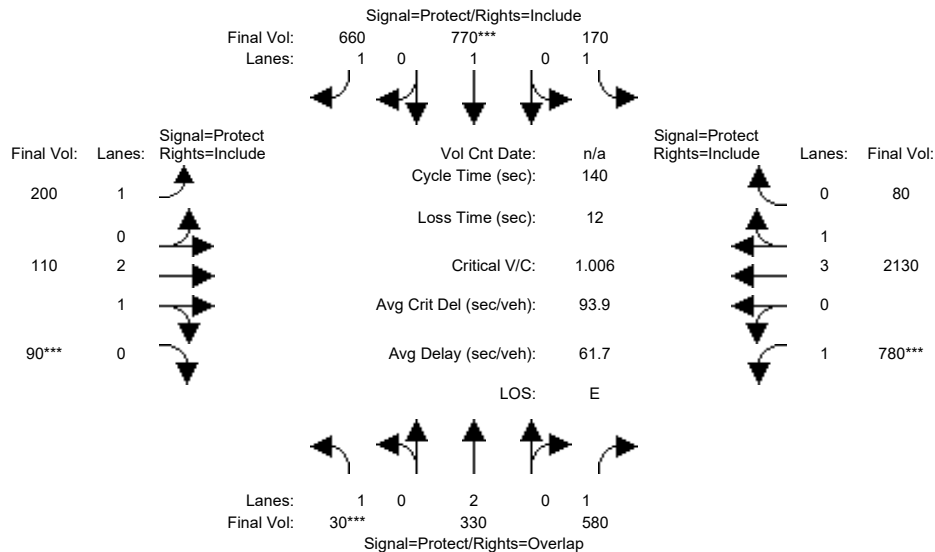


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	0	450	0	0	0	0	3350	0	0	1150	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:	440	0	450	0	0	0	0	3350	0	0	1150	0
Added Vol:	0	0	0	0	0	0	0	30	0	0	11	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	450	0	0	0	0	3380	0	0	1161	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	440	0	450	0	0	0	0	3380	0	0	1161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	450	0	0	0	0	3380	0	0	1161	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 Volume:	440	0	450	0	0	0	0	3380	0	0	1161	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.21	0.00
Crit Moves:	****			****			****			****		
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	65.6	0.0	0.0	65.6	0.0
Volume/Cap:	0.49	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.00	0.00	0.32	0.00
Uniform Del:	29.8	0.0	34.5	0.0	0.0	0.0	0.0	14.6	0.0	0.0	7.5	0.0
IncrementDel:	0.4	0.0	19.8	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	30.2	0.0	54.3	0.0	0.0	0.0	0.0	18.1	0.0	0.0	7.5	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:	30.2	0.0	54.3	0.0	0.0	0.0	0.0	18.1	0.0	0.0	7.5	0.0
LOS by Move:	C	A	D-	A	A	A	A	B-	A	A	A	A
HCM2k95thQ:	13	0	31	0	0	0	0	48	0	0	10	0

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

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

Intersection #3: Abel St/Calaveras Blvd

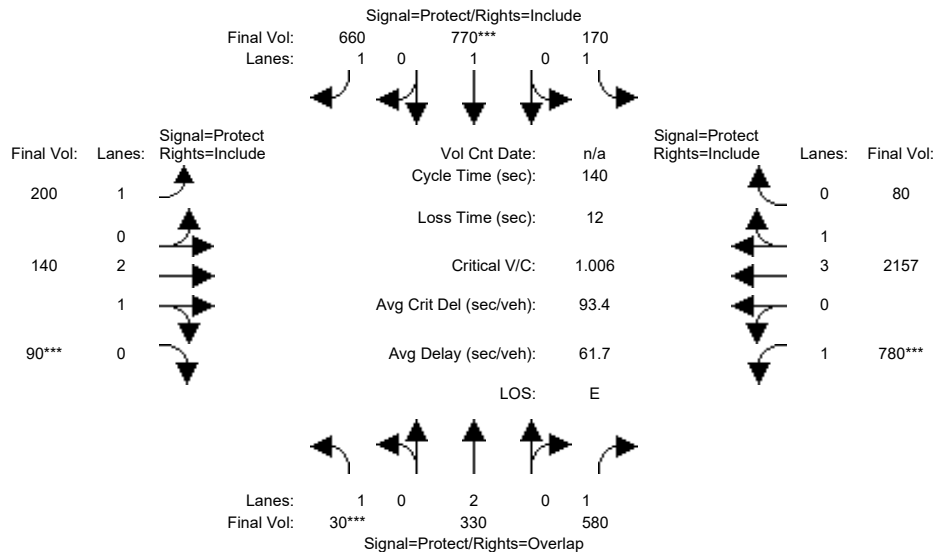


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	330	580	170	770	660	200	110	90	780	2130	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	330	580	170	770	660	200	110	90	780	2130	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	330	580	170	770	660	200	110	90	780	2130	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	330	580	170	770	660	200	110	90	780	2130	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	330	580	170	770	660	200	110	90	780	2130	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	330	580	170	770	660	200	110	90	780	2130	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.85	0.15
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	7228	271
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.33	0.10	0.41	0.38	0.11	0.03	0.05	0.45	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.0	28.3	86.4	31.6	52.9	52.9	19.0	10.0	10.0	58.1	49.1	49.1
Volume/Cap:	0.34	0.43	0.54	0.43	1.07	1.00	0.84	0.41	0.72	1.07	0.84	0.84
Uniform Del:	64.3	48.8	15.4	46.5	43.6	43.5	59.0	62.2	63.6	40.9	41.8	41.8
IncrementDel:	2.3	0.4	0.5	0.8	55.0	34.7	22.5	0.5	8.8	54.8	2.6	2.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	66.6	49.2	15.9	47.2	98.6	78.2	81.5	62.7	72.5	95.7	44.4	44.4
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:	66.6	49.2	15.9	47.2	98.6	78.2	81.5	62.7	72.5	95.7	44.4	44.4
LOS by Move:	E	D	B	D	F	E	F	E	E	F	D	D
HCM2k95thQ:	4	12	27	13	68	59	16	4	8	64	34	34

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

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

Intersection #3: Abel St/Calaveras Blvd

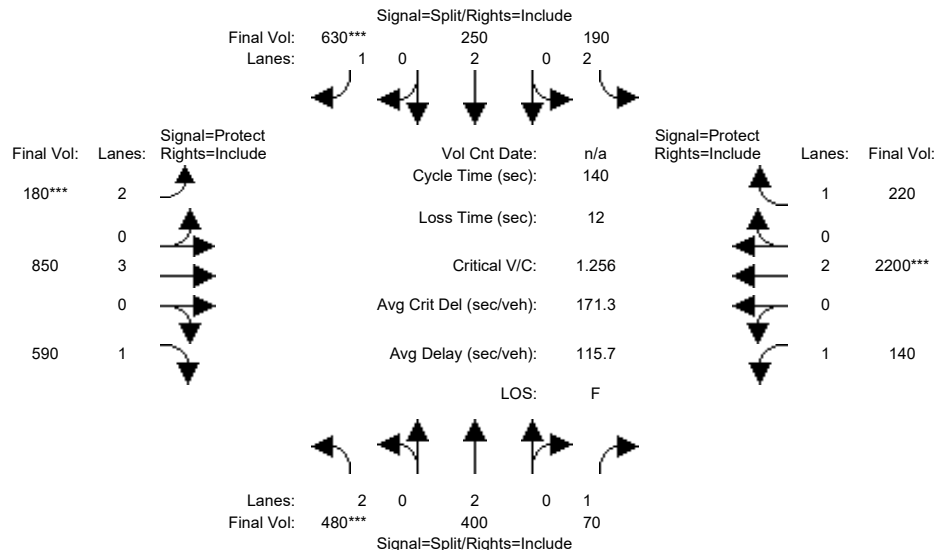


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	330	580	170	770	660	200	110	90	780	2130	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	330	580	170	770	660	200	110	90	780	2130	80
Added Vol:	0	0	0	0	0	0	0	30	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	330	580	170	770	660	200	140	90	780	2157	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	330	580	170	770	660	200	140	90	780	2157	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	330	580	170	770	660	200	140	90	780	2157	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	330	580	170	770	660	200	140	90	780	2157	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.85	0.15
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	7231	268
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.33	0.10	0.41	0.38	0.11	0.04	0.05	0.45	0.30	0.30
Crit Moves:	****				****				****	****		
Green Time:	7.0	28.3	86.4	31.6	52.9	52.9	18.9	10.0	10.0	58.1	49.3	49.3
Volume/Cap:	0.34	0.43	0.54	0.43	1.07	1.00	0.85	0.52	0.72	1.07	0.85	0.85
Uniform Del:	64.3	48.8	15.4	46.5	43.6	43.5	59.2	62.7	63.6	40.9	41.9	41.9
IncrementDel:	2.3	0.4	0.5	0.8	55.0	34.7	23.8	1.0	7.8	54.8	2.8	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	66.6	49.2	15.9	47.2	98.6	78.2	83.0	63.7	71.4	95.7	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	49.2	15.9	47.2	98.6	78.2	83.0	63.7	71.4	95.7	44.7	44.7
LOS by Move:	E	D	B	D	F	E	F	E	E	F	D	D
HCM2k95thQ:	4	12	27	13	68	59	17	5	8	64	35	35

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

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

Intersection #4: Milpitas Blvd/Calaveres Blvd

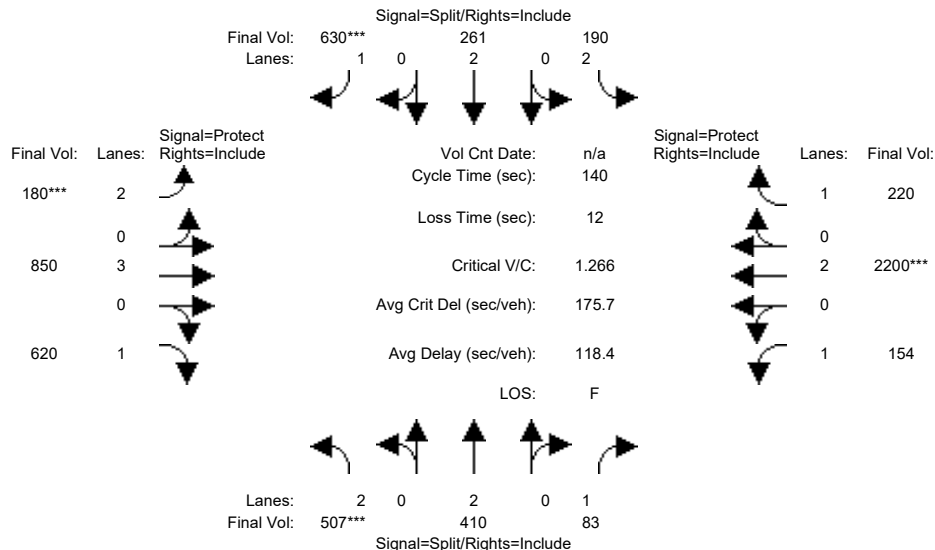


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	400	70	190	250	630	180	850	590	140	2200	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	400	70	190	250	630	180	850	590	140	2200	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	400	70	190	250	630	180	850	590	140	2200	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	400	70	190	250	630	180	850	590	140	2200	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	400	70	190	250	630	180	850	590	140	2200	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	400	70	190	250	630	180	850	590	140	2200	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.04	0.06	0.07	0.36	0.06	0.15	0.34	0.08	0.58	0.13
Crit Moves:	****					****	****				****	
Green Time:	16.9	16.9	16.9	39.9	39.9	39.9	7.0	57.5	57.5	13.7	64.2	64.2
Volume/Cap:	1.26	0.87	0.33	0.21	0.23	1.26	1.14	0.36	0.82	0.82	1.26	0.27
Uniform Del:	61.6	60.5	56.4	38.1	38.3	50.0	66.5	28.5	36.6	62.0	37.9	23.5
IncrementDel:	137.7	16.6	0.9	0.1	0.1	133.6	115.3	0.1	7.5	26.0	123	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	199.3	77.0	57.3	38.2	38.4	183.6	181.8	28.6	44.1	87.9	161	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:	199.3	77.0	57.3	38.2	38.4	183.6	181.8	28.6	44.1	87.9	161	23.7
LOS by Move:	F	E-	E+	D+	D+	F	F	C	D	F	F	C
HCM2k95thQ:	34	17	6	7	8	74	13	15	41	16	114	12

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

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

Intersection #4: Milpitas Blvd/Calaveres Blvd

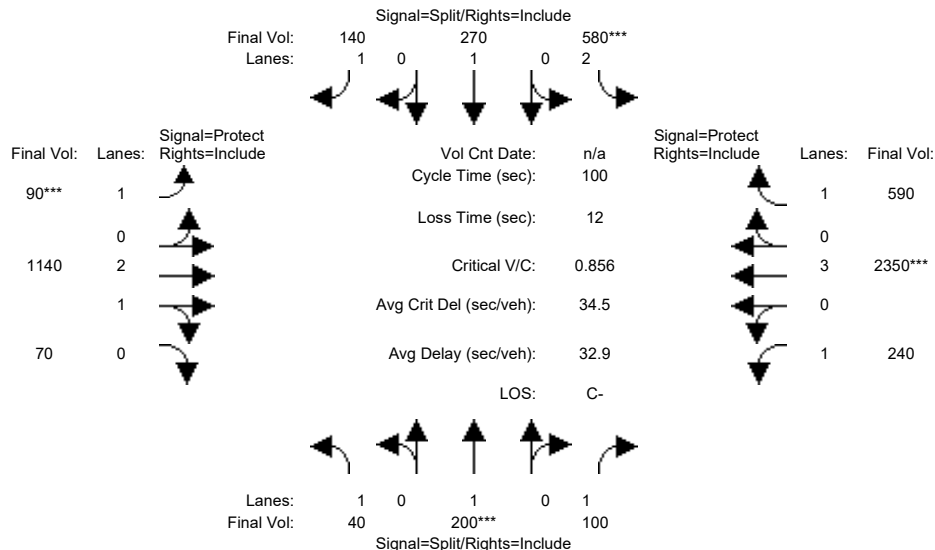


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	400	70	190	250	630	180	850	590	140	2200	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	400	70	190	250	630	180	850	590	140	2200	220
Added Vol:	27	10	13	0	11	0	0	0	30	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	507	410	83	190	261	630	180	850	620	154	2200	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	507	410	83	190	261	630	180	850	620	154	2200	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	410	83	190	261	630	180	850	620	154	2200	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	507	410	83	190	261	630	180	850	620	154	2200	220
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:	0.16	0.11	0.05	0.06	0.07	0.36	0.06	0.15	0.35	0.09	0.58	0.13
Crit Moves:	****					****	****				****	
Green Time:	17.7	17.7	17.7	39.6	39.6	39.6	7.0	56.6	56.6	14.1	63.7	63.7
Volume/Cap:	1.27	0.85	0.38	0.21	0.24	1.27	1.14	0.37	0.88	0.88	1.27	0.28
Uniform Del:	61.1	59.9	56.1	38.3	38.7	50.2	66.5	29.2	38.4	62.1	38.2	23.8
IncemntDel:	141.0	13.8	1.1	0.1	0.1	137.8	115.3	0.1	11.9	35.4	127	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	202.2	73.6	57.1	38.4	38.8	188.0	181.8	29.3	50.3	97.5	166	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:	202.2	73.6	57.1	38.4	38.8	188.0	181.8	29.3	50.3	97.5	166	24.0
LOS by Move:	F	E	E+	D+	D+	F	F	C	D	F	F	C
HCM2k95thQ:	36	17	7	7	8	75	13	15	45	18	115	12

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

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

Intersection #5: Hillview Dr/Calaveres Blvd

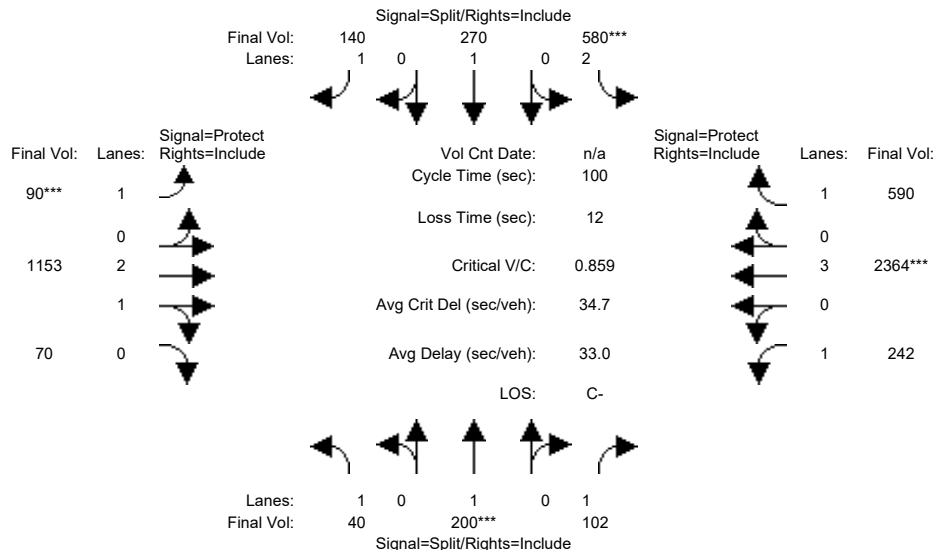


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	200	100	580	270	140	90	1140	70	240	2350	590
Growth Adj:	1.00	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	200	100	580	270	140	90	1140	70	240	2350	590
Added Vol:	0	0	0	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	200	100	580	270	140	90	1140	70	240	2350	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	100	580	270	140	90	1140	70	240	2350	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	200	100	580	270	140	90	1140	70	240	2350	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	200	100	580	270	140	90	1140	70	240	2350	590
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.82	0.18	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5276	324	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.06	0.18	0.14	0.08	0.05	0.22	0.22	0.14	0.41	0.34
Crit Moves:	****			****			****			****		
Green Time:	12.2	12.2	12.2	21.3	21.3	21.3	7.0	33.4	33.4	21.2	47.6	47.6
Volume/Cap:	0.19	0.87	0.47	0.87	0.67	0.38	0.73	0.65	0.65	0.65	0.87	0.71
Uniform Del:	39.5	43.1	40.9	38.0	36.1	33.7	45.6	28.3	28.3	36.0	23.4	20.7
IncramntDel:	0.4	27.3	1.6	11.5	4.3	0.6	20.4	0.8	0.8	4.0	3.2	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	39.9	70.4	42.6	49.5	40.4	34.3	66.0	29.1	29.1	39.9	26.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	70.4	42.6	49.5	40.4	34.3	66.0	29.1	29.1	39.9	26.6	23.6
LOS by Move:	D	E	D	D	D	C-	E	C	C	D	C	C
HCM2k95thQ:	3	17	7	24	16	8	9	21	21	16	40	28

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

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

Intersection #5: Hillview Dr/Calaveres Blvd

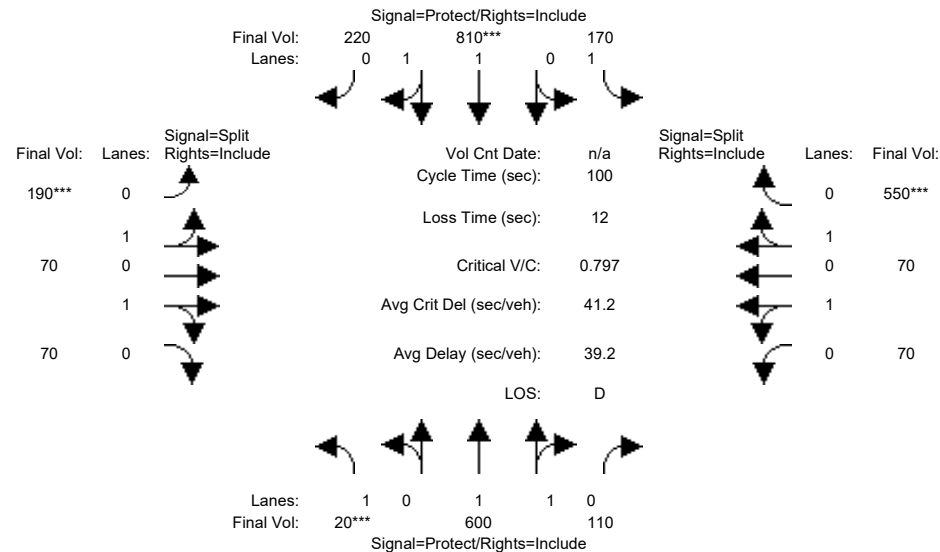


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	200	100	580	270	140	90	1140	70	240	2350	590
Growth Adj:	1.00	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	200	100	580	270	140	90	1140	70	240	2350	590
Added Vol:	0	0	2	0	0	0	0	13	0	2	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	200	102	580	270	140	90	1153	70	242	2364	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	102	580	270	140	90	1153	70	242	2364	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	200	102	580	270	140	90	1153	70	242	2364	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	200	102	580	270	140	90	1153	70	242	2364	590
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.82	0.18	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5279	320	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.06	0.18	0.14	0.08	0.05	0.22	0.22	0.14	0.41	0.34
Crit Moves:	****			****			****			****		
Green Time:	12.1	12.1	12.1	21.2	21.2	21.2	7.0	33.5	33.5	21.2	47.7	47.7
Volume/Cap:	0.19	0.87	0.48	0.87	0.67	0.38	0.73	0.65	0.65	0.65	0.87	0.71
Uniform Del:	39.5	43.2	41.0	38.1	36.2	33.8	45.6	28.3	28.3	36.0	23.4	20.6
IncrementDel:	0.4	27.9	1.7	11.8	4.4	0.6	20.4	0.8	0.8	4.1	3.3	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	40.0	71.1	42.7	49.9	40.6	34.4	66.0	29.1	29.1	40.1	26.7	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	71.1	42.7	49.9	40.6	34.4	66.0	29.1	29.1	40.1	26.7	23.4
LOS by Move:	D	E	D	D	D	C-	E	C	C	D	C	C
HCM2k95thQ:	3	17	7	24	16	8	9	21	21	16	41	28

