2305 Story Road Rotten Robbie

Local Transportation Analysis
Final Submittal

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Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Prepared by

Kimley»Horn
100 West San Fernando Street, Suite 250
San Jose, CA 95113

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EXECUTIVE SUMMARY

This transportation analysis report evaluates transportation operations and site circulation conditions for the proposed 2305 Story Road Rotten Robbie project in the City of San José. The project site is located at the northeast corner of Story Road and South Jackson Avenue. The project proposes to demolish the existing 1,500 square foot convenience store and construct a new 3,200 square foot convenience store. The existing 12 fueling stations on site would remain and access to the project would be provided by one driveway along Jackson Avenue and two driveways along Story Road.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a local transportation analysis (LTA). The CEQA Transportation Analysis consists of a Vehicle Miles Traveled (VMT) analysis while the LTA consists of a Vehicle Miles Traveled (VMT) analysis consists of an evaluation of weekday AM and PM peak-hour traffic conditions for four (4) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of retail components and per City guidelines, the project meets the screening criteria for VMT analysis exemption. The City of San Jose VMT Evaluation Tool was used to estimate VMT for informational purposes only.

The City's VMT threshold is 10.12 per capita for residential land uses, a 12.21 per employee threshold for general employment land uses, and a net increase in existing regional VMT for retail land uses. For the surrounding land use area, the existing VMT is 8.41 per capita for residential and 14.02 per employee for general employment uses. The evaluation tool estimates that the project would generate a per employee VMT of 13.97. Per City VMT requirements, the project under retail use would not generate a net increase in existing regional VMT and would not trigger a City VMT impact.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Per the 2018 *Transportation Analysis Handbook*, trip generation adjustments were applied to the project to include internal capture, location-based mode-share, and trip credit for existing land uses.

Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 407 daily, 95 AM peak hour, and 21 PM peak hour vehicle trips.

Intersection Traffic Operations

Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project condition scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and

methodologies were used to identify operational issues caused by the project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The study intersections under all scenarios are anticipated to operate at acceptable level-of-service, and the proposed project would not create an adverse effect to the surrounding street network.

Vehicle Site Access and Circulation

The project provides on-site parking spaces along the proposed convenience store expansion and at the existing fueling stations. Project access is provided by one driveway on Jackson Avenue and two driveways on Story Road. The project site plan is anticipated to satisfy the City's vehicle driveway and parking standards and provides adequate vehicle access for all anticipated vehicle use.

Due to horizontal constraints, it is recommended for refueling truck and refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle and driveway access conflicts.

Pedestrian and Bicycle Site Access and Circulation

The project would not have an adverse effect on the existing pedestrian and bicycle facilities in the study area. Existing sidewalks and pathways along the project frontages on Story Road and Jackson Avenue provide direct bicycle and pedestrian access. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide employees and residents with walkable routes to nearby transit stations, retail, and other points of interest in the immediate area. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

Transit Site Access and Circulation

The project would not have an adverse effect on the existing transit facilities in the study area. The study area is served by several transit stops with intraregional connectivity. Within 1/3 mile near the project site, VTA bus routes 25, 70, and 522 provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County such as the Eastridge Transit Center and the Alum Rock Transit Center. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site at the Story Road / Jackson Avenue intersection.

Vehicle and Bicycle Parking

Per City Municipal Code, the project is required to provide a minimum total of 21 off-street vehicle parking spaces and 4 bicycle parking spaces for the proposed retail use. The project site plan proposes a total parking supply of 22 vehicle spaces and 0 bicycle spaces. To satisfy the City's bicycle parking requirement, the project will need install at least four (4) bicycle parking spaces on-site.

Neighborhood Interface

The project's on-site parking would satisfy the City's vehicle parking standard and is not anticipated to create an adverse effect to the existing parking condition, pedestrian facilities, and bicycle facilities in the surrounding residential neighborhoods.

1 INTRODUCTION

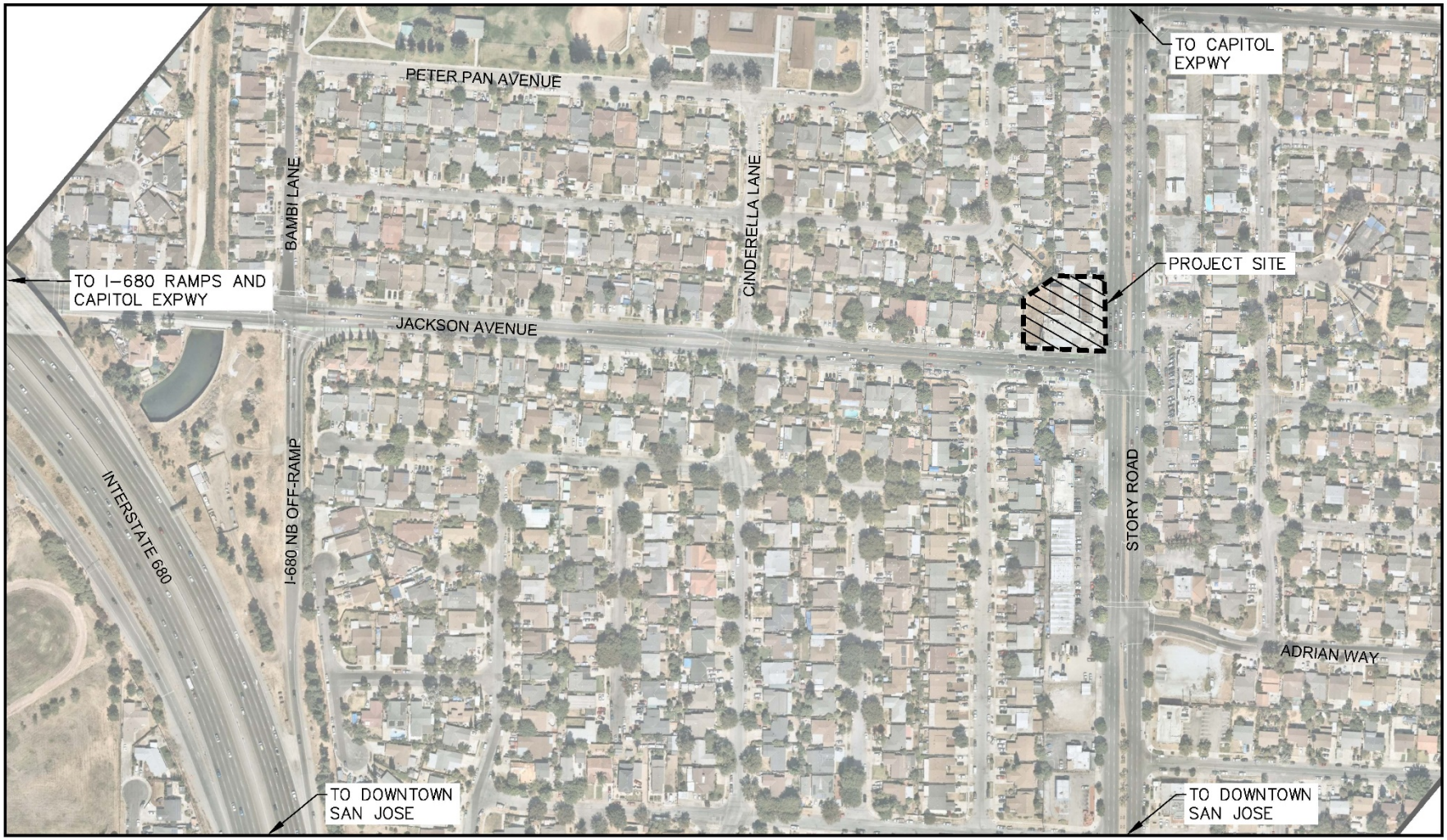
1.1 Project Description

This transportation analysis report evaluates transportation operations and site circulation conditions for the proposed 2305 Story Road Rotten Robbie project in the City of San José. The project site is located at the northeast corner of Story Road and South Jackson Avenue. The project proposes to demolish the existing 1,500 square foot convenience store and construct a new 3,200 square foot convenience store. The existing 12 fueling stations on site would remain and access to the project would be provided by one driveway along Jackson Avenue and two driveways along Story Road.

An overview map locating the project site is shown in **Figure 1**. The project site plan is presented in **Figure 2** and the **Appendix**. Kimley-Horn was retained by Robinson Oil Corporation to provide a transportation analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Analysis Policy 5-1, the project will require preparation of a comprehensive local transportation analysis (LTA) per the 2018 San Jose Transportation Analysis Handbook. This LTA report evaluates several project and transportation criteria including intersection operations, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities, and vehicle miles traveled (VMT).

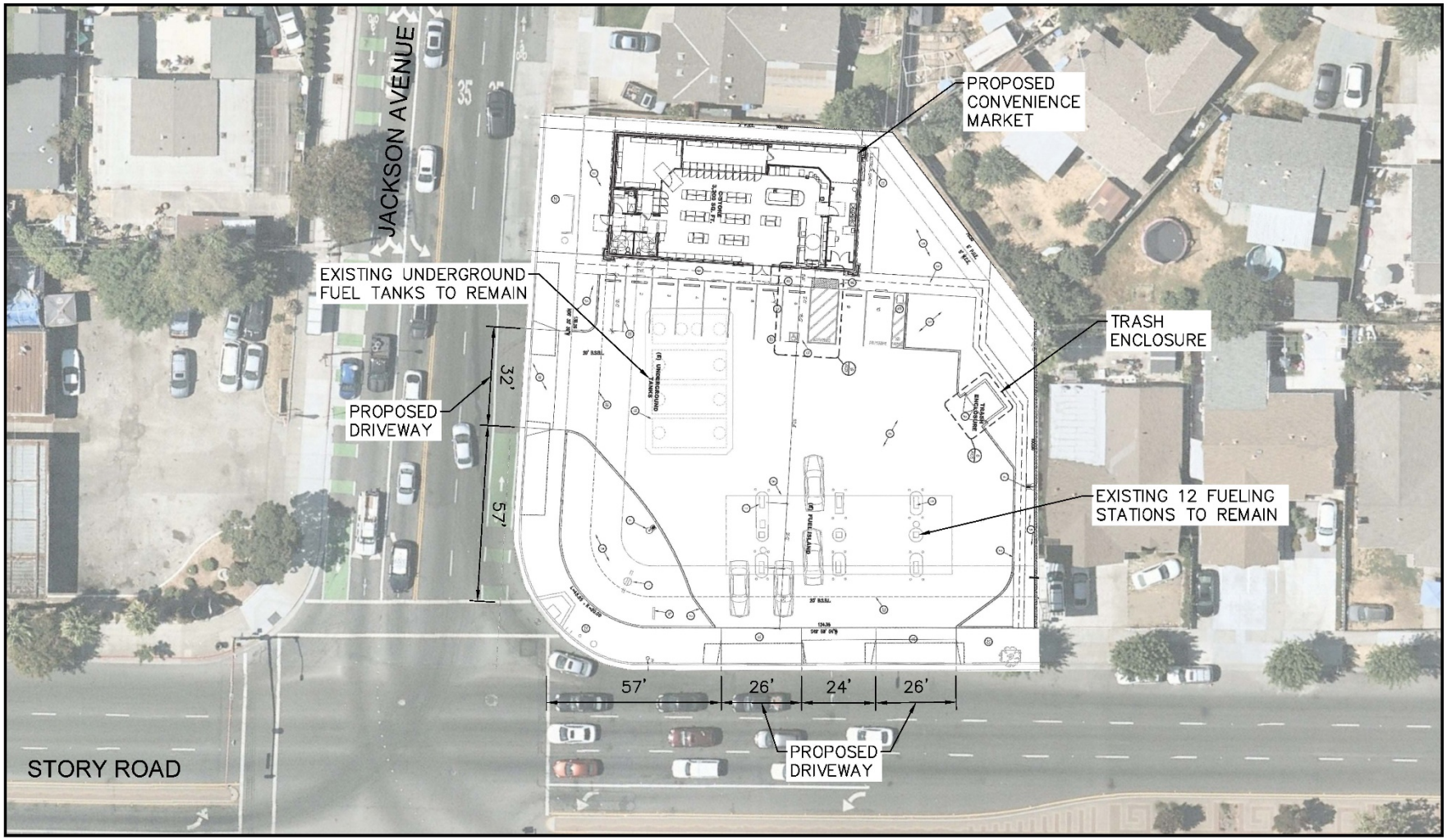
Figure 1: Project Site Map



DWW-197321001 JANUARY 2020

PROJECT SITE MAP
CITY OF SAN JOSE LTA - ROBINSON OIL CORPORATION

Figure 2: Project Site Plan



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved bay all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other adverse effects per site operational analyses. VMT is defined as the total miles of travel by personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

Screening Criteria

The Transportation Analysis Handbook 2018 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The proposed project, which consists of retail uses, meets the screening criteria set forth in the City's Transportation Analysis Handbook since the project is considered local-serving retail and under 100,000 square feet of total gross floor area. Therefore, a detailed CEQA transportation analysis is not required for this project.

VMT Analysis Methodology (Informational Purposes Only)

The City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic to determine whether a project would result in CEQA transportation impacts related to VMT. The City's Travel Demand Model can also be used to determine project VMT for non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns.

For information purposes only, the project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in Council Policy 5.1. Project VMT that exceeds the thresholds of significance will need to mitigate its CEQA transportation impact by implementing various VMT reduction strategies described below.

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

Land use characteristics, multimodal network improvements, and parking are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by

decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

City of San Jose VMT Threshold

The thresholds of significance for development projects, as established in the Transportation Analysis Policy are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. **Table 1** summarizes the City VMT thresholds of significance for development projects. For residential developments, project generated VMT that exceeds the existing citywide average VMT per capita minus fifteen (15) percent will create a significant adverse impact. For office developments, project generated VMT that exceeds the existing regional average VMT per employee minus fifteen (15) percent will also create a significant adverse impact.