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

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

Intersection #6: Milpitas Blvd/Yosemite Dr

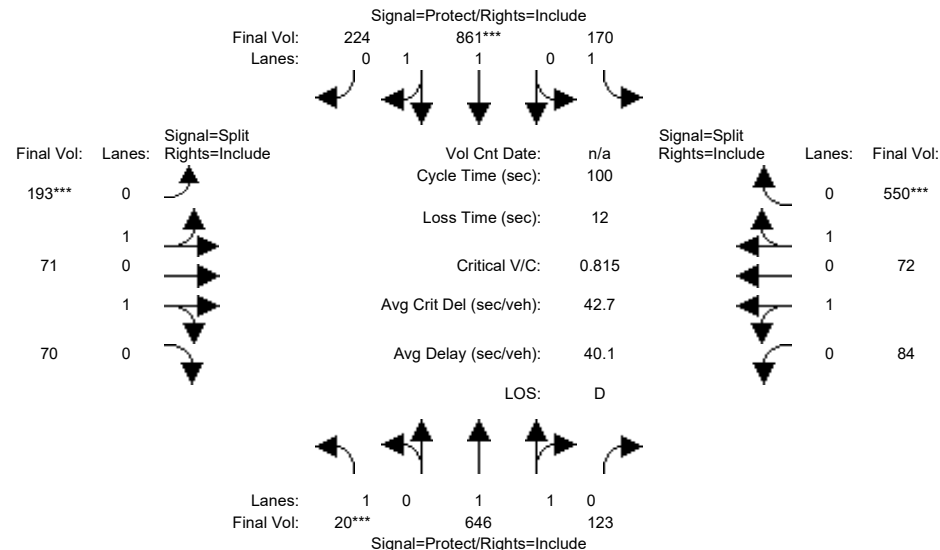


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	600	110	170	810	220	190	70	70	70	70	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	600	110	170	810	220	190	70	70	70	70	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	600	110	170	810	220	190	70	70	70	70	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	600	110	170	810	220	190	70	70	70	70	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	600	110	170	810	220	190	70	70	70	70	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	600	110	170	810	220	190	70	70	70	70	550
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.56	0.44	1.00	0.50	0.50	0.50	0.50	1.00
Final Sat.:	1750	3126	573	1750	2909	790	1800	900	900	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.10	0.28	0.28	0.11	0.08	0.08	0.08	0.08	0.31
Crit Moves:	****			****			****					****
Green Time:	7.0	26.4	26.4	13.3	32.7	32.7	12.4	12.4	12.4	35.9	35.9	35.9
Volume/Cap:	0.16	0.73	0.73	0.73	0.85	0.85	0.85	0.63	0.63	0.22	0.22	0.85
Uniform Del:	43.7	33.6	33.6	41.6	31.4	31.4	42.9	41.6	41.6	22.3	22.3	29.6
IncrementDel:	0.6	2.8	2.8	11.0	6.0	6.0	16.3	2.4	2.4	0.0	0.0	8.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	44.4	36.3	36.3	52.6	37.3	37.3	59.2	44.0	44.0	22.3	22.3	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:	44.4	36.3	36.3	52.6	37.3	37.3	59.2	44.0	44.0	22.3	22.3	38.2
LOS by Move:	D	D+	D+	D-	D+	D+	E+	D	D	C+	C+	D+
HCM2k95thQ:	1	19	19	11	28	28	16	10	10	6	6	33

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

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

Intersection #6: Milpitas Blvd/Yosemite Dr

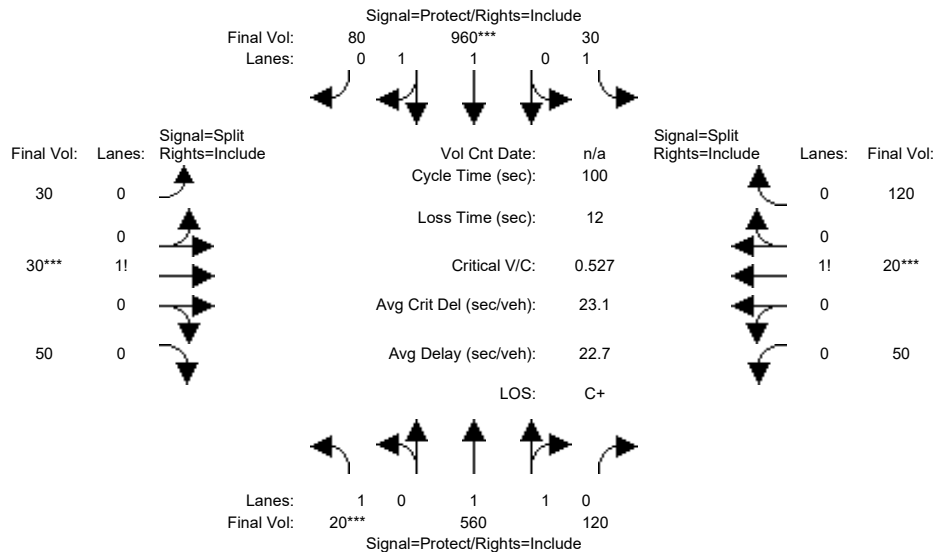


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	600	110	170	810	220	190	70	70	70	70	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	600	110	170	810	220	190	70	70	70	70	550
Added Vol:	0	46	13	0	51	4	3	1	0	14	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	646	123	170	861	224	193	71	70	84	72	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	646	123	170	861	224	193	71	70	84	72	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	646	123	170	861	224	193	71	70	84	72	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	646	123	170	861	224	193	71	70	84	72	550
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	1.58	0.42	1.00	0.50	0.50	0.54	0.46	1.00
Final Sat.:	1750	3108	592	1750	2936	764	1800	906	894	969	831	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.29	0.29	0.11	0.08	0.08	0.09	0.09	0.31
Crit Moves:	****			****			****					****
Green Time:	7.0	27.7	27.7	12.9	33.6	33.6	12.3	12.3	12.3	35.1	35.1	35.1
Volume/Cap:	0.16	0.75	0.75	0.75	0.87	0.87	0.87	0.64	0.64	0.25	0.25	0.87
Uniform Del:	43.7	33.0	33.0	42.0	31.1	31.1	43.1	41.7	41.7	23.1	23.1	30.4
IncrementDel:	0.6	3.1	3.1	13.1	7.0	7.0	19.1	2.6	2.6	0.0	0.0	10.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	44.4	36.1	36.1	55.0	38.1	38.1	62.1	44.3	44.3	23.1	23.1	40.6
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:	44.4	36.1	36.1	55.0	38.1	38.1	62.1	44.3	44.3	23.1	23.1	40.6
LOS by Move:	D	D+	D+	E+	D+	D+	E	D	D	C	C	D
HCM2k95thQ:	1	20	20	11	30	30	17	11	11	7	7	34

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

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

Intersection #7: Milpitas Blvd/Ames Ave

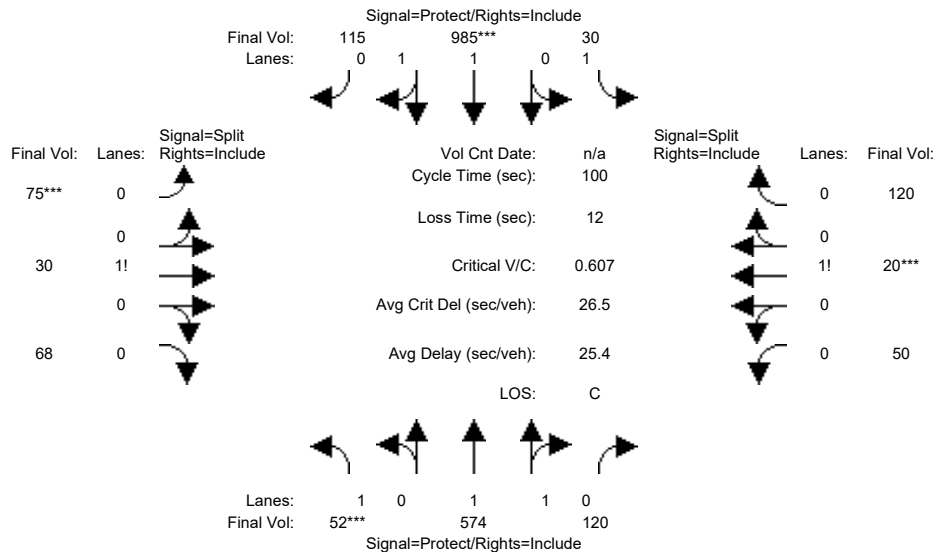


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	560	120	30	960	80	30	30	50	50	20	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	560	120	30	960	80	30	30	50	50	20	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	560	120	30	960	80	30	30	50	50	20	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	560	120	30	960	80	30	30	50	50	20	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	560	120	30	960	80	30	30	50	50	20	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	560	120	30	960	80	30	30	50	50	20	120
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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.64	0.36	1.00	1.84	0.16	0.27	0.27	0.46	0.26	0.11	0.63
Final Sat.:	1750	3047	653	1750	3415	285	477	477	795	461	184	1105
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.02	0.28	0.28	0.06	0.06	0.06	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	41.5	41.5	15.8	50.3	50.3	11.3	11.3	11.3	19.4	19.4	19.4
Volume/Cap:	0.16	0.44	0.44	0.11	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Uniform Del:	43.7	21.0	21.0	36.1	17.2	17.2	42.0	42.0	42.0	36.4	36.4	36.4
IncrementDel:	0.6	0.2	0.2	0.2	0.4	0.4	3.6	3.6	3.6	2.1	2.1	2.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	44.4	21.2	21.2	36.2	17.6	17.6	45.6	45.6	45.6	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	21.2	21.2	36.2	17.6	17.6	45.6	45.6	45.6	38.5	38.5	38.5
LOS by Move:	D	C+	C+	D+	B	B	D	D	D	D+	D+	D+
HCM2k95thQ:	1	14	14	2	19	19	8	8	8	12	12	12

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

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

Intersection #7: Milpitas Blvd/Ames Ave

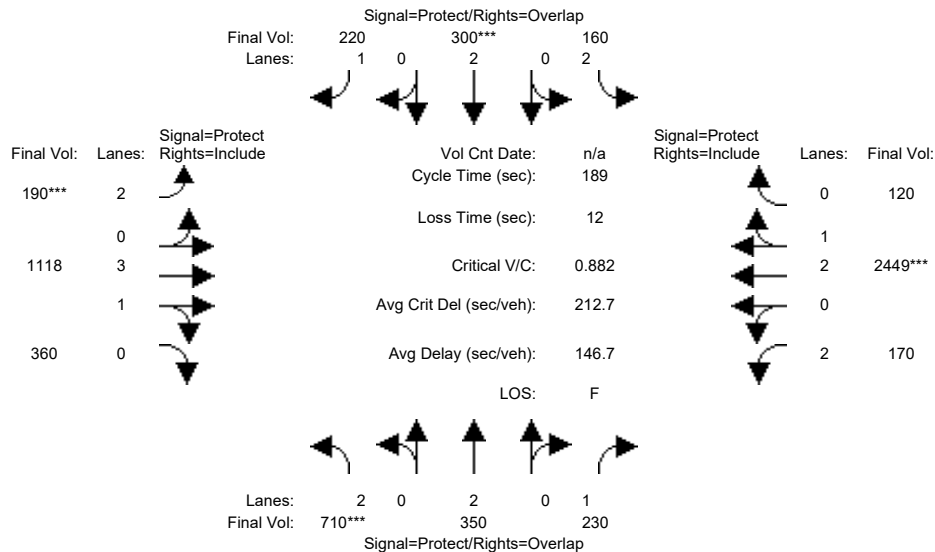


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	560	120	30	960	80	30	30	50	50	20	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	560	120	30	960	80	30	30	50	50	20	120
Added Vol:	32	14	0	0	25	35	45	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	574	120	30	985	115	75	30	68	50	20	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	574	120	30	985	115	75	30	68	50	20	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	574	120	30	985	115	75	30	68	50	20	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	574	120	30	985	115	75	30	68	50	20	120
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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.64	0.36	1.00	1.79	0.21	0.44	0.17	0.39	0.26	0.11	0.63
Final Sat.:	1750	3060	640	1750	3313	387	759	303	688	461	184	1105
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.30	0.30	0.10	0.10	0.10	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	39.8	39.8	14.9	47.7	47.7	15.9	15.9	15.9	17.4	17.4	17.4
Volume/Cap:	0.42	0.47	0.47	0.12	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Uniform Del:	44.6	22.3	22.3	36.9	19.5	19.5	39.3	39.3	39.3	38.2	38.2	38.2
IncrementDel:	2.4	0.2	0.2	0.2	0.7	0.7	4.4	4.4	4.4	4.0	4.0	4.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	46.9	22.5	22.5	37.1	20.2	20.2	43.6	43.6	43.6	42.2	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:	46.9	22.5	22.5	37.1	20.2	20.2	43.6	43.6	43.6	42.2	42.2	42.2
LOS by Move:	D	C+	C+	D+	C+	C+	D	D	D	D	D	D
HCM2k95thQ:	3	15	15	2	22	22	12	12	12	13	13	13

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

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

Intersection #8: Main St/Montague Expy

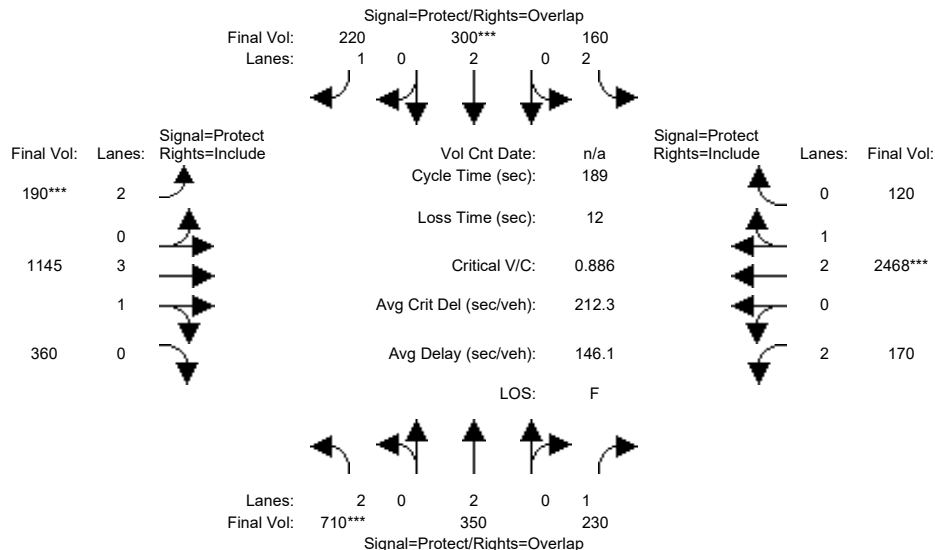


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	350	230	160	300	220	190	1380	360	170	3710	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	350	230	160	300	220	190	1380	360	170	3710	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	350	230	160	300	220	190	1380	360	170	3710	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	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	350	230	160	300	220	190	1118	360	170	2449	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	350	230	160	300	220	190	1118	360	170	2449	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	710	350	230	160	300	220	190	1118	360	170	2449	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.85	0.15
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5697	1800	3150	5338	262
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.13	0.05	0.08	0.13	0.06	0.20	0.20	0.05	0.46	0.46
Crit Moves:	****			****			****			****		
Green Time:	15.8	27.1	39.7	18.1	29.4	53.5	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	2.70	0.64	0.63	0.53	0.51	0.44	0.47	0.31	0.32	0.81	0.81	0.81
Uniform Del:	82.5	72.7	64.7	77.6	69.7	52.9	72.9	15.5	15.6	82.9	31.2	31.2
IncrementDel:	777.9	2.6	3.4	1.8	0.7	0.6	0.9	0.0	0.0	20.4	1.6	1.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.05	1.87	1.87
Delay/Veh:	860.4	75.4	68.1	79.4	70.4	53.5	80.9	33.0	33.2	107.3	60.1	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	860.4	75.4	68.1	79.4	70.4	53.5	80.9	33.0	33.2	107.3	60.1	60.1
LOS by Move:	F	E-	E	E-	E	D-	F	C-	C-	F	E	E
HCM2k95thQ:	86	18	23	11	15	19	12	28	29	12	70	70

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

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

Intersection #8: Main St/Montague Expy

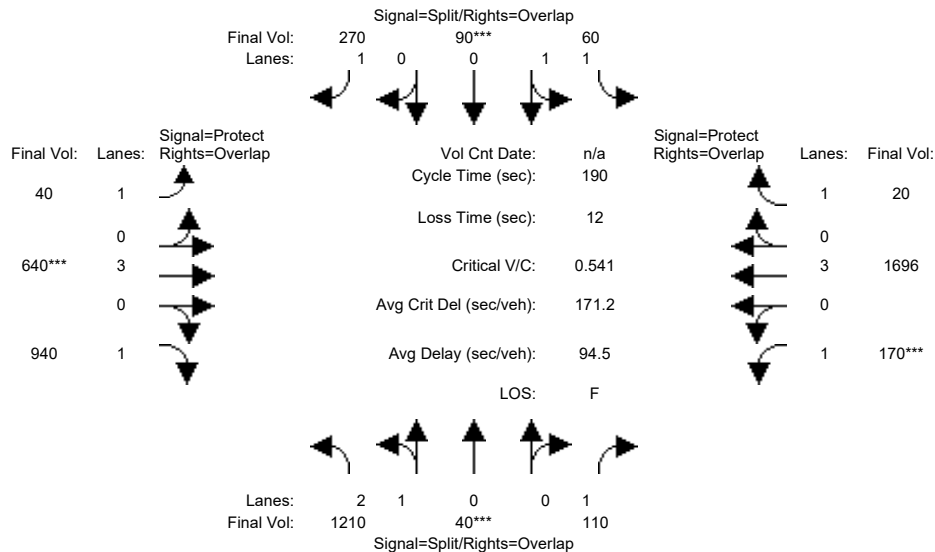


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	350	230	160	300	220	190	1380	360	170	3710	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	350	230	160	300	220	190	1380	360	170	3710	120
Added Vol:	0	0	0	0	0	0	0	34	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	350	230	160	300	220	190	1414	360	170	3740	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	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	350	230	160	300	220	190	1145	360	170	2468	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	350	230	160	300	220	190	1145	360	170	2468	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	710	350	230	160	300	220	190	1145	360	170	2468	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.86	0.14
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5703	1793	3150	5340	260
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.13	0.05	0.08	0.13	0.06	0.20	0.20	0.05	0.46	0.46
Crit Moves:	****			****			****			****		
Green Time:	15.8	27.1	39.7	18.1	29.4	53.5	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	2.70	0.64	0.63	0.53	0.51	0.44	0.47	0.32	0.32	0.81	0.82	0.82
Uniform Del:	82.5	72.7	64.7	77.6	69.7	52.9	72.9	15.6	15.6	82.9	31.4	31.4
IncrementDel:	777.9	2.6	3.4	1.8	0.7	0.6	0.9	0.0	0.0	20.4	1.7	1.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.05	1.87	1.87
Delay/Veh:	860.4	75.4	68.1	79.4	70.4	53.5	80.9	33.2	33.2	107.3	60.6	60.6
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:	860.4	75.4	68.1	79.4	70.4	53.5	80.9	33.2	33.2	107.3	60.6	60.6
LOS by Move:	F	E-	E	E-	E	D-	F	C-	C-	F	E	E
HCM2k95thQ:	86	18	23	11	15	19	12	29	29	11	71	71