Figure 3 and **Figure 4** shows San Jose heat maps identifying existing level VMT per capita for residential uses and VMT per employee for office and industrial uses in the city. Developments in green-colored areas are estimated to have VMT levels below the City's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: City of San Jose VMT Thresholds of Significance

PROJECT TYPE	SIGNIFICANCE CRITERIA	CURRENT VMT	VMT THRESHOLD
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per Capita (Citywide Average)	10.12 VMT per Capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Notes:			
VMT thresholds based on City of San Jose, 2018 Transportation Analysis Handbook, Table 2.			

Figure 3: VMT Per Capita Heat Map for Residents

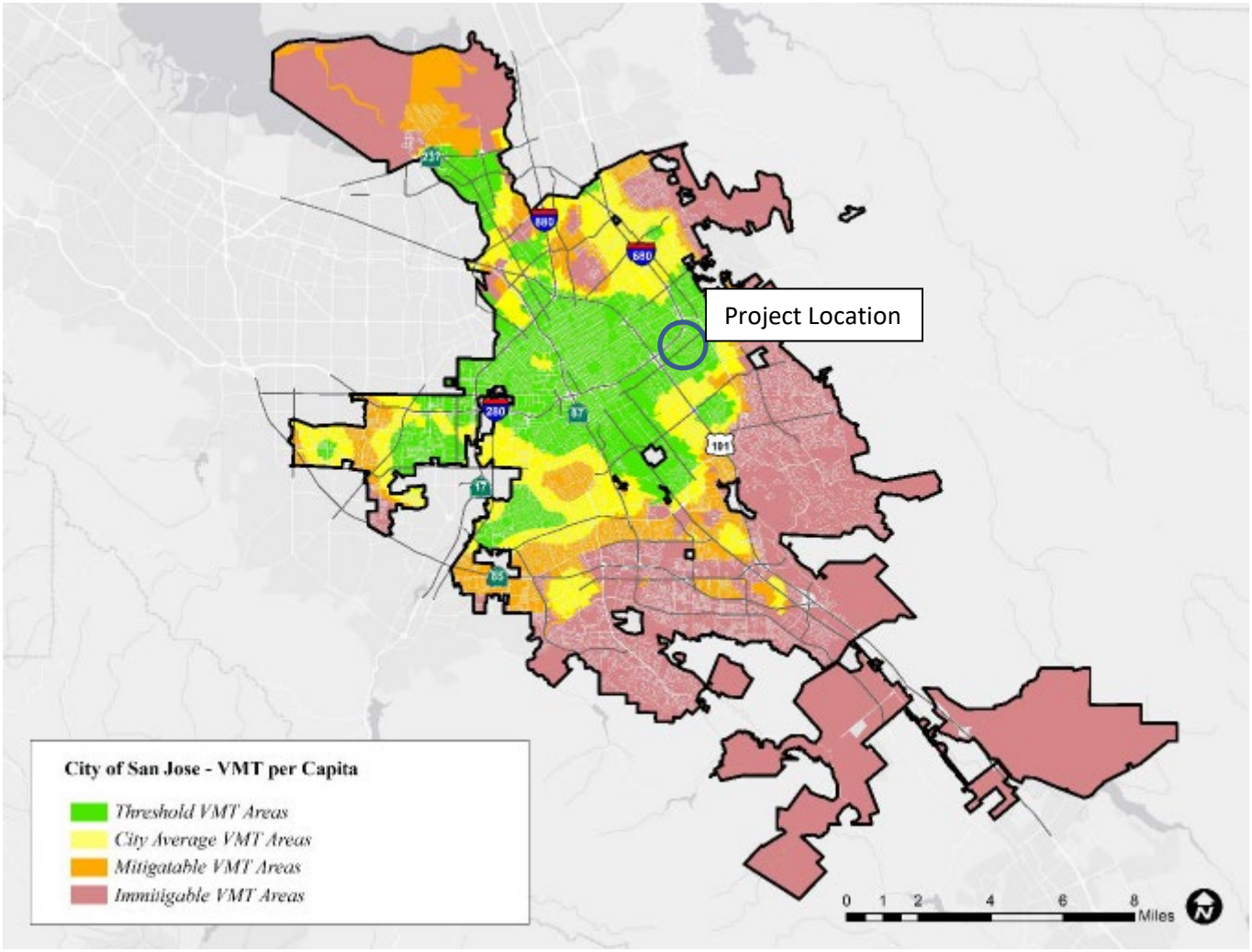
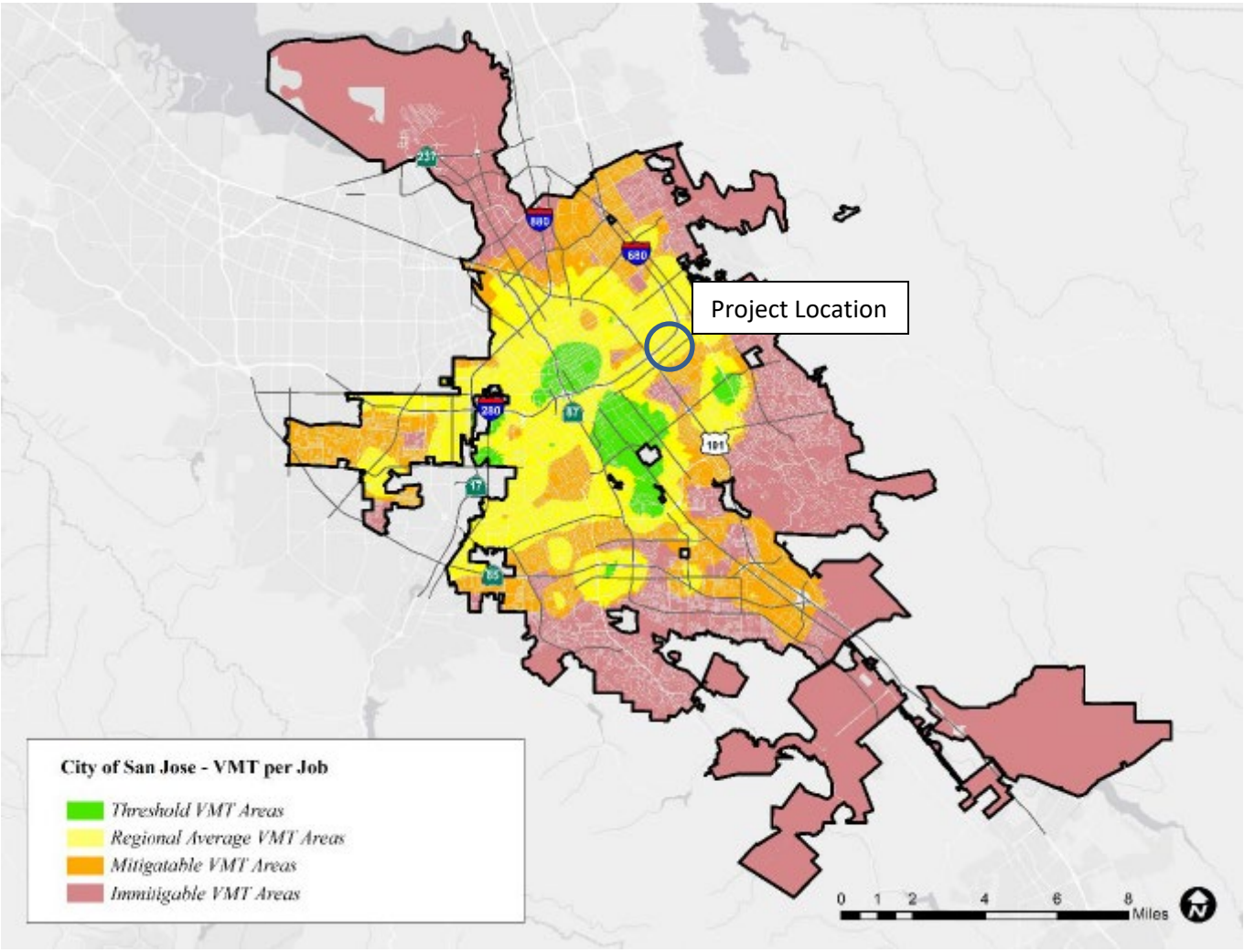