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

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

Intersection #9: Trade Zone Blvd/Montague Expy

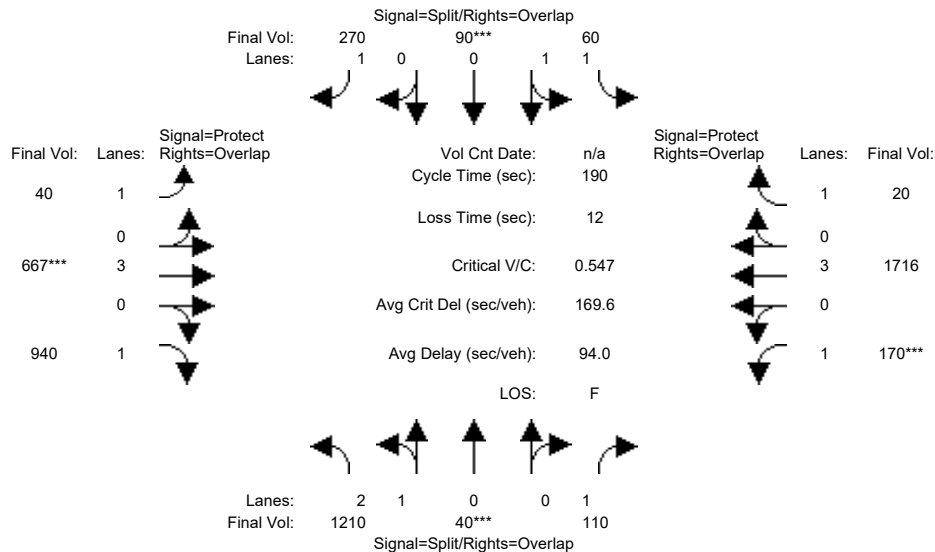


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1210	40	110	60	90	270	40	790	940	170	2570	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1210	40	110	60	90	270	40	790	940	170	2570	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1210	40	110	60	90	270	40	790	940	170	2570	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1210	40	110	60	90	270	40	640	940	170	1696	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1210	40	110	60	90	270	40	640	940	170	1696	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1210	40	110	60	90	270	40	640	940	170	1696	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.91	0.09	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4790	158	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.03	0.05	0.15	0.02	0.11	0.54	0.10	0.30	0.01
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	24.8	24.8	40.7	15.9	101	135.7	25.3	110	135.2
Volume/Cap:	1.39	1.39	0.20	0.26	0.36	0.72	0.27	0.21	0.75	0.73	0.51	0.02
Uniform Del:	83.0	83.0	50.8	79.5	80.6	74.1	87.2	25.0	17.9	84.5	25.3	8.5
IncrcmntDel:	180.5	181	0.2	0.2	0.5	6.7	1.0	0.0	2.6	11.2	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.69
Delay/Veh:	263.5	264	51.0	79.7	81.1	80.8	88.2	32.1	33.1	95.7	34.6	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:	263.5	264	51.0	79.7	81.1	80.8	88.2	32.1	33.1	95.7	34.6	14.5
LOS by Move:	F	F	D	E-	F	F	F	C-	C-	F	C-	B
HCM2k95thQ:	72	72	10	7	10	30	5	16	78	20	42	1

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

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

Intersection #9: Trade Zone Blvd/Montague Expy

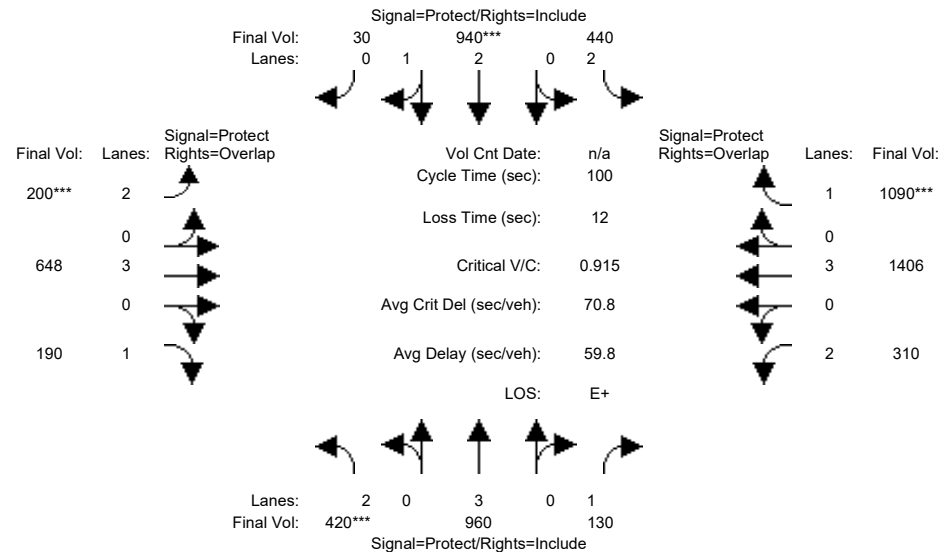


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1210	40	110	60	90	270	40	790	940	170	2570	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1210	40	110	60	90	270	40	790	940	170	2570	20
Added Vol:	0	0	0	0	0	0	0	34	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1210	40	110	60	90	270	40	824	940	170	2600	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1210	40	110	60	90	270	40	667	940	170	1716	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1210	40	110	60	90	270	40	667	940	170	1716	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	1210	40	110	60	90	270	40	667	940	170	1716	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.91	0.09	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4790	158	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.03	0.05	0.15	0.02	0.12	0.54	0.10	0.30	0.01
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	24.5	24.5	40.4	15.9	101	135.7	25.3	110	135.0
Volume/Cap:	1.39	1.39	0.20	0.27	0.37	0.72	0.27	0.22	0.75	0.73	0.52	0.02
Uniform Del:	83.0	83.0	50.8	79.7	80.8	74.4	87.2	25.2	17.9	84.5	25.5	8.6
IncrementDel:	180.5	181	0.2	0.3	0.6	6.9	1.0	0.0	2.6	11.2	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.69
Delay/Veh:	263.5	264	51.0	80.0	81.4	81.3	88.2	32.3	33.1	95.7	34.8	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	263.5	264	51.0	80.0	81.4	81.3	88.2	32.3	33.1	95.7	34.8	14.6
LOS by Move:	F	F	D	E-	F	F	F	C-	C-	F	C-	B
HCM2k95thQ:	72	72	10	7	10	30	5	17	78	20	42	1

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

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

Intersection #10: Great Mall Pkwy/Montague Expy

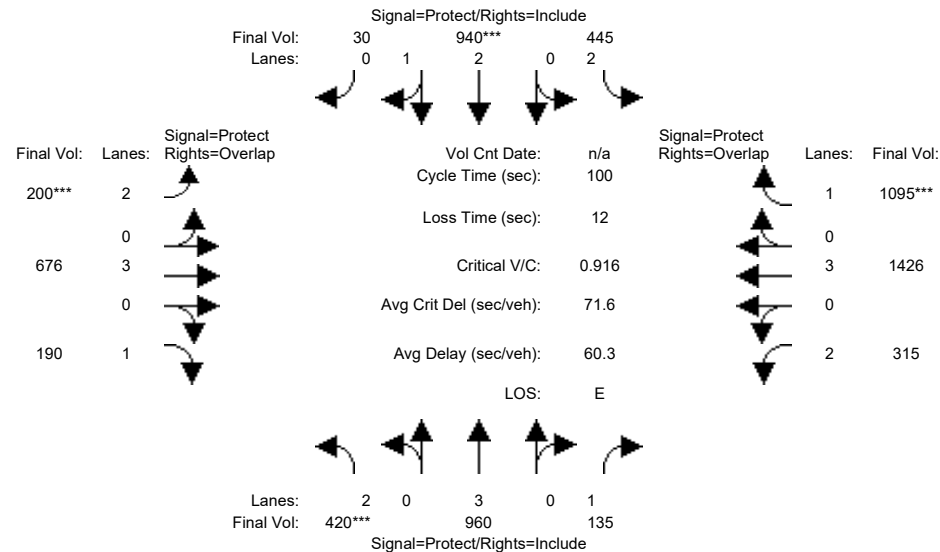


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	960	130	440	940	30	200	800	190	310	2130	1090
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	960	130	440	940	30	200	800	190	310	2130	1090
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	960	130	440	940	30	200	800	190	310	2130	1090
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	960	130	440	940	30	200	648	190	310	1406	1090
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	960	130	440	940	30	200	648	190	310	1406	1090
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	420	960	130	440	940	30	200	648	190	310	1406	1090
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.90	0.10	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5427	173	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.07	0.14	0.17	0.17	0.06	0.11	0.11	0.10	0.25	0.62
Crit Moves:	****			****			****					****
Green Time:	11.3	22.0	22.0	21.3	32.0	32.0	13.5	39.7	50.9	10.3	41.0	62.3
Volume/Cap:	1.18	0.77	0.34	0.65	0.54	0.54	0.47	0.29	0.21	0.96	0.60	1.00
Uniform Del:	79.0	65.2	58.6	64.0	49.7	49.7	71.1	36.6	24.0	79.4	41.1	33.5
IncrementDel:	107.7	2.9	0.5	2.3	0.3	0.3	0.8	0.1	0.1	38.0	0.4	27.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.75	1.00	0.88	0.52
Delay/Veh:	186.7	68.1	59.1	66.4	50.1	50.1	72.0	32.9	18.2	117.4	36.8	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.7	68.1	59.1	66.4	50.1	50.1	72.0	32.9	18.2	117.4	36.8	44.3
LOS by Move:	F	E	E+	E	D	D	E	C-	B-	F	D+	D
HCM2k95thQ:	36	30	12	24	26	26	11	12	8	18	28	96

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

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

Intersection #10: Great Mall Pkwy/Montague Expy

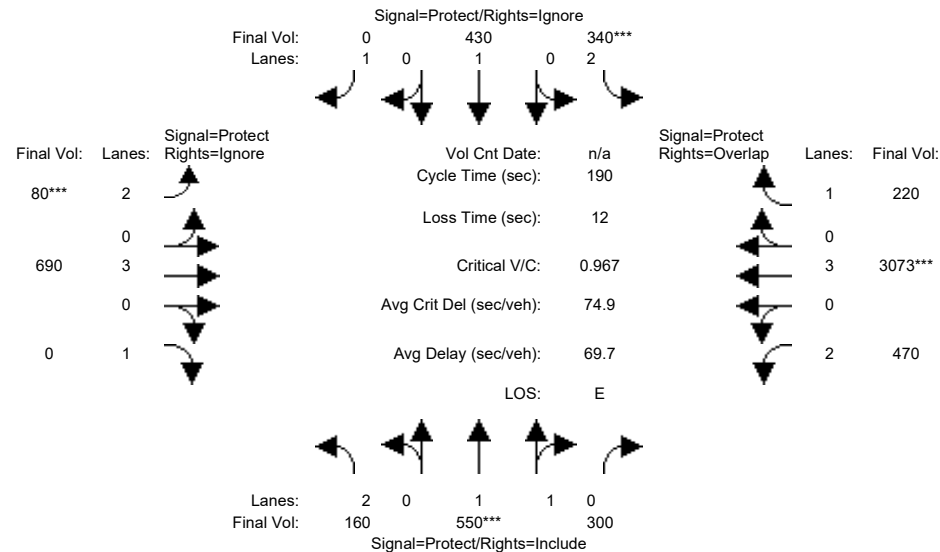


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	960	130	440	940	30	200	800	190	310	2130	1090
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	960	130	440	940	30	200	800	190	310	2130	1090
Added Vol:	0	0	5	5	0	0	0	34	0	5	30	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	960	135	445	940	30	200	834	190	315	2160	1095
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	960	135	445	940	30	200	676	190	315	1426	1095
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	960	135	445	940	30	200	676	190	315	1426	1095
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	420	960	135	445	940	30	200	676	190	315	1426	1095
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.90	0.10	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5427	173	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.08	0.14	0.17	0.17	0.06	0.12	0.11	0.10	0.25	0.63
Crit Moves:	****			****			****					****
Green Time:	11.2	21.9	21.9	21.3	32.0	32.0	13.5	39.7	50.9	10.3	41.0	62.3
Volume/Cap:	1.19	0.77	0.35	0.66	0.54	0.54	0.47	0.30	0.21	0.97	0.61	1.00
Uniform Del:	79.0	65.2	58.8	64.2	49.7	49.7	71.1	36.7	24.0	79.5	41.3	33.5
IncramntDel:	110.1	2.9	0.6	2.5	0.3	0.3	0.8	0.1	0.1	41.6	0.5	28.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.75	1.00	0.88	0.52
Delay/Veh:	189.1	68.2	59.3	66.7	50.1	50.1	72.0	33.0	18.2	121.1	37.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	189.1	68.2	59.3	66.7	50.1	50.1	72.0	33.0	18.2	121.1	37.0	45.6
LOS by Move:	F	E	E+	E	D	D	E	C-	B-	F	D+	D
HCM2k95thQ:	36	30	13	25	26	26	11	13	8	18	28	96

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

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

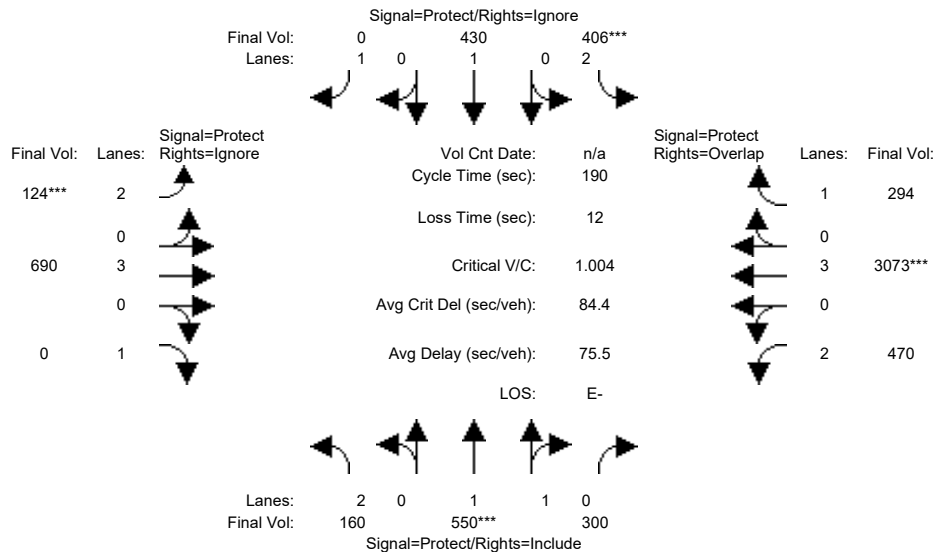
Intersection #11: Milpitas Blvd/Montague Expy



Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	550	300	340	430	420	80	690	180	470	3940	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	550	300	340	430	420	80	690	180	470	3940	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	550	300	340	430	420	80	690	180	470	3940	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	550	300	340	430	0	80	690	0	470	3073	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	550	300	340	430	0	80	690	0	470	3073	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	160	550	300	340	430	0	80	690	0	470	3073	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.27	0.73	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2393	1305	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.11	0.23	0.00	0.03	0.12	0.00	0.15	0.54	0.13
Crit Moves:	****			****			****			****		
Green Time:	12.0	44.5	44.5	20.9	53.5	0.0	7.4	50.1	0.0	61.8	104	125.4
Volume/Cap:	0.80	0.98	0.98	0.98	0.80	0.00	0.65	0.46	0.00	0.46	0.98	0.19
Uniform Del:	83.2	68.5	68.5	79.9	60.1	0.0	85.3	55.5	0.0	48.2	39.6	11.9
IncrementDel:	20.7	25.7	25.7	42.9	8.7	0.0	11.9	0.2	0.0	0.3	11.9	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.04	0.00	1.08	1.31	1.53
Delay/Veh:	103.9	94.2	94.2	122.8	68.7	0.0	97.2	58.0	0.0	52.3	63.6	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:	103.9	94.2	94.2	122.8	68.7	0.0	97.2	58.0	0.0	52.3	63.6	18.3
LOS by Move:	F	F	F	F	E	A	F	E+	A	D-	E	B-
HCM2k95thQ:	13	46	46	24	38	0	6	20	0	23	93	14
Note: Queue reported is the number of cars per lane.												

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

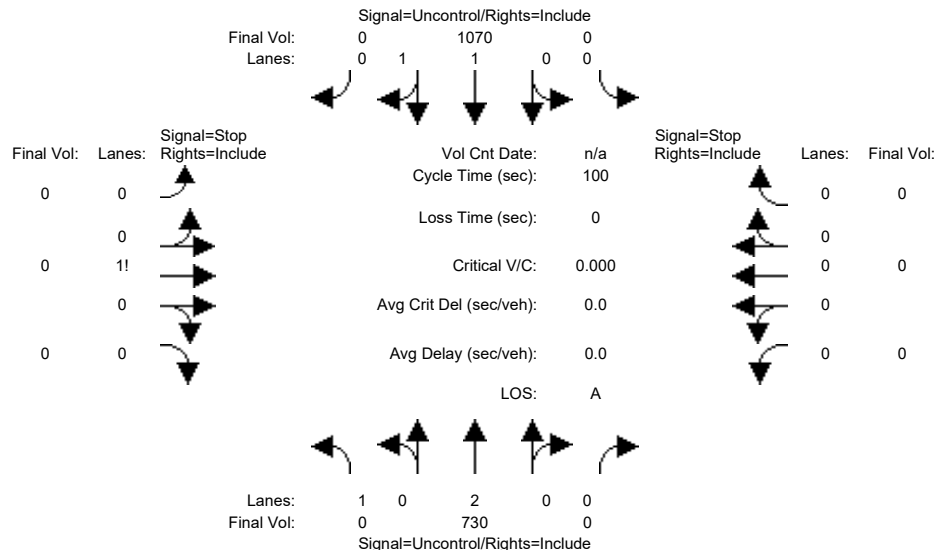
Intersection #11: Milpitas Blvd/Montague Expy



Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	550	300	340	430	420	80	690	180	470	3940	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	550	300	340	430	420	80	690	180	470	3940	220
Added Vol:	0	0	0	66	0	40	44	0	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	550	300	406	430	460	124	690	180	470	3940	294
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	550	300	406	430	0	124	690	0	470	3073	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	550	300	406	430	0	124	690	0	470	3073	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	160	550	300	406	430	0	124	690	0	470	3073	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.27	0.73	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2393	1305	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.13	0.23	0.00	0.04	0.12	0.00	0.15	0.54	0.17
Crit Moves:	****			****			****			****		
Green Time:	12.4	43.5	43.5	24.4	55.4	0.0	7.4	49.0	0.0	60.4	102	126.4
Volume/Cap:	0.78	1.00	1.00	1.00	0.78	0.00	1.00	0.47	0.00	0.47	1.00	0.25
Uniform Del:	82.8	69.4	69.4	78.4	58.4	0.0	86.5	56.4	0.0	49.2	41.7	12.1
IncrementDel:	16.7	32.0	32.0	45.8	6.8	0.0	82.1	0.2	0.0	0.3	17.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.04	0.00	1.07	1.29	1.55
Delay/Veh:	99.5	101	101.4	124.3	65.2	0.0	168.6	58.7	0.0	53.2	71.0	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:	99.5	101	101.4	124.3	65.2	0.0	168.6	58.7	0.0	53.2	71.0	18.9
LOS by Move:	F	F	F	F	E	A	F	E+	A	D-	E	B-
HCM2k95thQ:	13	47	47	28	37	0	10	20	0	23	96	19
Note: Queue reported is the number of cars per lane.												