Figure 4: VMT Per Employee Heat Map for Office and Industrial Uses



1.3 Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that a local transportation system is appropriate for serving the types, characters, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share;
3. Addresses issues related to operation and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

For this project, the LTA was assessed per the guidelines established in the 2018 San Jose Transportation Analysis Handbook and Transportation Analysis Workscope for 2305 Story Road Rotten Robbie dated March 18, 2019.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). A project is required to conduct an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following four (4) intersections studied in this LTA are listed below.

1. Jackson Avenue / I-680 NB Off Ramp / Bambi Lane
2. Jackson Avenue / Cinderella Lane
3. Story Road / Jackson Avenue
4. Story Road / Adrian Way

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions**: Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control obtained from the City of San Jose 2016 CMP Annual Monitoring Report and supplemented with new 2019 turning movement counts conducted at selected intersections.

- **Background Conditions**: Peak-hour traffic volumes based on Existing conditions and adding City Approved Trip Inventory (ATI) traffic volumes from City of San Jose database to the Existing roadway geometry and traffic control. The ATI volumes represent approved but not yet constructed developments near the project study area.

- **Background Plus Project Conditions**: Peak-hour traffic volumes based on Background conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The Project scenario is compared to the Background conditions for determining project traffic adverse effects.

Intersection Level-of-Service Criteria and Thresholds

Analysis of adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in seconds. For an unsignalized intersection, the LOS is determined from the worst operating approach leg while the LOS for an all-way stop control is determined from the average intersection LOS. The standards used by the City of San Jose to measure intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

LOS OPERATIONS STANDARD	DESCRIPTION	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0
Notes:		
LOS thresholds based on Transportation Research Board, 2010 Highway Capacity Manual		

Project intersection adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below.

City of San Jose LOS Threshold

The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

For intersections already operating at LOS "E" or LOS "F" under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

CMP Intersection LOS Threshold

The County's operations standard for a CMP identified intersection is LOS "E". A project is anticipated to create an adverse effect on traffic conditions at a CMP signal if:

- LOS at the intersection degrades from and acceptable LOS "E" or better under baseline conditions to an unacceptable LOS F under baseline plus project conditions; OR

- LOS at the intersection is an unacceptable LOS "F" under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds AND the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

1.4 Report Organization

This report has a total of seven (7) chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapters 3, 4, 5, and 6 describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and TDM. Chapter 7 provides a conclusion and summary section.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapters 3 & 4).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the evaluation tool and the project's APN, the existing VMT for employment uses in the project vicinity is 14.02 per employee, and the existing VMT for residential uses in the project vicinity is 8.41 per capita. The current regional average VMT for employment uses is 14.37 per employee and the citywide average VMT for residential uses is 11.91 per capita (see Table 1). Thus, the VMT levels of existing employment and residential uses in the project vicinity are less than the average VMT levels. Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

The following local and regional roadways provide access to the project site:

Story Road is a six-lane arterial that becomes a two-lane collector road to the east of Clayton Road and then terminates on the east at Fleming Avenue. Story Road extends to the west to terminate at Senter Road. The posted speed limit on E. Story Road within the study area is 35 mph.

Per the Envision San Jose 2040 General Plan, Story Road is identified as a Main Street corridor which play an important commercial and social role for the local neighborhood area. Main Street locations are identified within new planned Growth Areas where the City envisions increased density of commercial and residential development within established neighborhoods. Thus, Main Streets such as Story Road serve as complete streets to enable safe, attractive, and comfortable access and travel for all users, especially pedestrians. Additional features of Main Streets include ample pedestrian amenities, enhanced street crossings, and pedestrian-oriented signage.

Jackson Avenue is a four-lane arterial street that extends northeast from Story Road to terminate to the north at Berryessa Road. The posted speed limit on Jackson Avenue within the study area is 35 mph.

Per the Envision San Jose 2040 General Plan, Jackson Avenue is identified as a City Connector Street which provides equal prioritization of vehicles, transit, bicycles, and pedestrian activity along the corridor. These streets typically have four to six lanes of traffic and accommodates moderate to high volumes of through traffic within and beyond the City.

Interstate 680 (I-680) is an 8-lane freeway that connects with Highway 101 and travels in a north-south direction from City of San José to Fairfield. Access to and from the project site via the I-680 southbound direction is provided by ramp terminals at Jackson Avenue while access for the I-680 northbound direction is provided by ramp terminals at Capitol Expressway.

Per the Envision San Jose 2040 General Plan, Interstate 680 is identified as a freeway which are designed solely for high traffic mobility of vehicles, trucks, and express transit busses. Bicycles and pedestrians are prohibited or accommodated on separate parallel facilities.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian activity within the project area and throughout the Story Road and Jackson Avenue corridors are substantial. Connected sidewalks at least six feet wide are available along all roadways in the study area with adequate lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

At the project site frontage, pedestrian features including pedestrian count down signal heads, ADA curb ramps, and marked crosswalks are provided for the north and west legs of the signalized Story Road / Jackson Avenue intersection. Crosswalk facilities are not located on the east leg of the Story / Jackson intersection and the west leg of the Story / Adrian intersection. Overall, the existing sidewalks and pedestrian facilities adjacent to the project have good connectivity and provide pedestrians with routes to the surrounding land uses.

Bicycle facilities within 1/3 mile of the project site include Class II bike lanes on Jackson Avenue and Class III sharrow/bike route on Sunset Avenue. Class I separated bike facilities are provided at the Lower Silver Creek trail which spans between Capitol Expressway and Brenford Drive and runs adjacent to the Capitol Park and the Aptitud Community Academy at Goss. There are no existing bike facilities on Story Road adjacent to the project site. Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on Story Road.

In 2007, the City adopted the Green Vision which is a 15-year plan for economic growth, environmental sustainability, and enhanced quality of life for the community. From the Green Vision, the City aims to create 100 miles of off-street interconnected trails and 400 miles of on-street bike facilities by 2022.The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the project study area and the following bicycle facility improvements would benefit the project.