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name:	S Milpitas Blvd						North Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	730		0	0	1070	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	730		0	0	1070	0	0	0	0	0	0		0	0
Added Vol:	0	0		0	0	0	0	0	0	0	0	0		0	0
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0		0	0
Initial Fut:	0	730		0	0	1070	0	0	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	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	730		0	0	1070	0	0	0	0	0	0		0	0
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0		0	0
FinalVolume:	0	730		0	0	1070	0	0	0	0	0	0		0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1435	1800	535	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	81	495	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	81	495	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			xxxxxx				
ApproachLOS:	*				*			*			*				*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 730 0	0 1070 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 730 0	0 1070 0	0 0 0 0	0 0 0 0
Major Street Volume:	1800			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	82 [less than minimum of 100]			

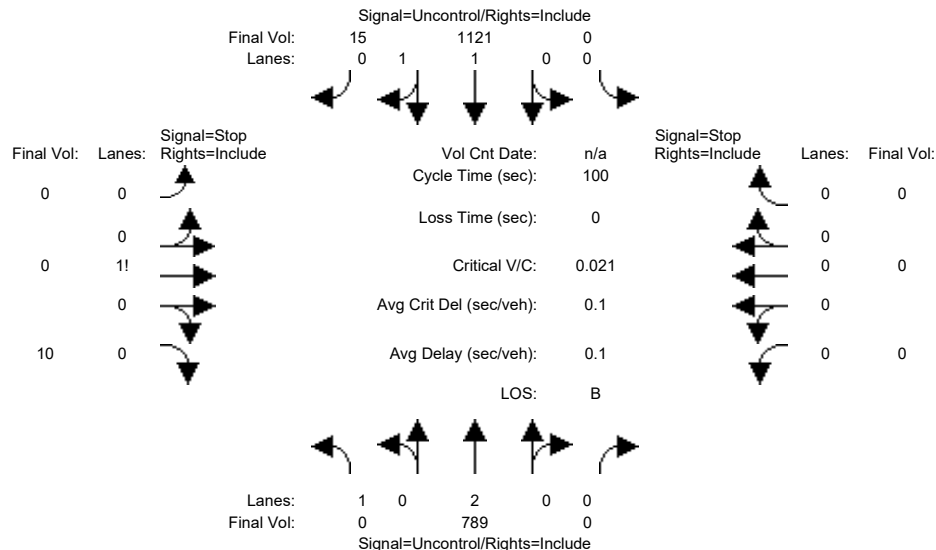
SIGNAL WARRANT DISCLAIMER

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name:	S Milpitas Blvd						North Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	730		0	0	1070		0	0	0	0	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		1.00
Initial Bse:	0	730		0	0	1070		0	0	0	0	0		0	0
Added Vol:	0	59		0	0	51		15	0	0	10	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0	0	0		0	0
Initial Fut:	0	789		0	0	1121		15	0	0	10	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		1.00
PHF Adj:	1.00	1.00	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	789		0	0	1121		15	0	0	10	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0	0	0	0		0
FinalVolume:	0	789		0	0	1121		15	0	0	10	0	0		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxxx	xxxxxx		xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx		6.9	xxxxxx	xxxxx	xxxxxx	
FollowUpTim:	xxxxxx	xxxxx	xxxxxx		xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx		3.3	xxxxxx	xxxxx	xxxxxx	
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxxx	xxxxx	xxxxxx		xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx		568	xxxxx	xxxxx	xxxxxx	
Potent Cap.:	xxxxx	xxxxx	xxxxxx		xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx		471	xxxxx	xxxxx	xxxxxx	
Move Cap.:	xxxxx	xxxxx	xxxxxx		xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx		471	xxxxx	xxxxx	xxxxxx	
Volume/Cap:	xxxxx	xxxxx	xxxxx		xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		0.02	xxxxx	xxxxx	xxxxx	
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxxx	xxxxx	xxxxxx		xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx		0.1	xxxxx	xxxxx	xxxxxx	
Control Del:	xxxxxx	xxxxx	xxxxxx		xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx		12.8	xxxxxx	xxxxx	xxxxxx	
LOS by Move:	*	*	*		*	*	*	*	*	*	B	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx		xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx		xxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx		xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx		xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx				12.8			xxxxxxx			
ApproachLOS:	*				*				B			*			

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 789 0	0 1121 15	0 0 10	0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.8	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

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=3][total volume=1935]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 789 0	0 1121 15	0 0 10	0 0 0

Major Street Volume: 1925

Minor Approach Volume: 10

Minor Approach Volume Threshold: 59 [less than minimum of 100]

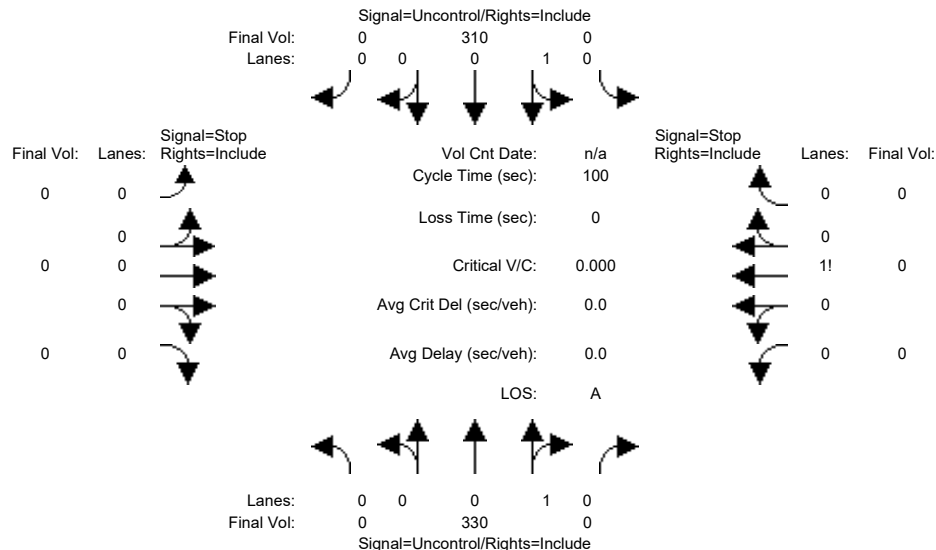
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr East Dwy											
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	330	0	0	310	0	0	0	0	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	330	0	0	310	0	0	0	0	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	330	0	0	310	0	0	0	0	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	330	0	0	310	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	330	0	0	310	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	640	640	330
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	443	396	716
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	443	396	716
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 330 0	0 310 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 330 0	0 310 0	0 0 0 0	0 0 0 0
Major Street Volume:	640			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	338			

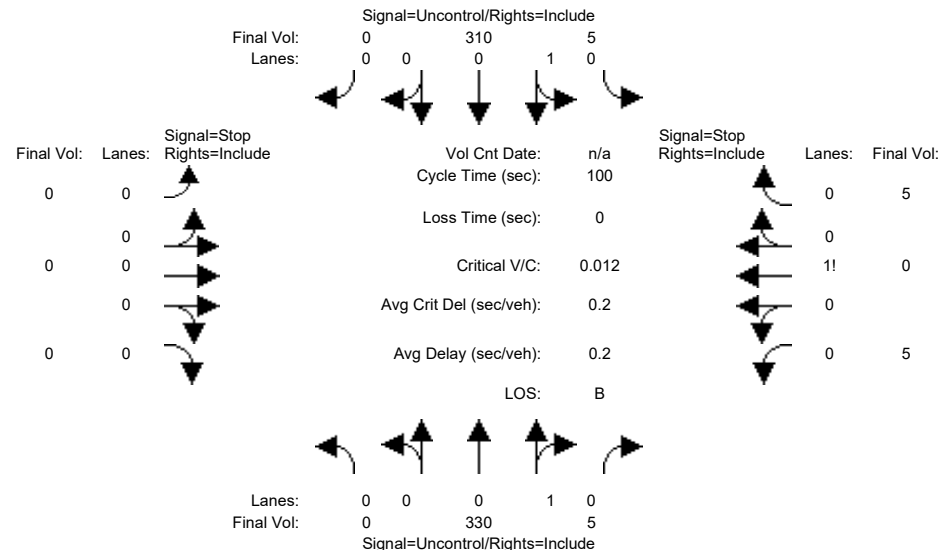
SIGNAL WARRANT DISCLAIMER

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr						East Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	330	0	0	310	0	0	0	0	0	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	1.00		
Initial Bse:	0	330	0	0	310	0	0	0	0	0	0	0	0		
Added Vol:	0	0	5	5	0	0	0	0	0	5	0	5			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	330	5	5	310	0	0	0	0	5	0	5			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	330	5	5	310	0	0	0	0	5	0	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	330	5	5	310	0	0	0	0	5	0	5			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	335	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	653	333			
Potent Cap.:	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx	xxxx	xxxx	xxxxx	435	390	714			
Move Cap.:	xxxx	xxxx	xxxxx	1236	xxxx	xxxxx	xxxx	xxxx	xxxxx	434	388	714			
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	540	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				11.8				
ApproachLOS:	*			*			*				B				

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 330 5	5 310 0	0 0 0 0	5 0 5
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	11.8

Approach[westbound][lanes=1][control=Stop Sign]

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=3][total volume=660]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 330 5	5 310 0	0 0 0 0	5 0 5

Major Street Volume: 650

Minor Approach Volume: 10

Minor Approach Volume Threshold: 334

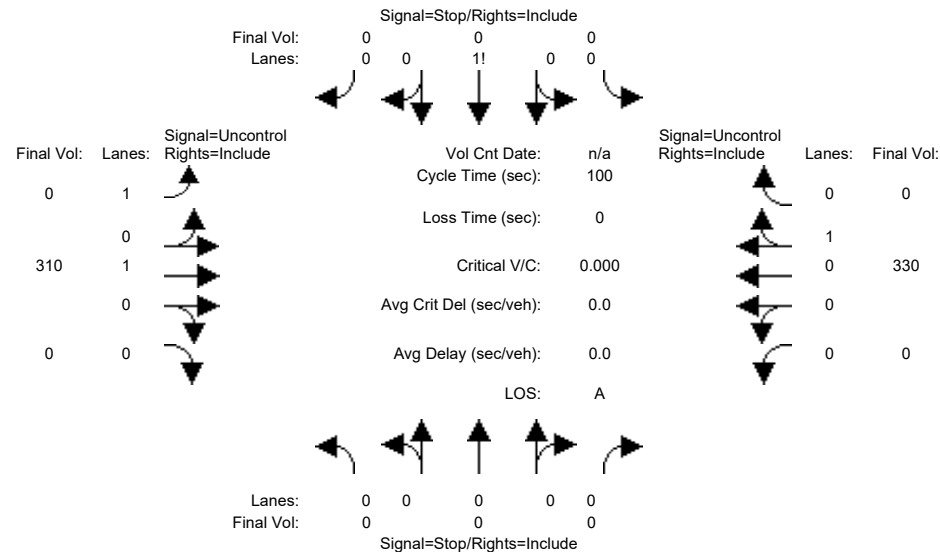
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	310	0	0	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	310	0	0	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	310	0	0	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	310	0	0	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	310	0	0	330	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	640	640	330	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	443	396	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	443	396	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	310		0		0	0	330		0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	310	0	0	0	330	0	0	0	0	0
Major Street Volume:					640															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					439															

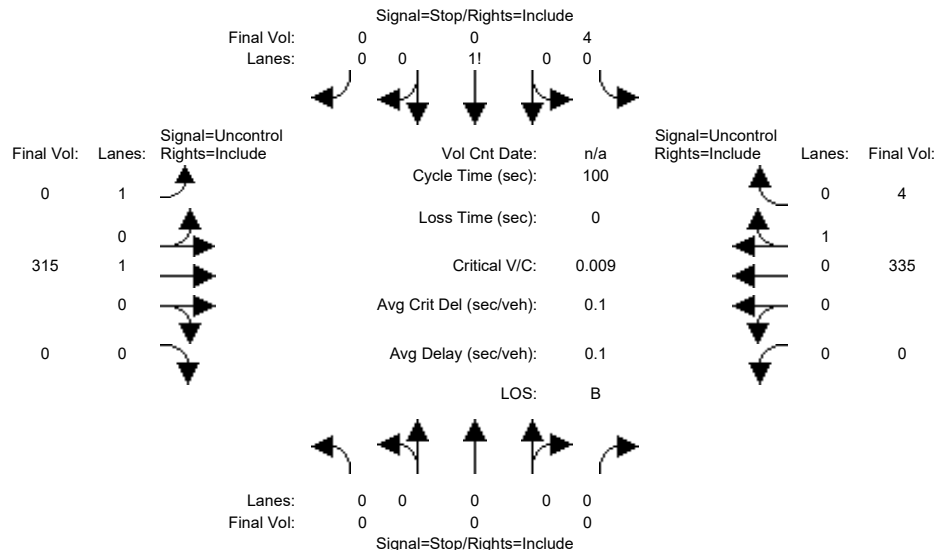
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name: Southwest Dwy Gibraltar Dr

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	310	0	0	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	310	0	0	330	0
Added Vol:	0	0	0	4	0	0	0	5	0	0	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	0	0	315	0	0	335	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	0	0	4	0	0	0	315	0	0	335	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	0	0	315	0	0	335	4

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	652	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	436	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	436	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	13.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	B	*	*	*	*	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	4 0 0 0	0 315 0	0 335 4
ApproachDel:	xxxxxx	13.3	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=658]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	4 0 0 0	0 315 0	0 335 4

Major Street Volume: 654

Minor Approach Volume: 4

Minor Approach Volume Threshold: 431

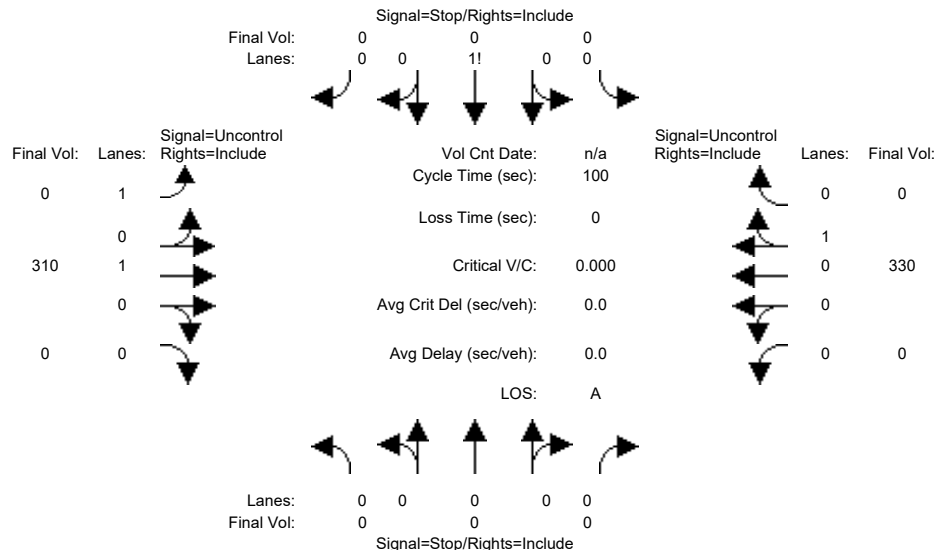
SIGNAL WARRANT DISCLAIMER

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	310	0	0	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	310	0	0	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	310	0	0	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	310	0	0	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	310	0	0	330	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	640	640	330	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	443	396	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	443	396	716	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	310		0		0	330		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	310		0		0	330		0	
Major Street Volume:						640														
Minor Approach Volume:						0														
Minor Approach Volume Threshold:						439														

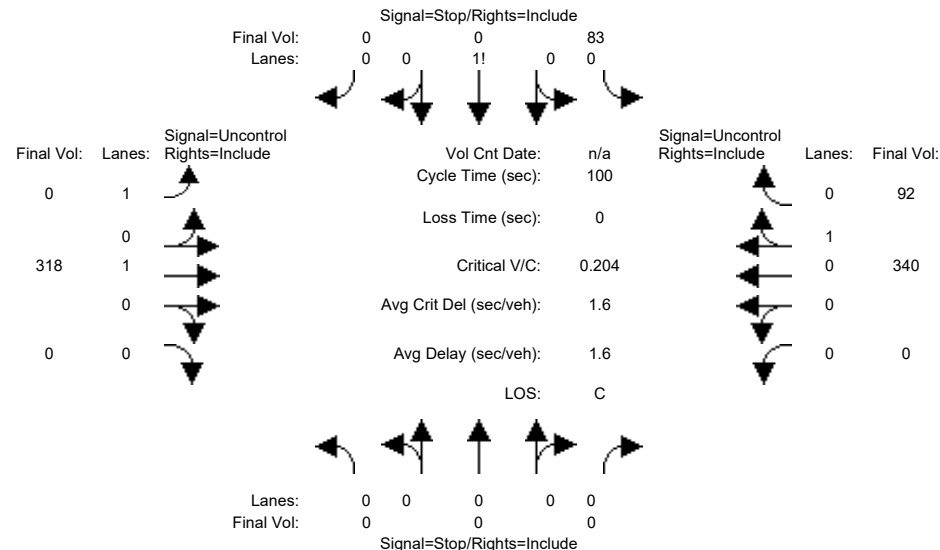
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	310	0	0	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	310	0	0	330	0
Added Vol:	0	0	0	83	0	0	0	8	0	0	10	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	0	0	0	318	0	0	340	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	0	0	0	318	0	0	340	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	83	0	0	0	318	0	0	340	92
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	704	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	83 0 0 0	0 318 0	0 340 92
ApproachDel:	xxxxxx	16.1	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=833]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	83 0 0 0	0 318 0	0 340 92

Major Street Volume: 750

Minor Approach Volume: 83

Minor Approach Volume Threshold: 384

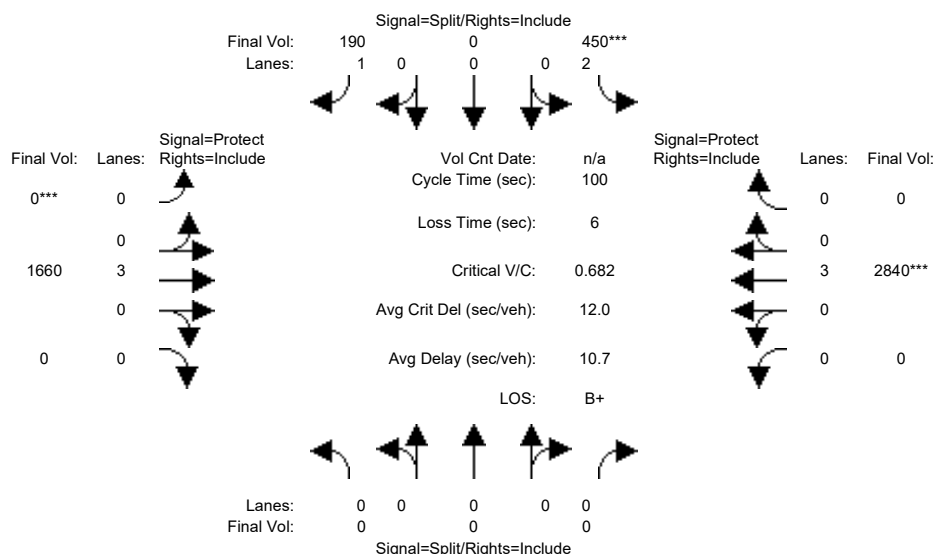
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

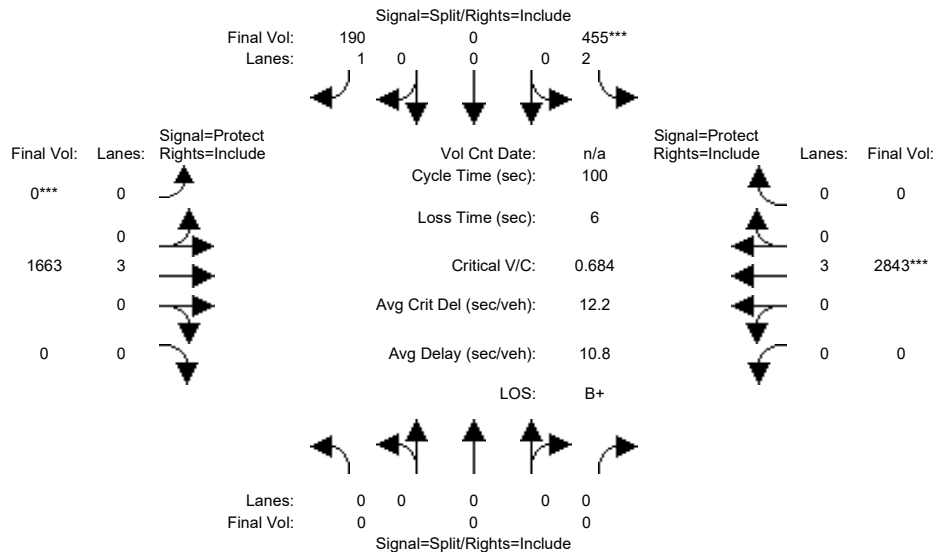
Intersection #1: I-880 SB Ramp/Calaveras Blvd



Street Name:	I-880 SB Ramp						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:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	190	0	1660	0	0	2840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	190	0	1660	0	0	2840	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	190	0	1660	0	0	2840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	190	0	1660	0	0	2840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	190	0	1660	0	0	2840	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 Volume:	0	0	0	450	0	190	0	1660	0	0	2840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.11	0.00	0.29	0.00	0.00	0.50	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	20.9	0.0	20.9	0.0	73.1	0.0	0.0	73.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.52	0.00	0.40	0.00	0.00	0.68	0.00
Uniform Del:	0.0	0.0	0.0	36.5	0.0	35.1	0.0	5.1	0.0	0.0	7.2	0.0
IncrementDel:	0.0	0.0	0.0	2.9	0.0	1.3	0.0	0.1	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	39.4	0.0	36.4	0.0	5.2	0.0	0.0	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.4	0.0	36.4	0.0	5.2	0.0	0.0	7.7	0.0
LOS by Move:	A	A	A	D	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	17	0	12	0	12	0	0	25	0
Note: Queue reported is the number of cars per lane.												