- Lower Silver Creek Extension – Class I facilities to Coyote Creek/Downtown and Lake Cunningham Park
- Cinderella Lane – Class II facilities from King Road to Jackson Avenue

2.4 Existing Transit Facilities

Transit services in the study area include shuttles and busses provided by the Santa Clara Valley Transportation Authority (VTA). Per the updated December 28, 2019 service schedule, the project is served by the following major bus routes.

- Frequent Bus Route 25
    - De Anza College – Alum Rock Station via Valley Med
    - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
- Frequent Bus Route 70
    - Milpital BART – Eastridge via Jackson
    - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
- Rapid Bus Route 522
    - Palo Alto Transit Center – Eastridge
    - Limited stop service at frequent intervals – every 15 minutes or better during day times

Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 12 to 30 minutes. Within 1/3 mile from the project site, the area is served by bus route 25, 70, and 522 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. These bus routes also provide transit connections to the Eastridge Transit Center and the Alum Rock Transit Center. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site at the Story Road / Jackson Avenue intersection.

2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following four (4) intersections studied in this LTA are listed below.

1. Jackson Avenue / I-680 NB Off Ramp / Bambi Lane
2. Jackson Avenue / Cinderella Lane
3. Story Road / Jackson Avenue
4. Story Road / Adrian Way

2.6 Existing Field Observations

Field observations did not reveal any significant adverse traffic-related issues adjacent to the project frontage. During the AM peak hour, eastbound and westbound traffic along Story Road heading to/from downtown is congested at the Story / Jackson intersection with the peak period occurring from 7:30 to 8:30 AM. During the PM peak period, southbound traffic is heavy on Jackson Avenue with the greatest congestion occurring between 4:45 to 5:45 PM for vehicles leaving Downtown and the I-680 freeway. Southbound vehicle queues at the Story / Jackson intersection is heavy with vehicles stacked in the left lane, but the cycle length allows most vehicles to clear the intersection. The I-680 freeway off-ramp at Jackson is congested with heavy southbound movement and queues.

3 CEQA VMT ANALYSIS

For information purposes only, a VMT analysis was used to evaluate the 2305 Story Road Rotten Robbie project VMT levels against the appropriate thresholds of significance established in Council Policy 5-1. Section 3.4 and Table 1 of the *Transportation Analysis Handbook* identifies screening criteria to exempt certain components of a project that are expected to result in a less-than significant VMT impact from the project description, characteristics, and/or location.

Based on direction from City staff, project trips for the convenience store / gas station site were converted to the equivalent retail square footage for VMT screening. Project trips using ITE 10th Edition, Land Use 960 (Super Convenience Market / Gas Station) were converted to equivalent retail square footage using Land Use 820 (Shopping Center).

The proposed 3,200 square-foot convenience market is equivalent to 71,000 square-feet of retail space. Therefore, the project meets the screening criteria for VMT analysis exemption as a local serving retail with 100,000 square-feet of total gross floor area or less without drive through operations. **Table 3** summarizes the trip generation conversion for equivalent retail square footage.

Table 3: Equivalent Retail Square Footage Conversion

LAND USE / DESCRIPTION	PROJECT SIZE		TOTAL DAILY TRIPS
Trip Generation Rates (ITE)			
Super Convenience Market / Gas Station [ITE 960]	Per	1,000 Sq Ft	837.58
Shopping Center [ITE 820]	Per	1,000 Sq Ft GLA	37.75
1. Gas Station Vehicle-Trips			
Rotten Robbie - 2305 Story Road [ITE 960]	**3.20**	1,000 Sq Ft	**2,681**
2. Equivalent Retail Vehicle-Trips (for VMT)			
Rotten Robbie - 2305 Story Road [ITE 820]	**71.00**	1,000 Sq Ft GLA	**2,681**

For informational purposes only, the City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for each land use component of the project. The VMT Evaluation Tool calculates the per-capita and per-employee VMT for the half-mile radius surrounding the project site, as calculated using the City's travel demand model and adjusted to the parcel level. For projects that would trigger a VMT impact, VMT reduction strategies such as introducing TDM or additional multimodal infrastructure can be used to mitigate the VMT impact which is estimated from research literature and case studies.

The 71,000 square-feet of equivalent retail space was evaluated using the San Jose VMT Evaluation tool.The City's VMT threshold is 10.12 per capita for residential land uses, a 12.21 per employee threshold for general employment land uses, and a net increase in existing regional VMT for retail land uses. For the surrounding land use area, the existing VMT is 8.41 per capita for residential and 14.02 per employee for general employment uses. The evaluation tool estimates that the project would generate a per employee VMT of 13.97. Per City VMT requirements shown in Table 1, the project under retail use would not generate a net increase in existing regional VMT and would not trigger a City VMT impact. A summary output of the project VMT using the City's Evaluation Tool is presented in **Figure 5**.

Figure 5: San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	Rotten Robbie #11	Tool Version:	2/29/2019
Location:	2305 Story Road	Date:	3/2/2020
Parcel:	48435022	Parcel Type: Urban Low Transit	

Proposed Parking Spaces Vehicles: 22 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	71 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	7
With Project Density (DU/Residential Acres in half-mile buffer)	7
Increase Development Diversity	
Existing Activity Mix Index	0.20
With Project Activity Mix Index	0.21
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	12
With Project Density (Jobs/Commercial Acres in half-mile buffer)	13

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

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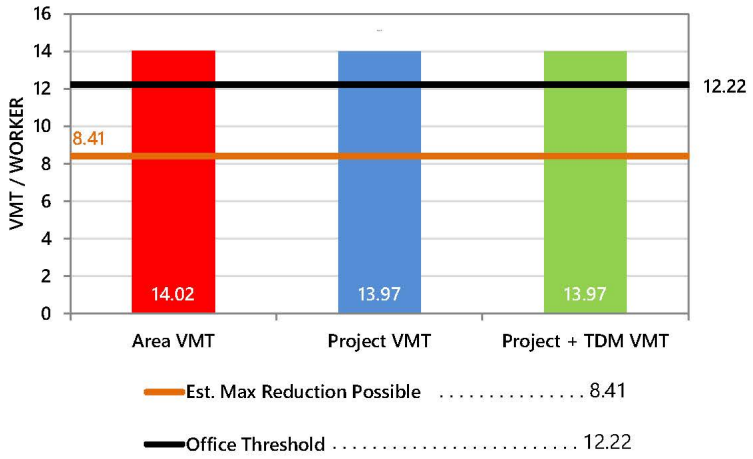
CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.



4 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

4.1 Project Site Plan

Based on the most recent site plan provided by K12 Architects Inc., the 2305 Story Road Rotten Robbie project proposes to demolish the existing convenience market and construct a new 3,200 square foot convenience market on a 0.53 gross acre site. The existing 12 fueling stations on site would remain and access to the project would be provided by one driveway along Jackson Avenue and two driveways along Story Road. The project would also provide up to 10 on-site vehicle parking spaces. The project site plan is presented in **Figure 2** and the **Appendix**.