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

Intersection #1: I-880 SB Ramp/Calaveras Blvd

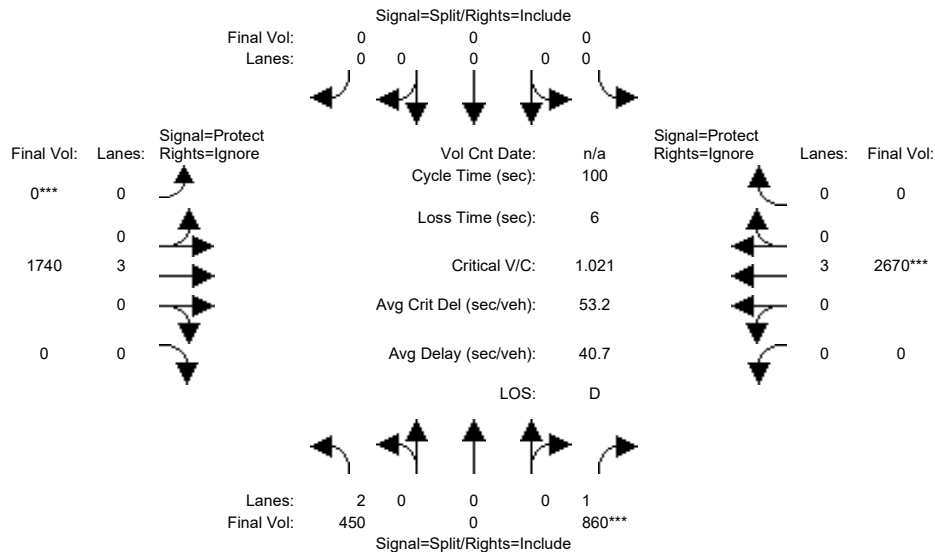


Street Name:	I-880 SB Ramp						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	190	0	1660	0	0	2840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	190	0	1660	0	0	2840	0
Added Vol:	0	0	0	5	0	0	0	3	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	455	0	190	0	1663	0	0	2843	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	455	0	190	0	1663	0	0	2843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	455	0	190	0	1663	0	0	2843	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 Volume:	0	0	0	455	0	190	0	1663	0	0	2843	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.11	0.00	0.29	0.00	0.00	0.50	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	21.1	0.0	21.1	0.0	72.9	0.0	0.0	72.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.51	0.00	0.40	0.00	0.00	0.68	0.00
Uniform Del:	0.0	0.0	0.0	36.4	0.0	34.9	0.0	5.2	0.0	0.0	7.3	0.0
IncrementDel:	0.0	0.0	0.0	3.0	0.0	1.2	0.0	0.1	0.0	0.0	0.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	39.3	0.0	36.2	0.0	5.3	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.3	0.0	36.2	0.0	5.3	0.0	0.0	7.8	0.0
LOS by Move:	A	A	A	D	A	D+	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	17	0	12	0	13	0	0	25	0

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

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

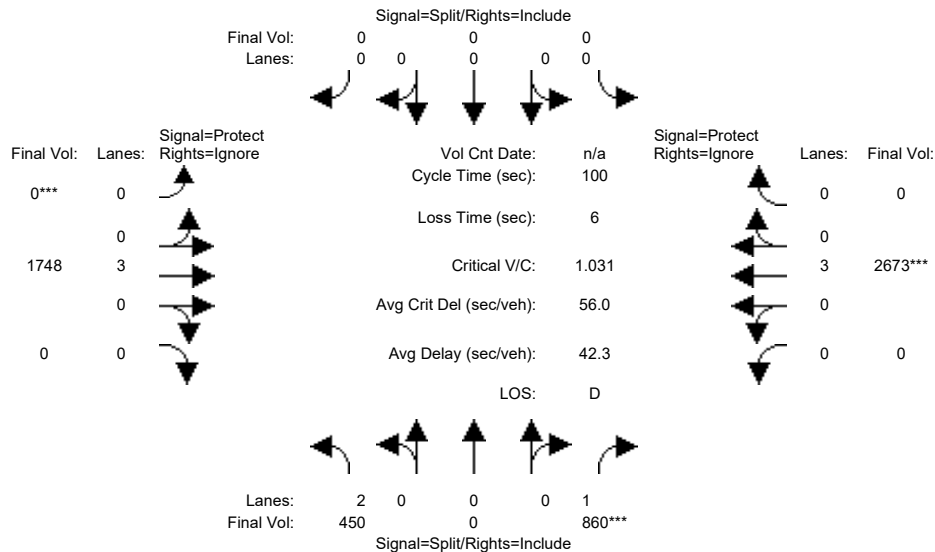


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	860	0	0	0	0	1740	0	0	2670	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:	450	0	860	0	0	0	0	1740	0	0	2670	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:	450	0	860	0	0	0	0	1740	0	0	2670	0
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:	450	0	860	0	0	0	0	1740	0	0	2670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	0	860	0	0	0	0	1740	0	0	2670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	450	0	860	0	0	0	0	1740	0	0	2670	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.49	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.47	0.00
Crit Moves:	****						****			****		
Green Time:	48.1	0.0	48.1	0.0	0.0	0.0	0.0	45.9	0.0	0.0	45.9	0.0
Volume/Cap:	0.30	0.00	1.02	0.00	0.00	0.00	0.00	0.67	0.00	0.00	1.02	0.00
Uniform Del:	15.7	0.0	25.9	0.0	0.0	0.0	0.0	21.1	0.0	0.0	27.1	0.0
IncrementDel:	0.1	0.0	36.4	0.0	0.0	0.0	0.0	0.7	0.0	0.0	23.2	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	15.8	0.0	62.4	0.0	0.0	0.0	0.0	21.7	0.0	0.0	50.2	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:	15.8	0.0	62.4	0.0	0.0	0.0	0.0	21.7	0.0	0.0	50.2	0.0
LOS by Move:	B	A	E	A	A	A	A	C+	A	A	D	A
HCM2k95thQ:	10	0	60	0	0	0	0	24	0	0	50	0

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

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

Intersection #2: I-880 NB Ramps/Calaveras Blvd

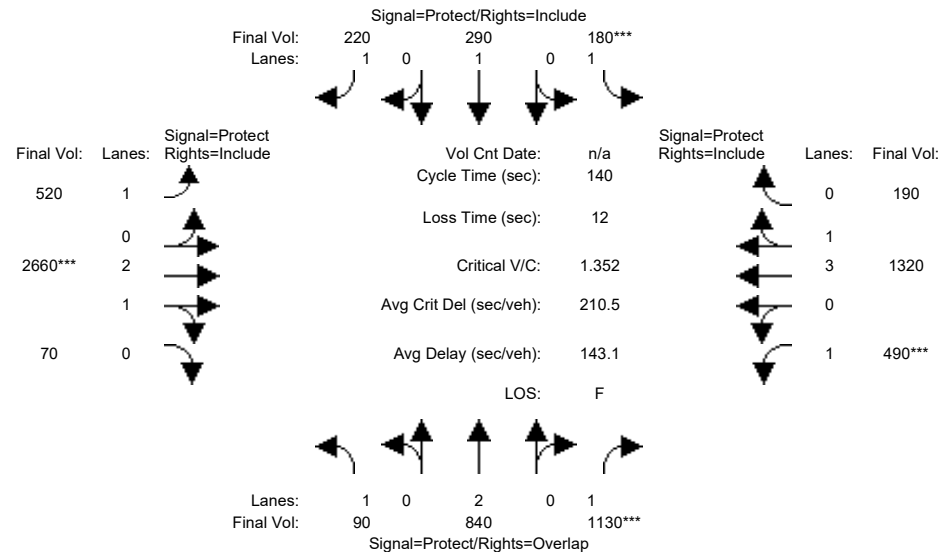


Street Name:	I-880 NB Ramps						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	860	0	0	0	0	1740	0	0	2670	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:	450	0	860	0	0	0	0	1740	0	0	2670	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	0	860	0	0	0	0	1748	0	0	2673	6
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:	450	0	860	0	0	0	0	1748	0	0	2673	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	0	860	0	0	0	0	1748	0	0	2673	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	450	0	860	0	0	0	0	1748	0	0	2673	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	0	0	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.49	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.48	0.00
Crit Moves:	****			****			****			****		
Green Time:	47.7	0.0	47.7	0.0	0.0	0.0	0.0	46.3	0.0	0.0	46.3	0.0
Volume/Cap:	0.30	0.00	1.03	0.00	0.00	0.00	0.00	0.66	0.00	0.00	1.03	0.00
Uniform Del:	16.0	0.0	26.2	0.0	0.0	0.0	0.0	20.8	0.0	0.0	26.8	0.0
IncrementDel:	0.1	0.0	39.2	0.0	0.0	0.0	0.0	0.6	0.0	0.0	26.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	16.1	0.0	65.4	0.0	0.0	0.0	0.0	21.4	0.0	0.0	52.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	0.0	65.4	0.0	0.0	0.0	0.0	21.4	0.0	0.0	52.9	0.0
LOS by Move:	B	A	E	A	A	A	A	C+	A	A	D-	A
HCM2k95thQ:	10	0	61	0	0	0	0	24	0	0	52	0

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

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

Intersection #3: Abel St/Calaveras Blvd

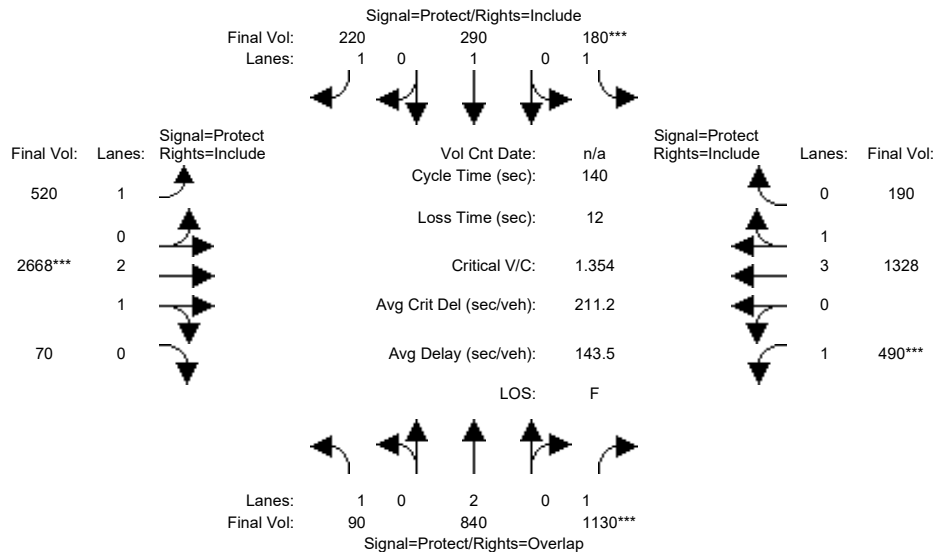


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	840	1130	180	290	220	520	2660	70	490	1320	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	840	1130	180	290	220	520	2660	70	490	1320	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	840	1130	180	290	220	520	2660	70	490	1320	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	840	1130	180	290	220	520	2660	70	490	1320	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	840	1130	180	290	220	520	2660	70	490	1320	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	840	1130	180	290	220	520	2660	70	490	1320	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	3.48	0.52
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5456	144	1750	6555	943
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.65	0.10	0.15	0.13	0.30	0.49	0.49	0.28	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	12.2	37.9	66.9	10.7	36.3	36.3	47.4	50.5	50.5	29.0	32.1	32.1
Volume/Cap:	0.59	0.82	1.35	1.35	0.59	0.48	0.88	1.35	1.35	1.35	0.88	0.88
Uniform Del:	61.5	47.8	36.6	64.7	45.3	43.9	43.6	44.8	44.8	55.5	52.1	52.1
IncrementDel:	5.9	5.2	166.3	199.6	1.9	0.8	14.0	162	161.7	175.6	5.5	5.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	67.4	53.0	202.8	264.3	47.2	44.8	57.6	206	206.5	231.1	57.6	57.6
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:	67.4	53.0	202.8	264.3	47.2	44.8	57.6	206	206.5	231.1	57.6	57.6
LOS by Move:	E	D-	F	F	D	D	E+	F	F	F	E+	E+
HCM2k95thQ:	10	32	137	29	20	16	39	103	103	60	26	26

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

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

Intersection #3: Abel St/Calaveras Blvd

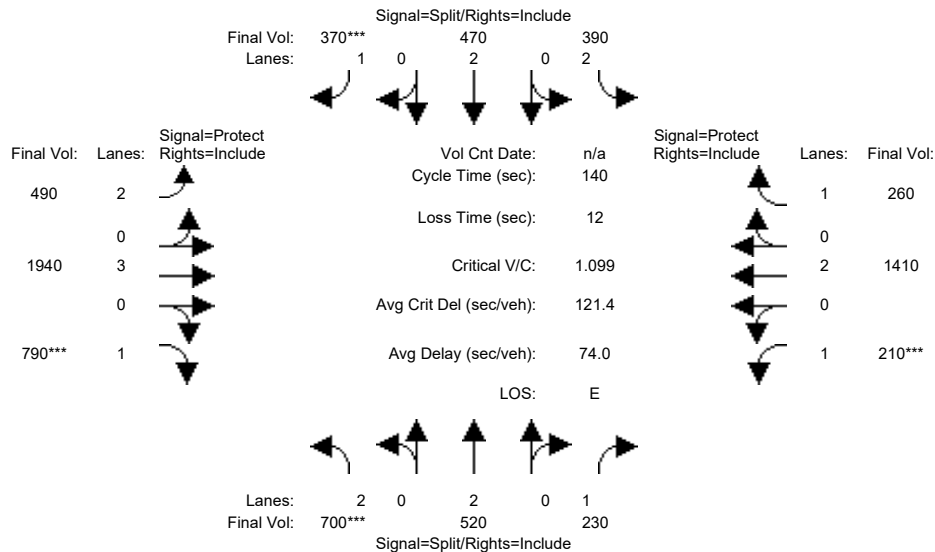


Street Name:	Abel St						Calaveras Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	840	1130	180	290	220	520	2660	70	490	1320	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	840	1130	180	290	220	520	2660	70	490	1320	190
Added Vol:	0	0	0	0	0	0	0	8	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	840	1130	180	290	220	520	2668	70	490	1328	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	840	1130	180	290	220	520	2668	70	490	1328	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	840	1130	180	290	220	520	2668	70	490	1328	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	840	1130	180	290	220	520	2668	70	490	1328	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	3.48	0.52
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5457	143	1750	6560	939
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.65	0.10	0.15	0.13	0.30	0.49	0.49	0.28	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	12.2	37.8	66.8	10.6	36.3	36.3	47.3	50.6	50.6	29.0	32.2	32.2
Volume/Cap:	0.59	0.82	1.35	1.35	0.59	0.49	0.88	1.35	1.35	1.35	0.88	0.88
Uniform Del:	61.5	47.9	36.6	64.7	45.4	44.0	43.7	44.7	44.7	55.5	52.0	52.0
IncrementDel:	6.0	5.3	167.0	200.3	1.9	0.8	14.2	162	162.4	176.3	5.6	5.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	67.4	53.1	203.6	264.9	47.3	44.8	57.9	207	207.1	231.8	57.6	57.6
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:	67.4	53.1	203.6	264.9	47.3	44.8	57.9	207	207.1	231.8	57.6	57.6
LOS by Move:	E	D-	F	F	D	D	E+	F	F	F	E+	E+
HCM2k95thQ:	10	32	137	29	20	16	39	103	103	60	26	26

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

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

Intersection #4: Milpitas Blvd/Calaveres Blvd

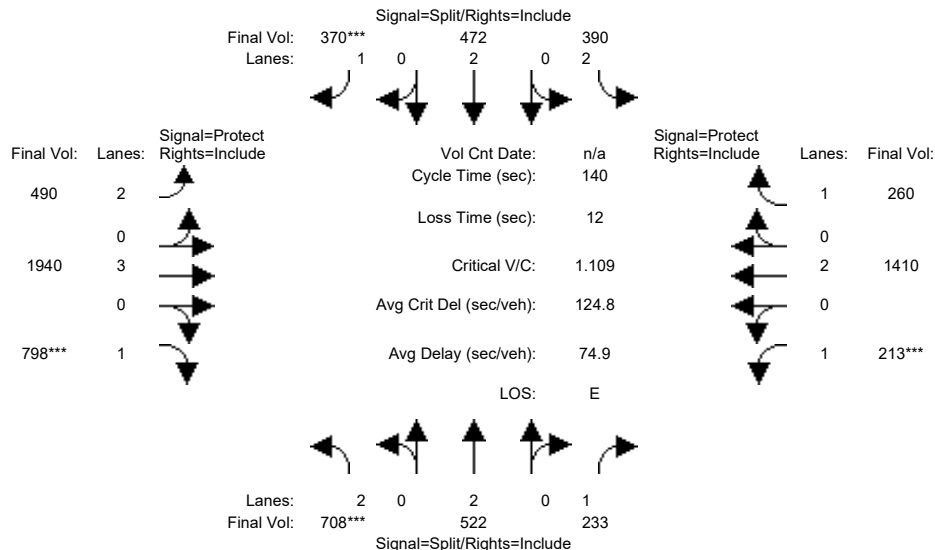


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	700	520	230	390	470	370	490	1940	790	210	1410	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	520	230	390	470	370	490	1940	790	210	1410	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	520	230	390	470	370	490	1940	790	210	1410	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	700	520	230	390	470	370	490	1940	790	210	1410	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	520	230	390	470	370	490	1940	790	210	1410	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	700	520	230	390	470	370	490	1940	790	210	1410	260
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:	0.22	0.14	0.13	0.12	0.12	0.21	0.16	0.34	0.45	0.12	0.37	0.15
Crit Moves:	***					***			***			***
Green Time:	28.3	28.3	28.3	26.9	26.9	26.9	21.5	57.5	57.5	15.3	51.3	51.3
Volume/Cap:	1.10	0.68	0.65	0.64	0.64	1.10	1.01	0.83	1.10	1.10	1.01	0.41
Uniform Del:	55.8	51.6	51.3	52.1	52.1	56.5	59.3	36.9	41.3	62.4	44.4	33.0
IncrementDel:	65.9	2.4	4.2	2.4	2.0	78.4	44.2	2.6	64.0	94.2	27.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	121.8	54.1	55.5	54.5	54.1	135.0	103.5	39.5	105.3	156.5	71.8	33.4
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:	121.8	54.1	55.5	54.5	54.1	135.0	103.5	39.5	105.3	156.5	71.8	33.4
LOS by Move:	F	D-	E+	D-	D-	F	F	D	F	F	E	C-
HCM2k95thQ:	41	19	18	19	19	42	23	38	68	27	59	17

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

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

Intersection #4: Milpitas Blvd/Calaveres Blvd

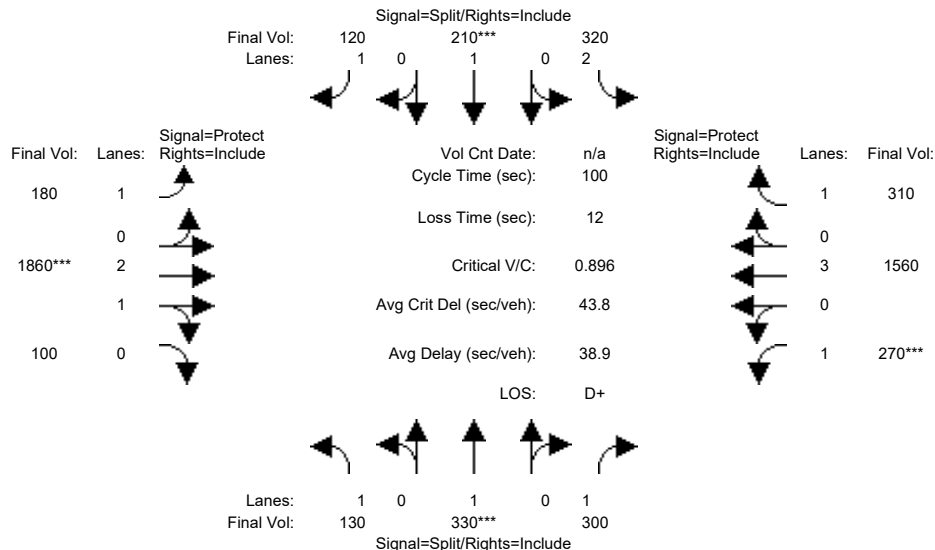


Street Name:	S Milpitas Bld						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	700	520	230	390	470	370	490	1940	790	210	1410	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	520	230	390	470	370	490	1940	790	210	1410	260
Added Vol:	8	2	3	0	2	0	0	0	8	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	522	233	390	472	370	490	1940	798	213	1410	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	522	233	390	472	370	490	1940	798	213	1410	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	522	233	390	472	370	490	1940	798	213	1410	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	708	522	233	390	472	370	490	1940	798	213	1410	260
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:	0.22	0.14	0.13	0.12	0.12	0.21	0.16	0.34	0.46	0.12	0.37	0.15
Crit Moves:	***					***			***	***		
Green Time:	28.4	28.4	28.4	26.7	26.7	26.7	21.5	57.6	57.6	15.4	51.4	51.4
Volume/Cap:	1.11	0.68	0.66	0.65	0.65	1.11	1.01	0.83	1.11	1.11	1.01	0.40
Uniform Del:	55.8	51.6	51.3	52.3	52.4	56.7	59.2	36.8	41.2	62.3	44.3	32.9
IncrementDel:	69.3	2.4	4.4	2.5	2.1	81.9	43.6	2.6	67.5	97.2	26.8	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	125.1	54.0	55.8	54.8	54.5	138.6	102.8	39.4	108.7	159.5	71.1	33.4
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:	125.1	54.0	55.8	54.8	54.5	138.6	102.8	39.4	108.7	159.5	71.1	33.4
LOS by Move:	F	D-	E+	D-	D-	F	F	D	F	F	E	C-
HCM2k95thQ:	41	19	18	19	19	42	23	38	70	28	59	16