4.2 Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. The following ITE land uses were considered for the proposed 2305 Story Road development:

- **ITE 960 Super Convenience Market / Gas Station**: This land use was chosen for the proposed project based on existing driveway count characteristics and the ITE definition. ITE states that this land use has two specific characteristics:
    - Gross floor area of convenience market is at least 3,000 square feet
    - The number of vehicle fueling positions is at least 10

From the site plan it was determined that the convenience market would be 3,200 square-feet.

Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 2681 daily trips, 266 AM peak hour trips, and 222 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 133 trips are inbound to the project and 133 trips are outbound from the project. For the PM peak hour trips, approximately 111 trips are inbound while 111 trips are outbound.

Per the per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits can be applied to the project. For mixed-use projects, an internal capture reduction can be applied based on vehicle-trip reduction rates from the *VTA Transportation Impact Analysis Guidelines*. However, a VTA mixed-use trip reduction credit was not applied, since the project does not have a mixed land use.

For projects in the City of San Jose, a location-based mode share trip reduction credit was applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project

location is designated as an "Urban Low-Transit" place with a vehicle mode share of 87 percent for retail land uses. Therefore, a 13% retail mode share trip reduction credit was applied to the project.

Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For residential projects, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips. For office and industrial trips, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in peak hour vehicle-trips. A VMT vehicle-trip reduction credit was not applied to the project.

The project will also involve demolishing the existing 1,500 square foot convenience market and would be eligible for an existing use trip credit. In addition, the existing 12 fueling stations would remain. To account for these uses, the existing use trip credit was determined from peak hour driveway counts collected at the existing commercial driveways along Story Road and Jackson Avenue. These daily driveway counts were conservatively adjusted to determine the AM and PM peak trip credit. The driveway count data yields greater trips during the PM peak hour and is consistent with average ITE PM rates for typical gas station use.

Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 407 daily, 95 AM peak hour, and 21 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 50 trips are inbound to the project and 45 trips are outbound from the project. For the net PM peak hour trips, approximately 10 trips are inbound while 11 trips are outbound.

Table 4 provides a summary of the proposed trip generation and trip reductions for the project.

4.3 Project Trip Distribution and Assignment

Due to the nature of the proposed development, most retail vehicle project trips are anticipated to access Downtown San Jose, East San Jose / Evergreen, and the I-680 regional freeway. Trip distribution and assignment for the project was assumed based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- Story Road East
- Story Road West
- Interstate 280 South
- Jackson Avenue North

The project trip distribution and assignment for the site plan is presented in **Figure 6 & 7.** The project driveways on Story Road and Jackson Avenue will provide full access to the site. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Table 4: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	OUT	TOTAL	IN	OUT
Trip Generation Rates (ITE)								
Super Convenience Market / Gas Station [ITE 960]	Per 1,000 Sq Ft	837.58	83.14	50%	50%	69.28	50%	50%
1. Baseline Vehicle-Trips								
Rotten Robbie - 2305 Story Road	3.20 1,000 Sq Ft	2,681	266	133	133	222	111	111
Baseline Project Vehicle-Trips		**2,681**	**266**	**133**	**133**	**222**	**111**	**111**
2. Location-based Mode Share Adjustments								
Urban Low-Transit Reduction (Mode Share)	-13% Retail	(349)	(35)	(18)	(18)	(29)	(15)	(15)
Project Vehicle-Trips After Reduction		**2,332**	**231**	**115**	**115**	**193**	**96**	**96**
3. Other Trip Adjustments								
Existing Uses (Driveway Counts on 1/7/2020)		(1,925)	(136)	(65)	(71)	(172)	(86)	(86)
Existing Land Use Trip Adjustment Subtotal		**(1,925)**	**(136)**	**(65)**	**(71)**	**(172)**	**(86)**	**(86)**
Total Project Trips								
BASELINE PROJECT VEHICLE TRIPS		**2,681**	**266**	**133**	**133**	**222**	**111**	**111**
GROSS PROJECT VEHICLE TRIPS		**2,332**	**231**	**115**	**115**	**193**	**96**	**96**
NET PROJECT VEHICLE TRIPS		**407**	**95**	**50**	**44**	**21**	**10**	**10**

Notes:

Project Land Uses assumed based on proposed site plan from K12 Architects (10/13/2017)

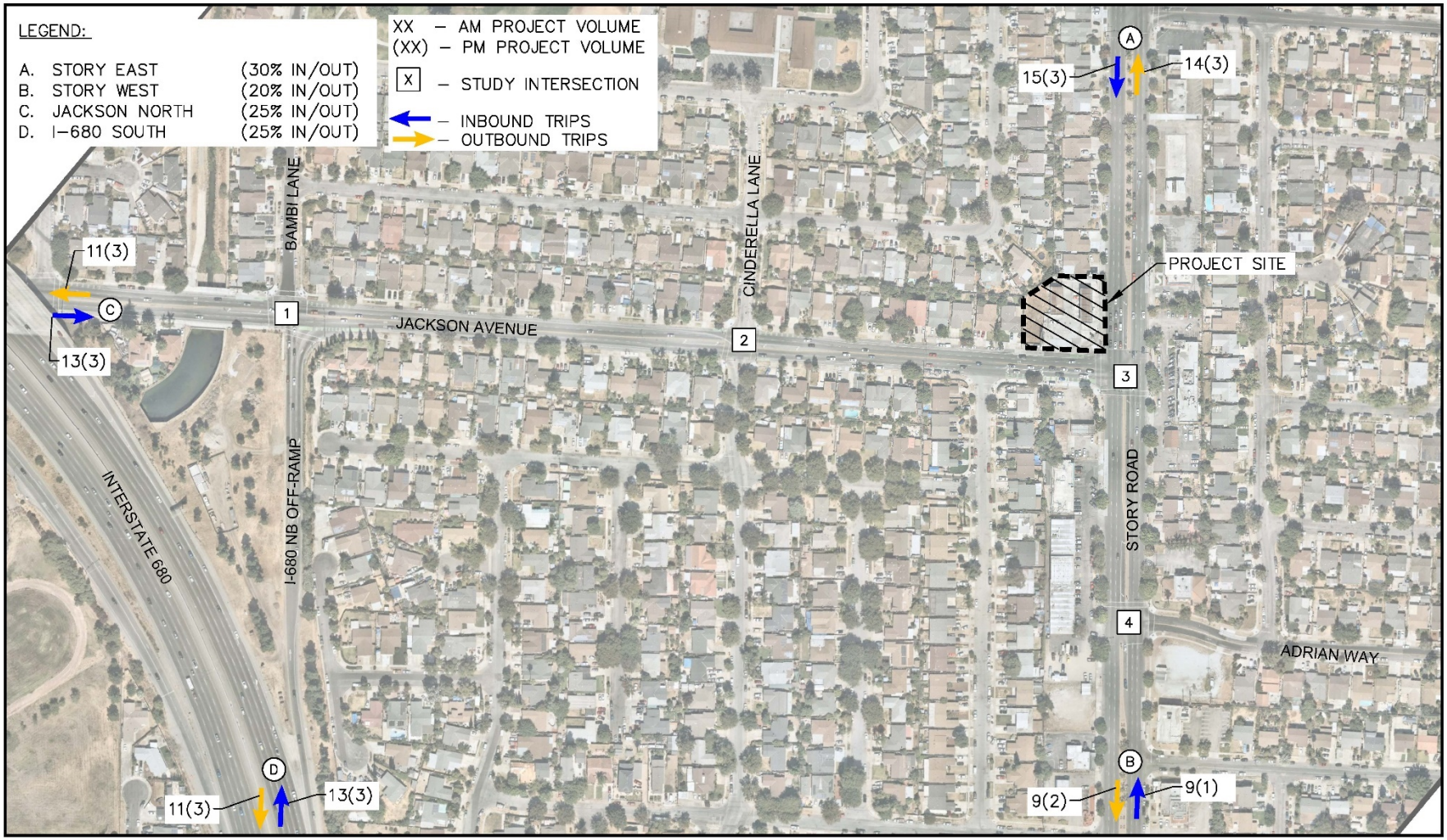
Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