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

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

Intersection #5: Hillview Dr/Calaveres Blvd

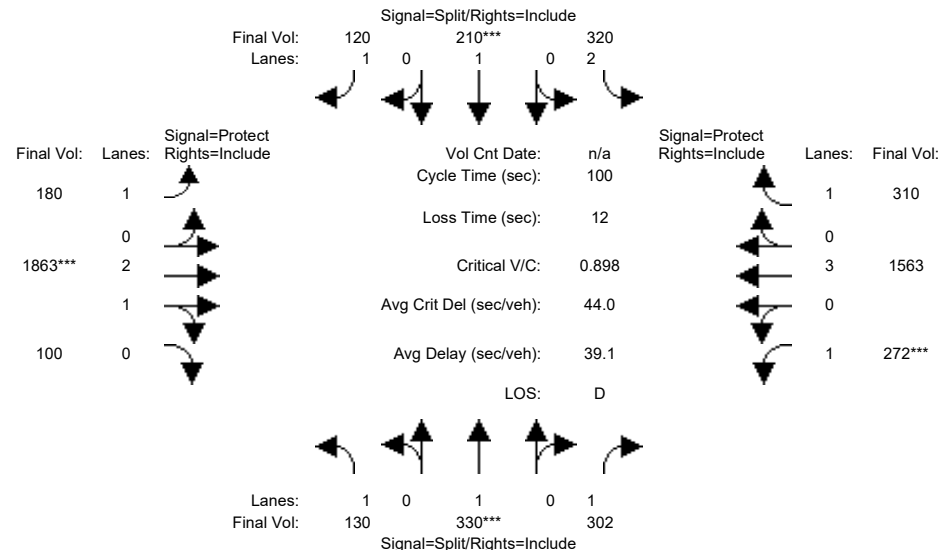


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	330	300	320	210	120	180	1860	100	270	1560	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	330	300	320	210	120	180	1860	100	270	1560	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	330	300	320	210	120	180	1860	100	270	1560	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	330	300	320	210	120	180	1860	100	270	1560	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	330	300	320	210	120	180	1860	100	270	1560	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	330	300	320	210	120	180	1860	100	270	1560	310
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5314	286	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.10	0.11	0.07	0.10	0.35	0.35	0.15	0.27	0.18
Crit Moves:	****			****			****			****		
Green Time:	19.4	19.4	19.4	12.3	12.3	12.3	15.4	39.1	39.1	17.2	40.9	40.9
Volume/Cap:	0.38	0.90	0.88	0.82	0.90	0.56	0.67	0.90	0.90	0.90	0.67	0.43
Uniform Del:	35.1	39.3	39.2	42.8	43.2	41.3	39.9	28.6	28.6	40.5	24.0	21.2
IncrementDel:	0.7	23.4	23.0	13.3	32.5	3.2	6.4	5.3	5.3	27.2	0.8	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	35.8	62.7	62.2	56.1	75.7	44.4	46.3	33.9	33.9	67.7	24.8	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	62.7	62.2	56.1	75.7	44.4	46.3	33.9	33.9	67.7	24.8	21.6
LOS by Move:	D+	E	E	E+	E-	D	D	C-	C-	E	C	C+
HCM2k95thQ:	8	24	23	15	18	9	13	38	38	22	24	14

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

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

Intersection #5: Hillview Dr/Calaveres Blvd

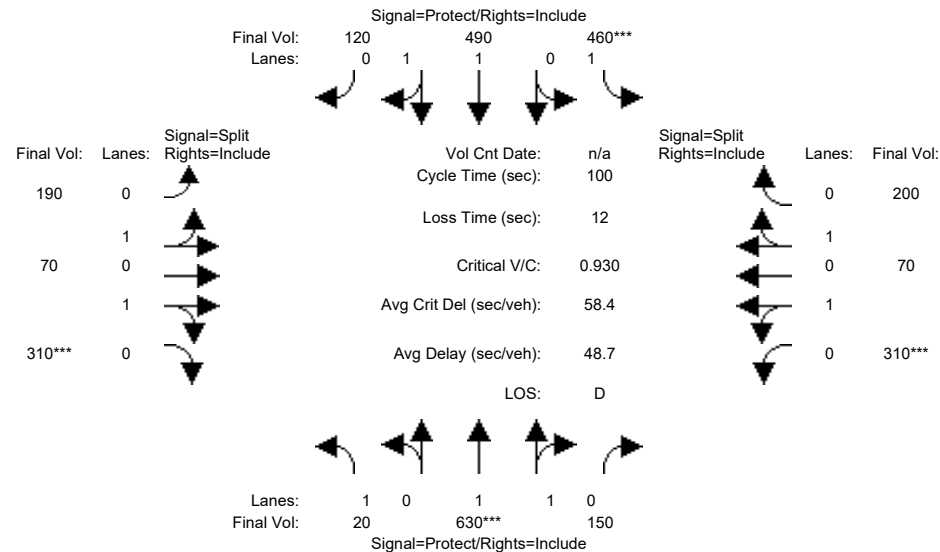


Street Name:	S Hillview Dr						E Calaveres Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	330	300	320	210	120	180	1860	100	270	1560	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	330	300	320	210	120	180	1860	100	270	1560	310
Added Vol:	0	0	2	0	0	0	0	3	0	2	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	330	302	320	210	120	180	1863	100	272	1563	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	330	302	320	210	120	180	1863	100	272	1563	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	330	302	320	210	120	180	1863	100	272	1563	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	130	330	302	320	210	120	180	1863	100	272	1563	310
Saturation 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	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5314	285	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.10	0.11	0.07	0.10	0.35	0.35	0.16	0.27	0.18
Crit Moves:	****			****			****			****		
Green Time:	19.3	19.3	19.3	12.3	12.3	12.3	15.4	39.0	39.0	17.3	41.0	41.0
Volume/Cap:	0.38	0.90	0.89	0.83	0.90	0.56	0.67	0.90	0.90	0.90	0.67	0.43
Uniform Del:	35.1	39.4	39.3	42.8	43.2	41.3	39.9	28.6	28.6	40.5	24.0	21.2
IncrementDel:	0.7	23.8	24.3	13.5	33.0	3.2	6.4	5.4	5.4	27.4	0.8	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	35.9	63.1	63.6	56.3	76.2	44.5	46.3	34.0	34.0	67.9	24.8	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	63.1	63.6	56.3	76.2	44.5	46.3	34.0	34.0	67.9	24.8	21.6
LOS by Move:	D+	E	E	E+	E-	D	D	C-	C-	E	C	C+
HCM2k95thQ:	8	24	24	15	18	9	13	38	38	22	24	14

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

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

Intersection #6: Milpitas Blvd/Yosemite Dr

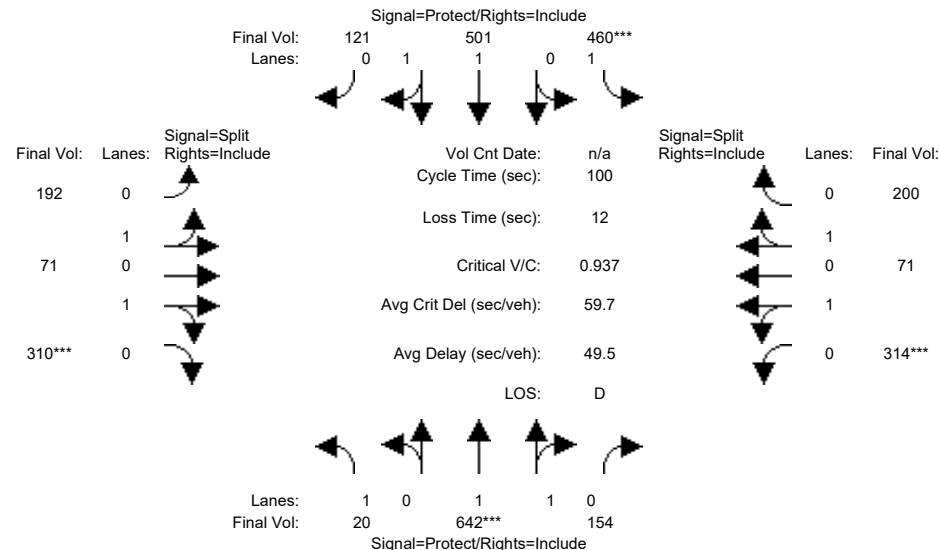


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	630	150	460	490	120	190	70	310	310	70	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	630	150	460	490	120	190	70	310	310	70	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	630	150	460	490	120	190	70	310	310	70	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	630	150	460	490	120	190	70	310	310	70	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	630	150	460	490	120	190	70	310	310	70	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	630	150	460	490	120	190	70	310	310	70	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.60	0.40	1.00	1.60	0.40	0.73	0.27	1.00	1.00	0.26	0.74
Final Sat.:	1750	2988	711	1750	2972	728	1315	485	1800	1800	467	1333
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.26	0.16	0.16	0.14	0.14	0.17	0.17	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	15.2	22.7	22.7	28.3	35.8	35.8	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.08	0.93	0.93	0.93	0.46	0.46	0.78	0.78	0.93	0.93	0.81	0.81
Uniform Del:	36.4	37.9	37.9	34.9	24.7	24.7	38.8	38.8	40.1	40.1	39.0	39.0
IncrementDel:	0.1	16.5	16.5	24.2	0.3	0.3	5.4	5.4	20.8	20.5	6.9	6.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	36.5	54.4	54.4	59.1	25.0	25.0	44.2	44.2	60.9	60.6	45.9	45.9
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:	36.5	54.4	54.4	59.1	25.0	25.0	44.2	44.2	60.9	60.6	45.9	45.9
LOS by Move:	D+	D-	D-	E+	C	C	D	D	E	E	D	D
HCM2k95thQ:	1	24	24	30	14	14	18	18	25	25	20	20

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

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

Intersection #6: Milpitas Blvd/Yosemite Dr

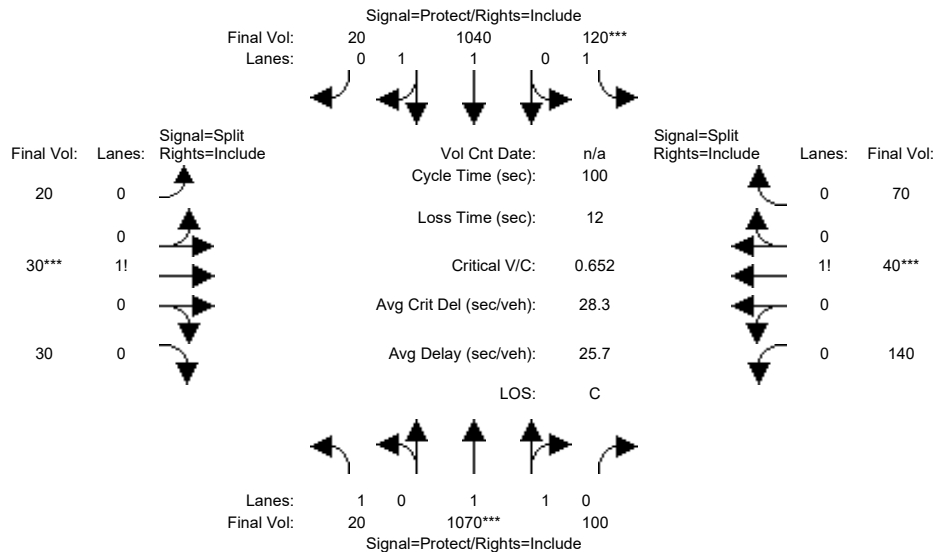


Street Name:	S Milpitas Bld						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	630	150	460	490	120	190	70	310	310	70	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	630	150	460	490	120	190	70	310	310	70	200
Added Vol:	0	12	4	0	11	1	2	1	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	642	154	460	501	121	192	71	310	314	71	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	642	154	460	501	121	192	71	310	314	71	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	642	154	460	501	121	192	71	310	314	71	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	20	642	154	460	501	121	192	71	310	314	71	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.60	0.40	1.00	1.60	0.40	0.73	0.27	1.00	1.00	0.26	0.74
Final Sat.:	1750	2984	716	1750	2980	720	1314	486	1800	1800	472	1328
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.26	0.17	0.17	0.15	0.15	0.17	0.17	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	15.0	23.0	23.0	28.0	36.0	36.0	18.4	18.4	18.4	18.6	18.6	18.6
Volume/Cap:	0.08	0.94	0.94	0.94	0.47	0.47	0.80	0.80	0.94	0.94	0.81	0.81
Uniform Del:	36.5	37.8	37.8	35.1	24.6	24.6	39.0	39.0	40.2	40.1	39.0	39.0
IncemntDel:	0.1	17.5	17.5	25.7	0.3	0.3	6.1	6.1	22.1	21.8	6.8	6.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	36.7	55.4	55.4	60.9	24.9	24.9	45.1	45.1	62.4	61.9	45.8	45.8
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:	36.7	55.4	55.4	60.9	24.9	24.9	45.1	45.1	62.4	61.9	45.8	45.8
LOS by Move:	D+	E+	E+	E	C	C	D	D	E	E	D	D
HCM2k95thQ:	1	24	24	30	14	14	19	19	25	25	20	20

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

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

Intersection #7: Milpitas Blvd/Ames Ave

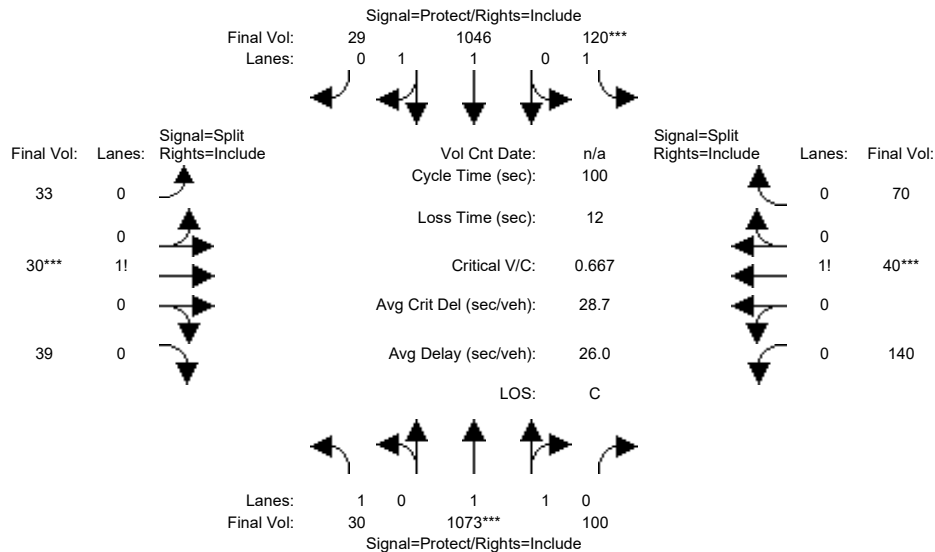


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1070	100	120	1040	20	20	30	30	140	40	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:	20	1070	100	120	1040	20	20	30	30	140	40	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:	20	1070	100	120	1040	20	20	30	30	140	40	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:	20	1070	100	120	1040	20	20	30	30	140	40	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1070	100	120	1040	20	20	30	30	140	40	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1070	100	120	1040	20	20	30	30	140	40	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	1.96	0.04	0.25	0.37	0.38	0.56	0.16	0.28
Final Sat.:	1750	3384	316	1750	3630	70	438	656	656	980	280	490
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.07	0.29	0.29	0.05	0.05	0.05	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	11.2	46.7	46.7	10.1	45.7	45.7	10.0	10.0	10.0	21.1	21.1	21.1
Volume/Cap:	0.10	0.68	0.68	0.68	0.63	0.63	0.46	0.46	0.46	0.68	0.68	0.68
Uniform Del:	39.9	20.7	20.7	43.4	20.7	20.7	42.4	42.4	42.4	36.3	36.3	36.3
IncrementDel:	0.2	1.1	1.1	10.0	0.8	0.8	1.9	1.9	1.9	4.9	4.9	4.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	40.1	21.8	21.8	53.3	21.4	21.4	44.3	44.3	44.3	41.2	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	21.8	21.8	53.3	21.4	21.4	44.3	44.3	44.3	41.2	41.2	41.2
LOS by Move:	D	C+	C+	D-	C+	C+	D	D	D	D	D	D
HCM2k95thQ:	1	25	25	8	22	22	6	6	6	16	16	16

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

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

Intersection #7: Milpitas Blvd/Ames Ave

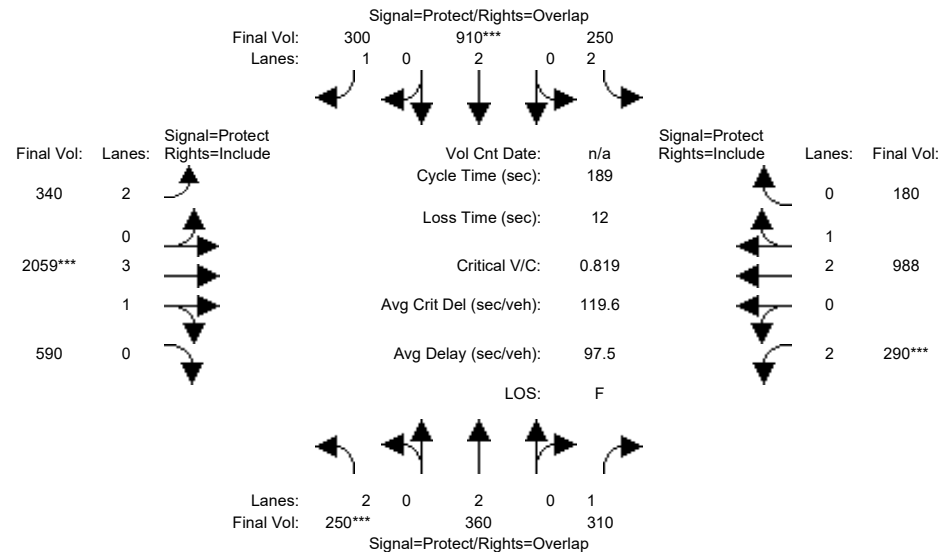


Street Name:	S Milpitas Blvd						Ames Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1070	100	120	1040	20	20	30	30	140	40	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:	20	1070	100	120	1040	20	20	30	30	140	40	70
Added Vol:	10	3	0	0	6	9	13	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1073	100	120	1046	29	33	30	39	140	40	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:	30	1073	100	120	1046	29	33	30	39	140	40	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1073	100	120	1046	29	33	30	39	140	40	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 Volume:	30	1073	100	120	1046	29	33	30	39	140	40	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	1.94	0.06	0.32	0.29	0.39	0.56	0.16	0.28
Final Sat.:	1750	3384	315	1750	3600	100	566	515	669	980	280	490
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.07	0.29	0.29	0.06	0.06	0.06	0.14	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	11.1	46.8	46.8	10.1	45.9	45.9	10.0	10.0	10.0	21.1	21.1	21.1
Volume/Cap:	0.16	0.68	0.68	0.68	0.63	0.63	0.58	0.58	0.58	0.68	0.68	0.68
Uniform Del:	40.3	20.7	20.7	43.4	20.7	20.7	43.0	43.0	43.0	36.3	36.3	36.3
IncrementDel:	0.4	1.1	1.1	10.1	0.8	0.8	4.9	4.9	4.9	5.0	5.0	5.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.00	1.00	1.00
Delay/Veh:	40.6	21.8	21.8	53.4	21.4	21.4	47.9	47.9	47.9	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	21.8	21.8	53.4	21.4	21.4	47.9	47.9	47.9	41.3	41.3	41.3
LOS by Move:	D	C+	C+	D-	C+	C+	D	D	D	D	D	D
HCM2k95thQ:	2	26	26	8	23	23	8	8	8	16	16	16

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

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

Intersection #8: Main St/Montague Expy

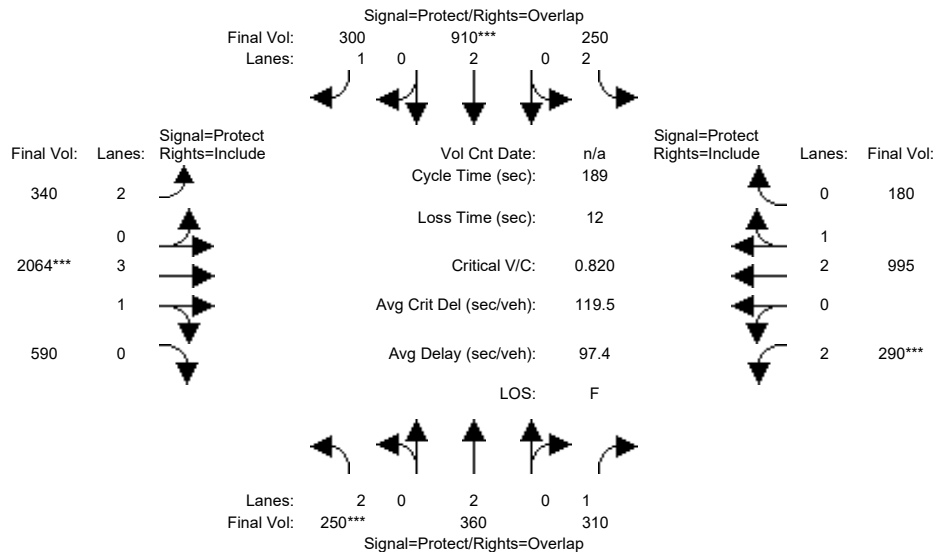


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	360	310	250	910	300	340	3120	590	290	1220	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	360	310	250	910	300	340	3120	590	290	1220	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	360	310	250	910	300	340	3120	590	290	1220	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	360	310	250	910	300	340	2059	590	290	988	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	360	310	250	910	300	340	2059	590	290	988	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	360	310	250	910	300	340	2059	590	290	988	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.07	0.93	2.00	2.52	0.48
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5827	1670	3150	4736	863
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.18	0.08	0.24	0.17	0.11	0.35	0.35	0.09	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	13.6	27.1	39.7	18.1	31.5	55.7	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	1.10	0.66	0.84	0.83	1.44	0.58	0.84	0.56	0.56	1.38	0.37	0.37
Uniform Del:	83.5	73.0	68.3	80.0	75.0	54.1	76.8	19.3	19.3	84.0	21.4	21.4
IncrementDel:	88.6	3.0	16.1	17.4	206	1.7	15.0	0.2	0.2	198.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.05	1.87	1.87
Delay/Veh:	172.1	76.0	84.4	97.4	281	55.8	99.3	41.1	41.1	286.3	40.0	40.0
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:	172.1	76.0	84.4	97.4	281	55.8	99.3	41.1	41.1	286.3	40.0	40.0
LOS by Move:	F	E-	F	F	F	E+	F	D	D	F	D	D
HCM2k95thQ:	23	19	34	19	67	27	24	50	50	28	31	31