For conservative analysis, ITE 960 (Super Convenience Market / Gas Station) land use assumed since the project has a convenience market greater than 3,000 square feet and at least 10 fueling positions.

A 13% Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Urban Low-Transit" area.

Vehicle trip credit for the gas station site based on existing driveway counts (1/7/2020). Driveway counts are comparable to ITE 945 (Gasoline Station w/ Convenience Market) rates. For conservative analysis, applied peak hour trips from 8:00-9:00 AM and 4:30-5:30 PM.

Figure 6: Project Trip Distribution



2305 STORY ROAD ROTTEN ROBBIE
PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT
CITY OF SAN JOSE LTA - ROBINSON OIL CORPORATION

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Figure 7: Net Project Intersection Volumes

5 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for existing and background conditions, intersection vehicle queuing analysis, and mitigation measures for any adverse effects to intersection level of service caused by the project.

Intersection operations analysis is intended to measure the existing intersection operations and the effect of adding project traffic on the study intersection(s). A potential adverse effect is not a CEQA measure. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at E or F under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in critical V/C ratio of 0.010 or more.

5.1 Existing Conditions Analysis

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from turning movement counts collected at selected intersections on Tuesday, January 7, 2020 when local schools were in session and during fair weather conditions. These counts included vehicles, bicycles, and pedestrians and were collected when local schools were in session and the weather was fair. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 8**.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 5**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendix**.

Table 5: Intersection Operations Summary for Existing Conditions

#	Intersection	Control	Existing Conditions							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Jackson Ave and I-680 NB Ramp / Bambi Ln	Signalized	C	29.1	0.567	29.5	C	29.5	0.766	31.6
2	Jackson Ave and Cinderella Ln	Signalized	C	24.3	0.402	23.8	B	19.5	0.637	19.5
3	Story Road and Jackson Ave	Signalized	C	27.3	0.595	29.5	C	30.0	0.735	29.4
4	Story Road and Adrian Way	Signalized	C	32.0	0.415	28.3	C	29.2	0.519	31.7

As shown above, the study intersections are operating at acceptable LOS during the AM and PM peak hour under Existing conditions

5.2 Background Conditions Analysis

Traffic generated from other approved projects near the project study area were obtained from the City of San Jose Approved Trip Inventory (ATI) database attached in the **Appendix**. These ATI traffic volumes were added to the existing traffic counts to generate the Background baseline scenario and include the following local projects.

- H13-032 70 South Jackson Avenue – Rocketship School
- Evergreen East Hills Development Policy (EEHDP) – Retail
- Evergreen East Hills Development Policy (EEHDP) – Residential
- Evergreen East Hills Development Policy (EEHDP) – Office

The roadway network under Background conditions would be the same as the existing roadway network.

Traffic operations for the study intersections under Background conditions are shown below in **Table 6** and **Figure 9**. As shown below, the study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Background conditions.

Table 6: Intersection Operations Summary for Background Conditions

#	Intersection	Control	Background Conditons							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Jackson Ave and I-680 NB Ramp / Bambi Ln	Signalized	C	29.0	0.582	29.7	C	30.0	0.774	32.3
2	Jackson Ave and Cinderella Ln	Signalized	C	24.3	0.402	23.7	B	19.5	0.640	19.6
3	Story Road and Jackson Ave	Signalized	C	27.3	0.599	29.5	C	30.2	0.743	29.7
4	Story Road and Adrian Way	Signalized	C	31.9	0.417	28.3	C	29.2	0.525	31.8

5.3 Background Plus Project Conditions Analysis

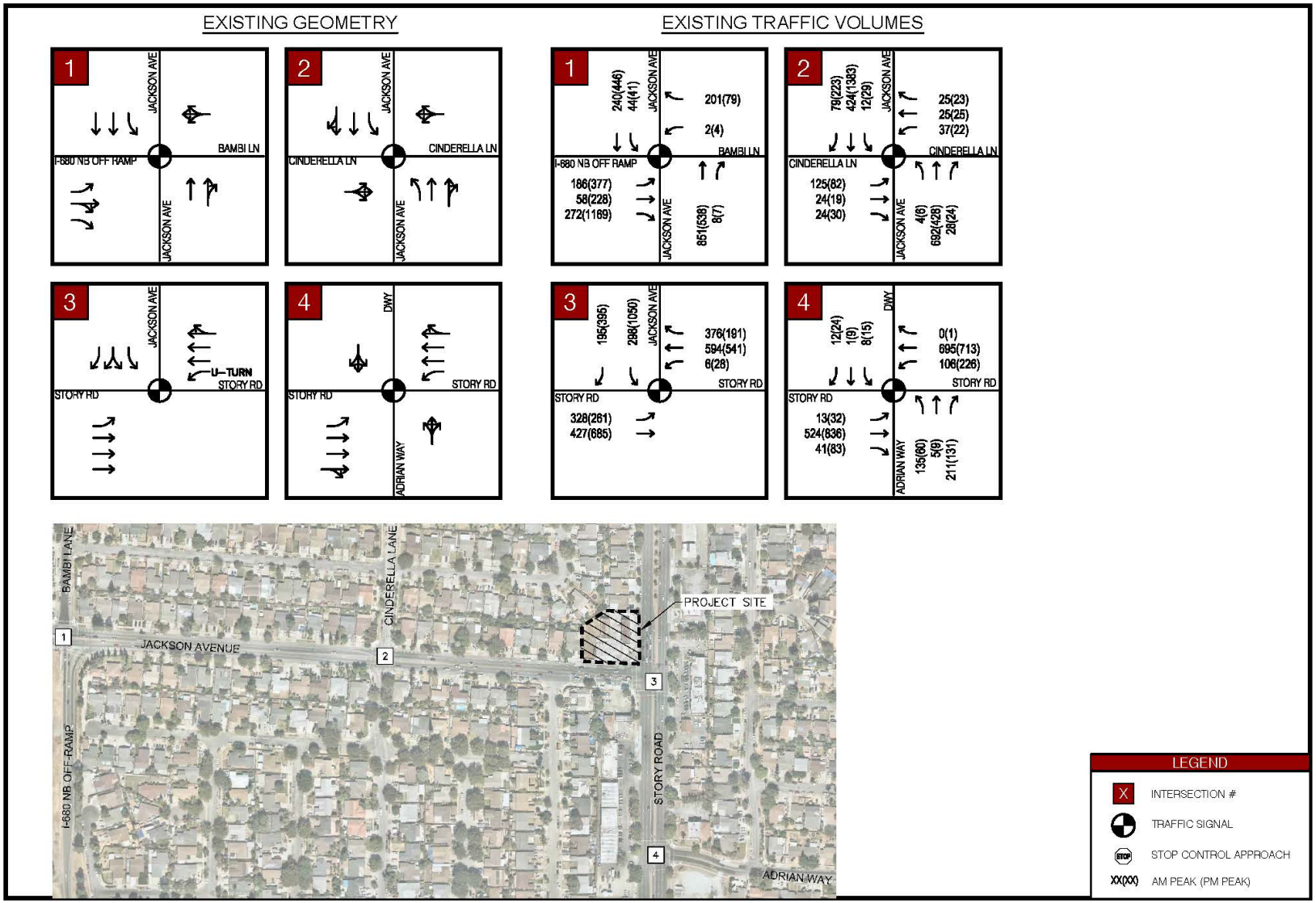
Traffic operations were evaluated at the study intersection under Background Plus Project conditions based on Background conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. Traffic operations for the study intersections under Background Plus Project conditions are shown in **Table 7** and **Figure 9**.