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

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

Intersection #8: Main St/Montague Expy

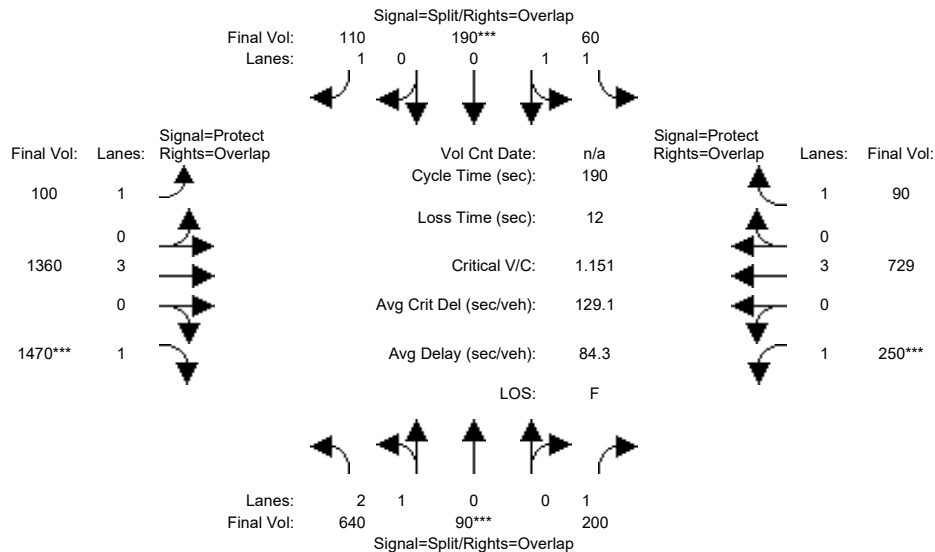


Street Name:	Main St						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	360	310	250	910	300	340	3120	590	290	1220	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	360	310	250	910	300	340	3120	590	290	1220	180
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	360	310	250	910	300	340	3128	590	290	1229	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	360	310	250	910	300	340	2064	590	290	995	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	360	310	250	910	300	340	2064	590	290	995	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	360	310	250	910	300	340	2064	590	290	995	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.07	0.93	2.00	2.52	0.48
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5830	1666	3150	4741	857
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.18	0.08	0.24	0.17	0.11	0.35	0.35	0.09	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	13.6	27.1	39.7	18.1	31.5	55.7	24.2	119	118.6	12.6	107	107.1
Volume/Cap:	1.10	0.66	0.84	0.83	1.44	0.58	0.84	0.56	0.56	1.38	0.37	0.37
Uniform Del:	83.5	73.0	68.3	80.0	75.0	54.1	76.8	19.3	19.3	84.0	21.4	21.4
IncrementDel:	88.6	3.0	16.1	17.4	206	1.7	15.0	0.2	0.2	198.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	2.12	2.12	1.05	1.87	1.87
Delay/Veh:	172.1	76.0	84.4	97.4	281	55.8	99.3	41.2	41.2	286.3	40.1	40.1
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:	172.1	76.0	84.4	97.4	281	55.8	99.3	41.2	41.2	286.3	40.1	40.1
LOS by Move:	F	E-	F	F	F	E+	F	D	D	F	D	D
HCM2k95thQ:	23	19	34	19	67	27	24	50	50	28	31	31

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

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

Intersection #9: Trade Zone Blvd/Montague Expy

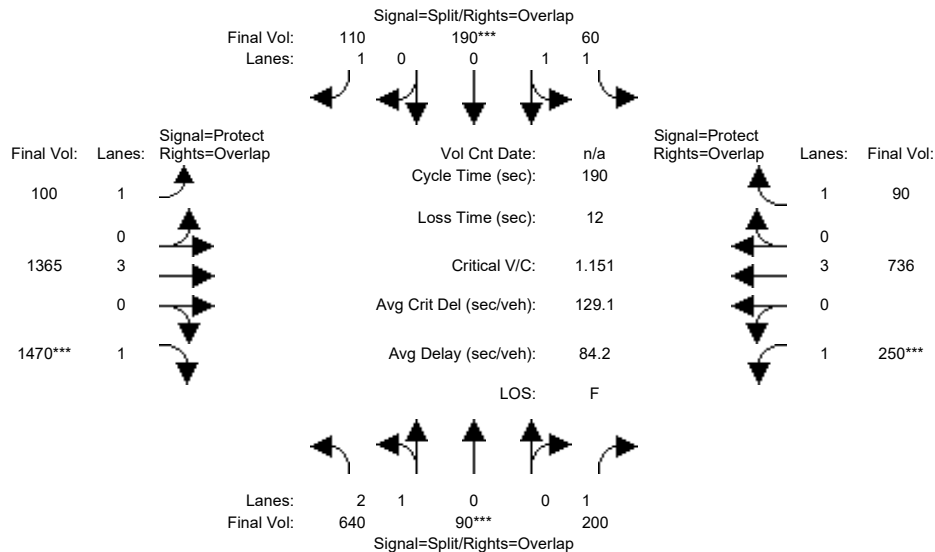


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	640	90	200	60	190	110	100	2060	1470	250	900	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	90	200	60	190	110	100	2060	1470	250	900	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	90	200	60	190	110	100	2060	1470	250	900	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	90	200	60	190	110	100	1360	1470	250	729	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	90	200	60	190	110	100	1360	1470	250	729	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	640	90	200	60	190	110	100	1360	1470	250	729	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.66	0.34	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4335	610	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.03	0.10	0.06	0.06	0.24	0.84	0.14	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	0.81	0.81	0.36	0.37	1.07	0.35	0.68	0.45	1.18	1.07	0.22	0.08
Uniform Del:	79.6	79.6	53.7	86.3	92.0	73.3	90.4	29.2	29.0	88.0	20.4	11.3
IncrementDel:	5.6	5.6	0.4	0.3	78.1	0.7	12.4	0.1	87.9	80.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.57
Delay/Veh:	85.2	85.2	54.1	86.7	170	74.0	102.8	37.5	137.3	168.0	27.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	85.2	54.1	86.7	170	74.0	102.8	37.5	137.3	168.0	27.8	17.8
LOS by Move:	F	F	D-	F	F	E	F	D+	F	F	C	B
HCM2k95thQ:	31	31	18	8	29	12	13	34	189	35	18	6

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

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

Intersection #9: Trade Zone Blvd/Montague Expy

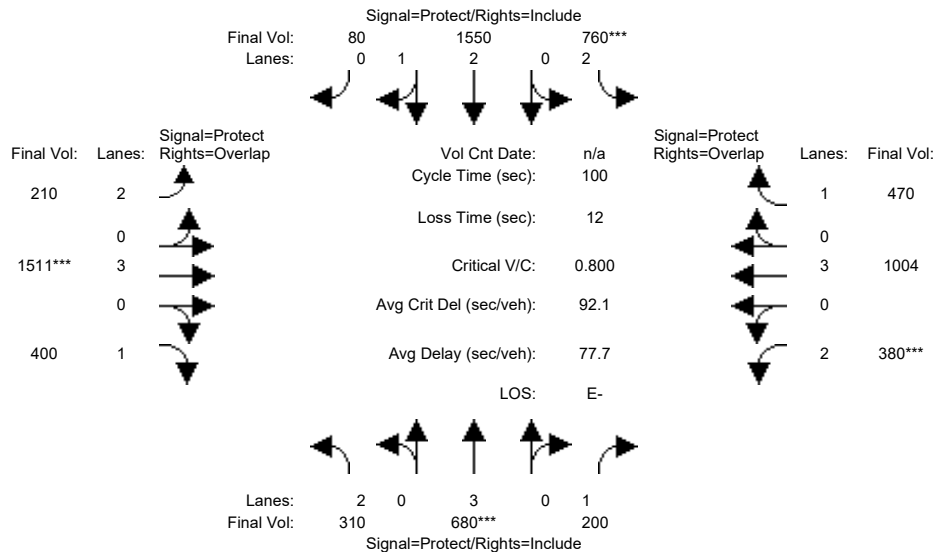


Street Name:	Trade Zone Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	37	37	37	19	19	19	17	108	108	27	118	118
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	640	90	200	60	190	110	100	2060	1470	250	900	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	90	200	60	190	110	100	2060	1470	250	900	90
Added Vol:	0	0	0	0	0	0	0	8	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	90	200	60	190	110	100	2068	1470	250	909	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	90	200	60	190	110	100	1365	1470	250	736	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	90	200	60	190	110	100	1365	1470	250	736	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	640	90	200	60	190	110	100	1365	1470	250	736	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.66	0.34	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4335	610	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.03	0.10	0.06	0.06	0.24	0.84	0.14	0.13	0.05
Crit Moves:	****			****			****			****		
Green Time:	34.6	34.6	59.9	17.8	17.8	33.7	15.9	101	135.7	25.3	110	128.2
Volume/Cap:	0.81	0.81	0.36	0.37	1.07	0.35	0.68	0.45	1.18	1.07	0.22	0.08
Uniform Del:	79.6	79.6	53.7	86.3	92.0	73.3	90.4	29.2	29.0	88.0	20.4	11.3
IncrementDel:	5.6	5.6	0.4	0.3	78.1	0.7	12.4	0.1	87.9	80.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	1.71	1.00	1.36	1.57
Delay/Veh:	85.2	85.2	54.1	86.7	170	74.0	102.8	37.6	137.3	168.0	27.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	85.2	54.1	86.7	170	74.0	102.8	37.6	137.3	168.0	27.8	17.8
LOS by Move:	F	F	D-	F	F	E	F	D+	F	F	C	B
HCM2k95thQ:	31	31	18	8	29	12	13	35	189	35	18	6

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

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

Intersection #10: Great Mall Pkwy/Montague Expy

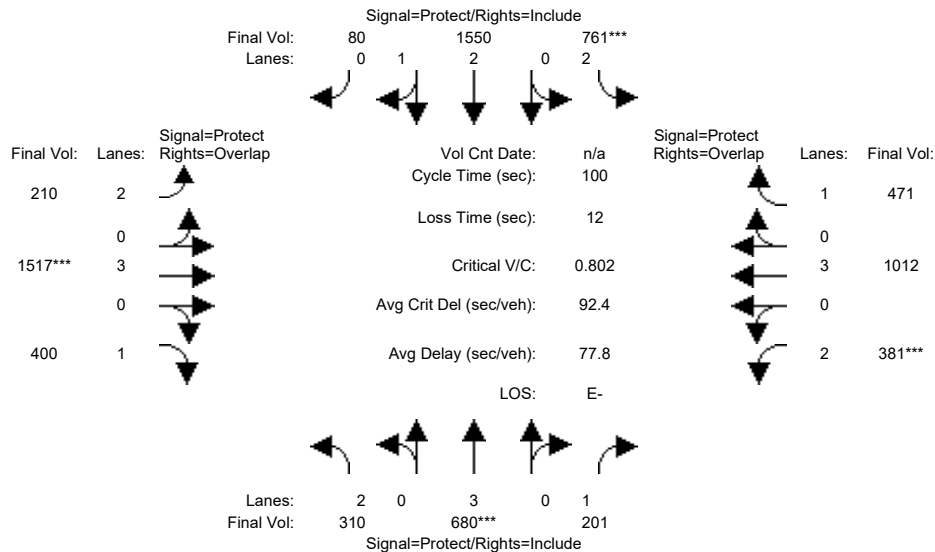


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	680	200	760	1550	80	210	2290	400	380	1240	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	680	200	760	1550	80	210	2290	400	380	1240	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	680	200	760	1550	80	210	2290	400	380	1240	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	680	200	760	1550	80	210	1511	400	380	1004	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	680	200	760	1550	80	210	1511	400	380	1004	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	680	200	760	1550	80	210	1511	400	380	1004	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5325	275	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.11	0.24	0.29	0.29	0.07	0.27	0.23	0.12	0.18	0.27
Crit Moves:	****			****			****			****		
Green Time:	6.7	19.7	19.7	19.1	32.0	32.0	13.5	43.3	50.0	11.2	41.0	60.1
Volume/Cap:	1.46	0.61	0.58	1.26	0.91	0.91	0.49	0.61	0.46	1.07	0.43	0.45
Uniform Del:	83.0	65.2	64.9	72.0	58.0	58.0	71.4	39.0	28.8	79.0	37.6	19.4
IncrementDel:	231.0	1.0	2.5	131.3	7.3	7.3	0.9	0.5	0.4	68.8	0.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.77	1.00	0.88	0.57
Delay/Veh:	314.0	66.2	67.4	203.3	65.3	65.3	72.3	33.9	22.5	147.8	33.3	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	314.0	66.2	67.4	203.3	65.3	65.3	72.3	33.9	22.5	147.8	33.3	11.4
LOS by Move:	F	E	E	F	E	E	E	C-	C+	F	C-	B+
HCM2k95thQ:	32	21	20	60	51	51	12	30	20	27	19	16

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

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

Intersection #10: Great Mall Pkwy/Montague Expy

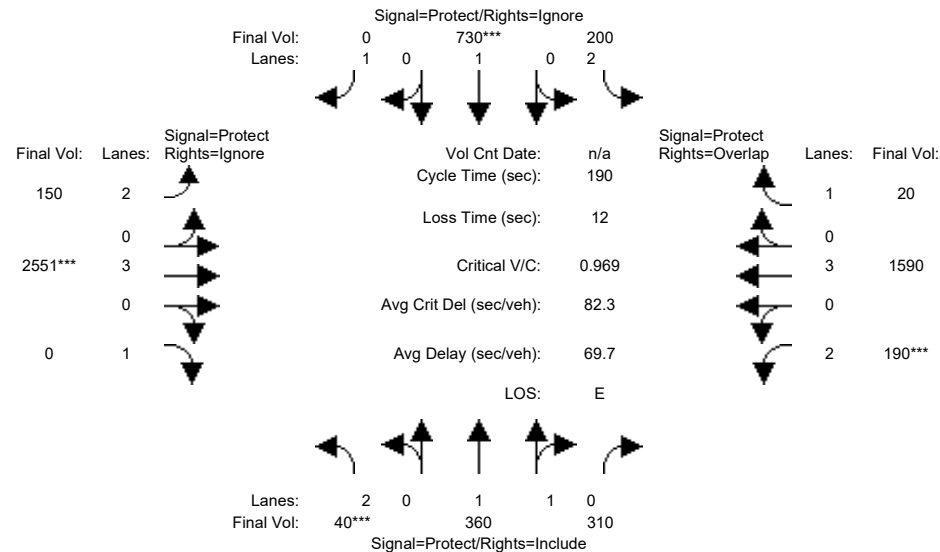


Street Name:	Great Mall Pkwy						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	680	200	760	1550	80	210	2290	400	380	1240	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	680	200	760	1550	80	210	2290	400	380	1240	470
Added Vol:	0	0	1	1	0	0	0	8	0	1	9	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	680	201	761	1550	80	210	2298	400	381	1249	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	680	201	761	1550	80	210	1517	400	381	1012	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	680	201	761	1550	80	210	1517	400	381	1012	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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 Volume:	310	680	201	761	1550	80	210	1517	400	381	1012	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5325	275	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.11	0.24	0.29	0.29	0.07	0.27	0.23	0.12	0.18	0.27
Crit Moves:	****			****			****			****		
Green Time:	6.7	19.7	19.7	19.1	32.0	32.0	13.5	43.3	50.0	11.2	41.0	60.1
Volume/Cap:	1.46	0.61	0.58	1.26	0.91	0.91	0.49	0.62	0.46	1.08	0.43	0.45
Uniform Del:	83.0	65.2	64.9	72.0	58.0	58.0	71.4	39.0	28.8	79.0	37.7	19.4
IncrementDel:	231.0	1.0	2.6	132.0	7.3	7.3	0.9	0.5	0.4	69.7	0.1	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.77	1.00	0.88	0.57
Delay/Veh:	314.0	66.2	67.5	204.0	65.3	65.3	72.3	34.0	22.5	148.7	33.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	314.0	66.2	67.5	204.0	65.3	65.3	72.3	34.0	22.5	148.7	33.4	11.4
LOS by Move:	F	E	E	F	E	E	E	C-	C+	F	C-	B+
HCM2k95thQ:	32	21	20	60	51	51	12	30	20	27	19	16

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

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

Intersection #11: Milpitas Blvd/Montague Expy

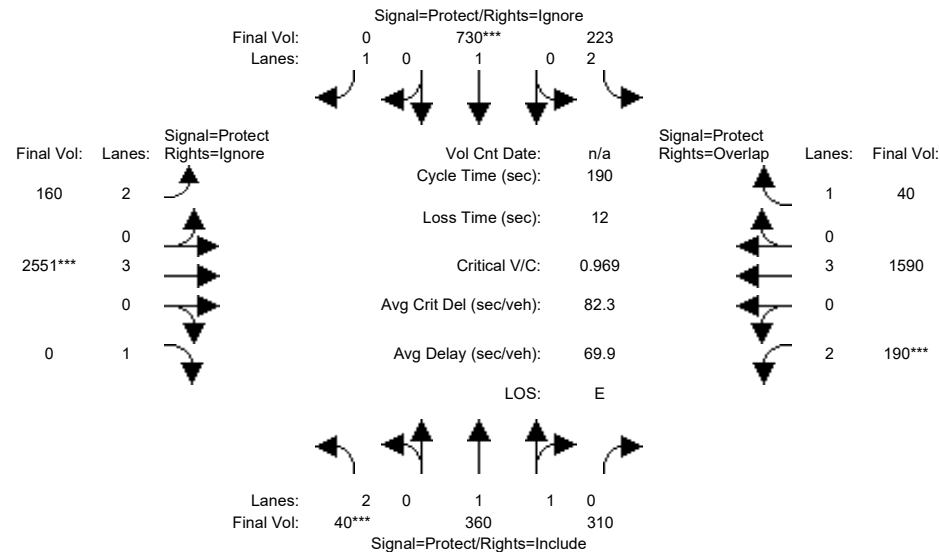


Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	360	310	200	730	190	150	3270	50	190	1590	20
Growth Adj:	1.00	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	360	310	200	730	190	150	3270	50	190	1590	20
Added Vol:	0	0	0	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	360	310	200	730	190	150	3270	50	190	1590	20
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	360	310	200	730	0	150	2551	0	190	1590	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	360	310	200	730	0	150	2551	0	190	1590	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	360	310	200	730	0	150	2551	0	190	1590	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.05	0.95	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1987	1711	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.06	0.38	0.00	0.05	0.45	0.00	0.06	0.28	0.01
Crit Moves:	****			****			****			****		
Green Time:	7.4	59.7	59.7	20.9	73.2	0.0	14.1	85.3	0.0	11.5	82.6	103.5
Volume/Cap:	0.33	0.58	0.58	0.58	1.00	0.00	0.64	1.00	0.00	1.00	0.64	0.02
Uniform Del:	84.2	51.7	51.7	76.1	55.2	0.0	81.0	49.5	0.0	84.5	39.9	18.8
IncrementDel:	1.6	0.7	0.7	2.4	32.5	0.0	5.9	17.1	0.0	64.4	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.18	0.00	1.00	1.17	1.30
Delay/Veh:	85.8	52.4	52.4	78.5	87.8	0.0	86.9	75.7	0.0	148.9	47.2	24.5
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:	85.8	52.4	52.4	78.5	87.8	0.0	86.9	75.7	0.0	148.9	47.2	24.5
LOS by Move:	F	D-	D-	E-	F	A	F	E-	A	F	D	C
HCM2k95thQ:	3	28	28	12	70	0	9	78	0	15	41	1

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

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

Intersection #11: Milpitas Blvd/Montague Expy

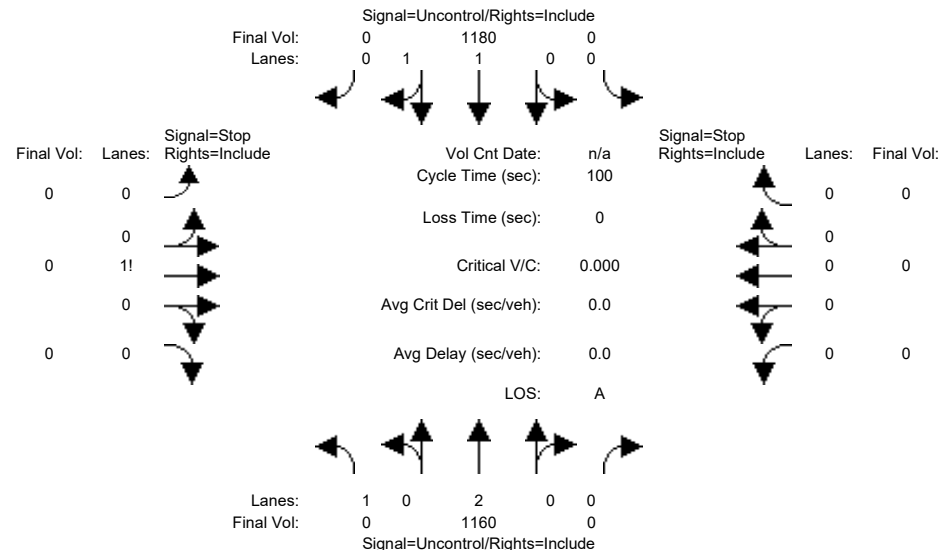


Street Name:	S Milpitas Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	360	310	200	730	190	150	3270	50	190	1590	20
Growth Adj:	1.00	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	360	310	200	730	190	150	3270	50	190	1590	20
Added Vol:	0	0	0	23	0	11	10	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	360	310	223	730	201	160	3270	50	190	1590	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	360	310	223	730	0	160	2551	0	190	1590	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	360	310	223	730	0	160	2551	0	190	1590	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	360	310	223	730	0	160	2551	0	190	1590	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.05	0.95	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1987	1711	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.07	0.38	0.00	0.05	0.45	0.00	0.06	0.28	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.4	57.9	57.9	22.6	73.2	0.0	14.9	85.3	0.0	11.5	81.8	104.5
Volume/Cap:	0.33	0.59	0.59	0.59	1.00	0.00	0.65	1.00	0.00	1.00	0.65	0.04
Uniform Del:	84.2	53.1	53.1	75.1	55.2	0.0	80.5	49.5	0.0	84.5	40.4	18.7
IncrementDel:	1.6	0.9	0.9	2.6	32.5	0.0	5.9	17.1	0.0	64.4	0.6	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.18	0.00	1.00	1.16	1.31
Delay/Veh:	85.8	54.0	54.0	77.7	87.8	0.0	86.4	75.7	0.0	148.9	47.7	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	54.0	54.0	77.7	87.8	0.0	86.4	75.7	0.0	148.9	47.7	24.4
LOS by Move:	F	D-	D-	E-	F	A	F	E-	A	F	D	C
HCM2k95thQ:	3	28	28	13	70	0	10	78	0	15	41	3

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

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name: S Milpitas Blvd						North Dwy										
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----			-----		
Volume Module:																
Base Vol:		0	1160	0	0	1180	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:		0	1160	0	0	1180	0	0	0	0	0	0	0	0	0	0
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		0	1160	0	0	1180	0	0	0	0	0	0	0	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	1.00	1.00	1.00
PHF Adj:		1.00	1.00	1.00	1.00	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	1160	0	0	1180	0	0	0	0	0	0	0	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:		0	1160	0	0	1180	0	0	0	0	0	0	0	0	0	0
-----		-----			-----			-----			-----			-----		
Critical Gap Module:																
Critical Gp:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
-----		-----			-----			-----			-----			-----		
Capacity Module:																
Cnflct Vol:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1760	2340	590	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	37	456	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	37	456	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
-----		-----			-----			-----			-----			-----		
Level Of Service Module:																
2Way95thQ:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:		LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		*			*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 1160 0	0 1180 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	0 1160 0	0 1180 0	0 0 0 0	0 0 0 0
Major Street Volume:	2340			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	-8 [less than minimum of 100]			

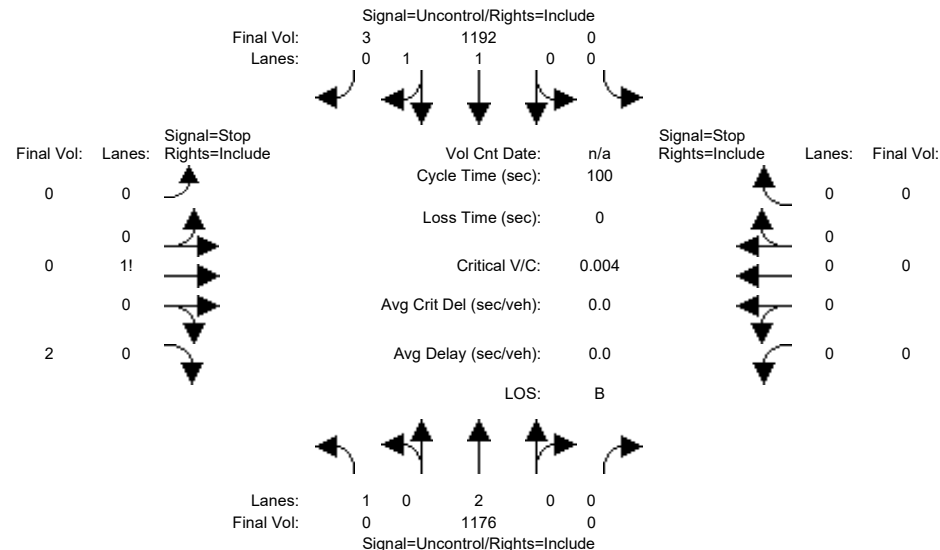
SIGNAL WARRANT DISCLAIMER

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

Intersection #12: Milpitas Blvd/North Dwy



Street Name: S Milpitas Blvd North Dwy

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	1160	0	0	1180	0	0	0	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
Initial Bse:	0	1160	0	0	1180	0	0	0	0	0	0
Added Vol:	0	16	0	0	12	3	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1176	0	0	1192	3	0	0	2	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
PHF Adj:	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	1176	0	0	1192	3	0	0	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1176	0	0	1192	3	0	0	2	0	0

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxx xxxxx

FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 598 xxxxx xxxx xxxxx

Potent Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 451 xxxxx xxxx xxxxx

Move Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 451 xxxxx xxxx xxxxx

Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.0 xxxxx xxxx xxxxx

LOS by Move: * * * * * * * * * * B

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * * * * * *

ApproachDel: xxxxxx xxxxxx 13.0 xxxxxx

ApproachLOS: * * * B *

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1176 0	0 1192 3	0 0 2	0 0 0
ApproachDel:	xxxxxx	xxxxxx	13.0	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2373]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Milpitas Blvd/North Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1176 0	0 1192 3	0 0 2	0 0 0

Major Street Volume: 2371

Minor Approach Volume: 2

Minor Approach Volume Threshold: -13 [less than minimum of 100]

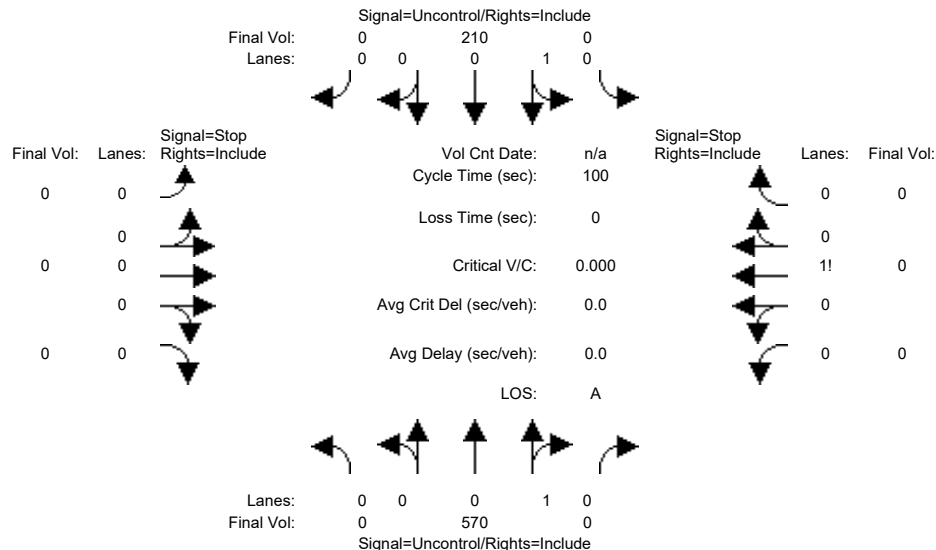
SIGNAL WARRANT DISCLAIMER

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr						East Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	570	0	0	210	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	570	0	0	210	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	0	0	210	0	0	0	0	0	0	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	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	570	0	0	210	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	570	0	0	210	0	0	0	0	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		780	780	570		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		367	329	525		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		367	329	525		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	0.00	0.00		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*		*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	0	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				xxxxxx				
ApproachLOS:	*			*			*				*			*	

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 570 0	0 210 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 570 0	0 210 0	0 0 0 0	0 0 0 0
Major Street Volume:	780			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	286			

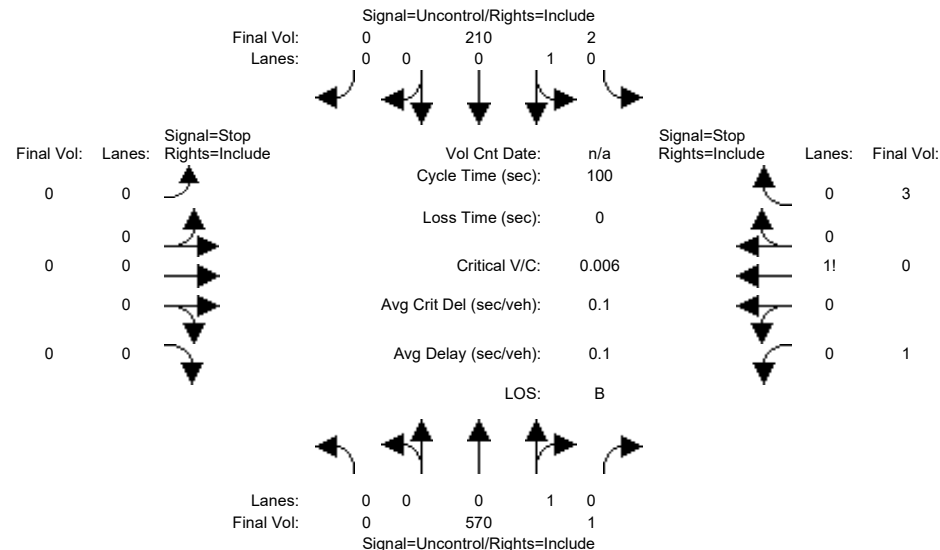
SIGNAL WARRANT DISCLAIMER

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

Intersection #13: Gibraltar Dr/East Dwy



Street Name:	Gibraltar Dr						East Dwy								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	570	0	0	210	0	0	0	0	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	570	0	0	210	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	1	2	0	0	0	0	0	0	1	0	3		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	1	2	210	0	0	0	0	0	1	0	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	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	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	570	1	2	210	0	0	0	0	0	1	0	3		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	570	1	2	210	0	0	0	0	0	1	0	3		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	785	571			
Potent Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	327	524			
Move Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	326	524			
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	8.6	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			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	472	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*			
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			12.7							
ApproachLOS:	*	*			*			B							

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 570 1	2 210 0	0 0 0 0	1 0 3
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.7

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=787]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Gibraltar Dr/East Dwy

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 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 570 1	2 210 0	0 0 0 0	1 0 3

Major Street Volume: 783

Minor Approach Volume: 4

Minor Approach Volume Threshold: 285

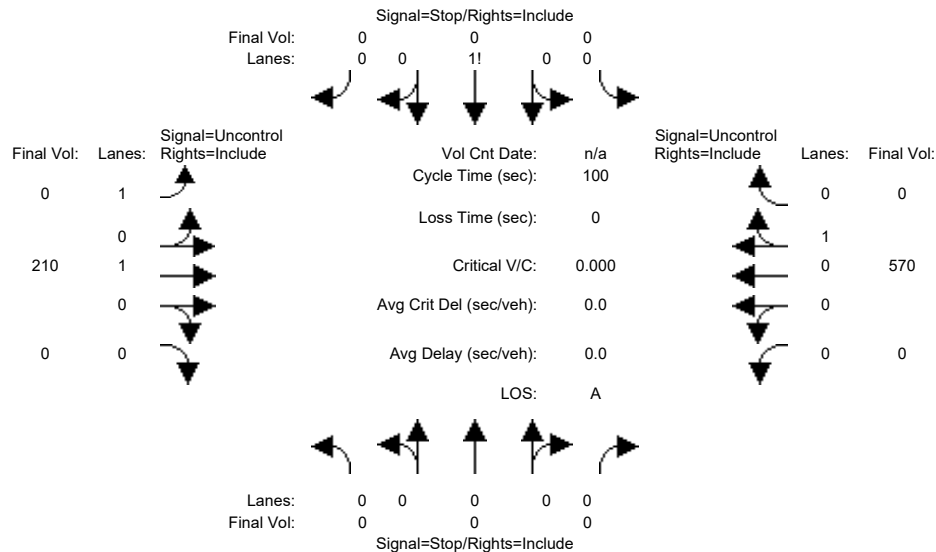
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	210	0	0	570	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	210	0	0	570	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	210	0	0	570	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	210	0	0	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	210	0	0	570	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	780	780	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	367	329	525	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	367	329	525	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	210		0		0	570		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	210	0	0	0	0	0	570	0	0	0
Major Street Volume:					780															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					370															

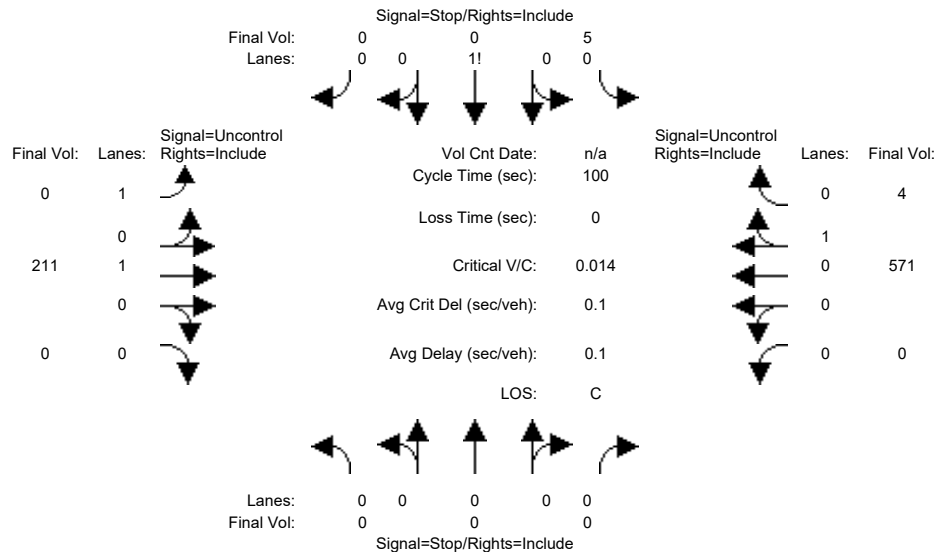
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #14: Southwest Truck Only Dwy/Gibraltar Dr



Street Name:	Southwest Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	210	0	0	570	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	210	0	0	570	0
Added Vol:	0	0	0	5	0	0	0	1	0	0	1	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	0	0	211	0	0	571	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	0	0	5	0	0	0	211	0	0	571	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	0	0	211	0	0	571	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	784	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	365	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	365	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 0 0	0 211 0	0 571 4
ApproachDel:	xxxxxx	15.0	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=791]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Southwest Truck Only Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 0 0	0 211 0	0 571 4

Major Street Volume: 786

Minor Approach Volume: 5

Minor Approach Volume Threshold: 368

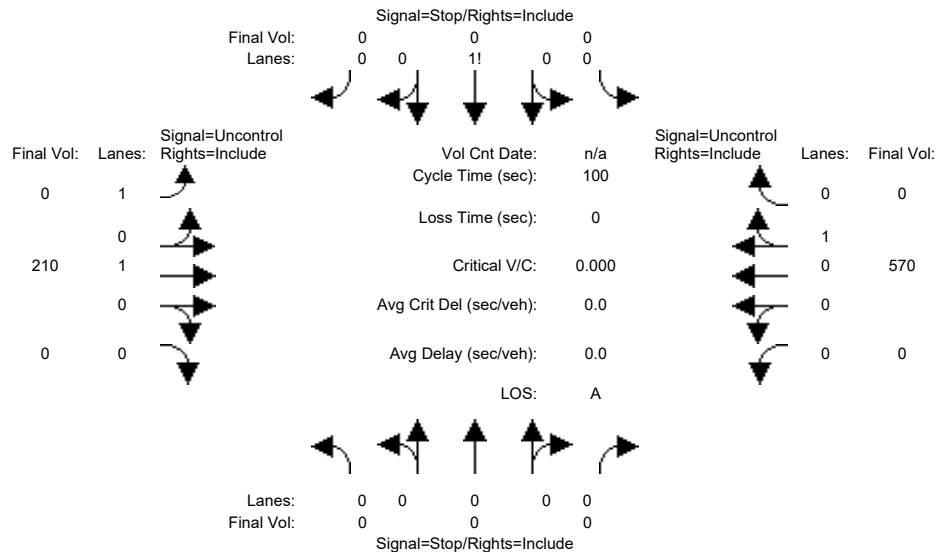
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	210	0	0	570	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	210	0	0	570	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	210	0	0	570	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	210	0	0	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	210	0	0	570	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	780	780	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	367	329	525	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	367	329	525	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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        Uncontrolled        Uncontrolled
Lanes:          0 0 0 0 0      0 0 1! 0 0      1 0 1 0 0      0 0 1 0 0
Initial Vol:    0 0 0 0      0 0 0 0      0 210 0      0 570 0
ApproachDel:    xxxxxx        xxxxxx        xxxxxx        xxxxxx
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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        Uncontrolled        Uncontrolled
Lanes:          0 0 0 0 0      0 0 1! 0 0      1 0 1 0 0      0 0 1 0 0
Initial Vol:    0 0 0 0      0 0 0 0      0 210 0      0 570 0
-----|-----|-----|-----|-----|
Major Street Volume:      780
Minor Approach Volume:    0
Minor Approach Volume Threshold: 370
-----|-----|-----|-----|-----|

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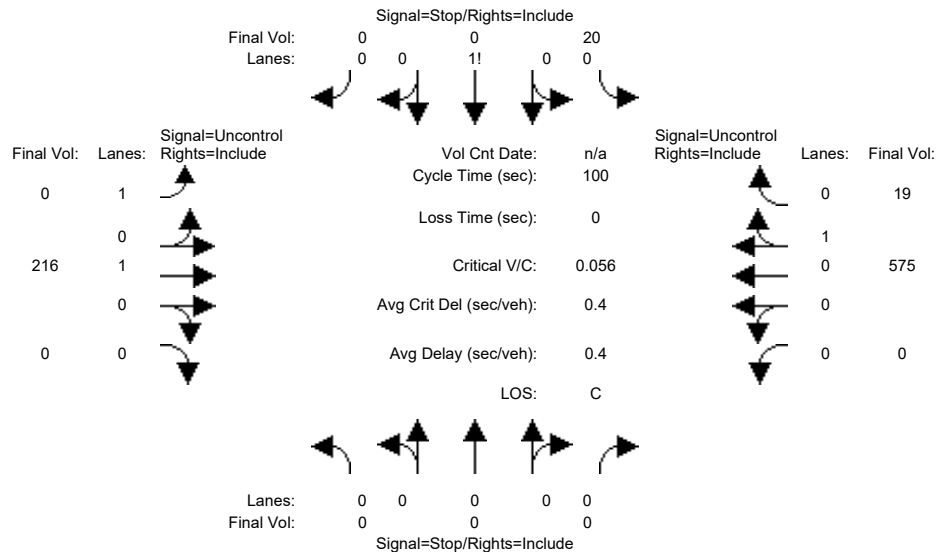
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #15: South Dwy/Gibraltar Dr



Street Name:	South Dwy						Gibraltar Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	210	0	0	570	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	210	0	0	570	0
Added Vol:	0	0	0	20	0	0	0	6	0	0	5	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	0	0	216	0	0	575	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	0	0	216	0	0	575	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	0	0	216	0	0	575	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	801	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	357	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	20 0 0 0	0 216 0	0 575 19
ApproachDel:	xxxxxx	15.7	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=830]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 South Dwy/Gibraltar Dr

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	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 0	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	20 0 0 0	0 216 0	0 575 19

Major Street Volume: 810

Minor Approach Volume: 20

Minor Approach Volume Threshold: 357

SIGNAL WARRANT DISCLAIMER

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