As shown below, the study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Background Plus Project conditions.

Table 7: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	Control	Background Plus Project Conditions														
			AM Peak							PM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact	LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Jackson Ave and I-680 NB Ramp / Bambi Ln	Signalized	C	29.1	0.1	0.589	0.007	29.6	-0.1	NO	C	30.2	0.2	0.776	0.002	32.6	0.3	NO
2	Jackson Ave and Cinderella Ln	Signalized	C	23.9	-0.4	0.409	0.007	23.5	-0.2	NO	B	19.5	0.0	0.641	0.001	19.6	0.0	NO
3	Story Road and Jackson Ave	Signalized	C	27.5	0.2	0.616	0.017	29.9	0.4	NO	C	30.3	0.1	0.745	0.002	29.8	0.1	NO
4	Story Road and Adrian Way	Signalized	C	31.9	0.0	0.419	0.002	28.3	0.0	NO	C	29.2	0.0	0.526	0.001	31.8	0.0	NO

Figure 8: Existing Intersection Lane Geometry and Traffic Volumes



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2305 STORY ROAD ROTTEN ROBBIE
EXISTING INTERSECTION LANE GEOMETRY & VOLUMES

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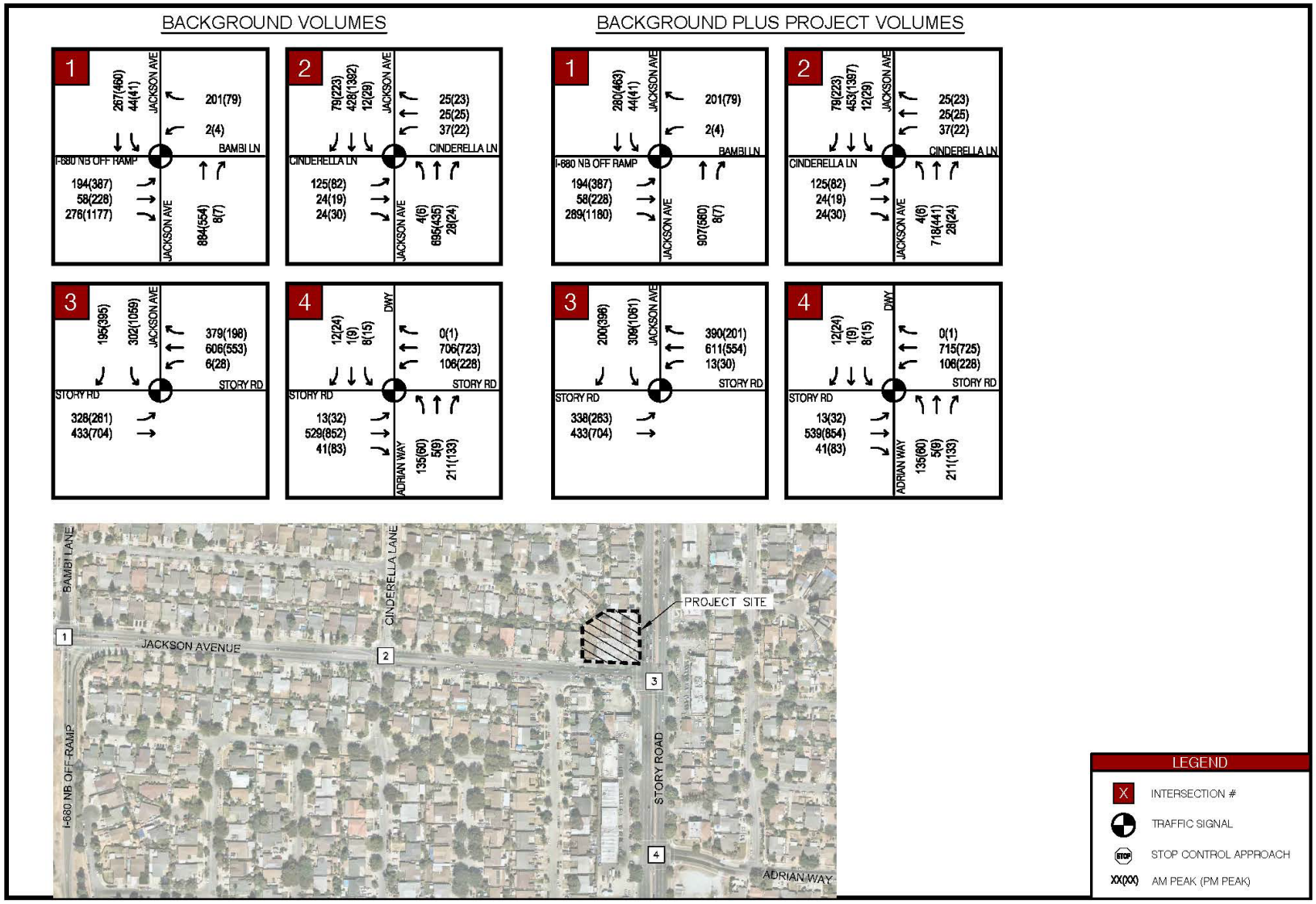
Figure 9: Background and Background Plus Project Traffic Volumes



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2305 STORY ROAD ROTTEN ROBBIE
BACKGROUND TRAFFIC VOLUMES

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5.6 Intersection Queue Analysis

A left and right turn lane queue analysis was evaluated for the project site under Existing, Background, and Background Plus Project conditions. Vehicle queues are estimated using a Poisson probability distribution formula to determine the 95% percentile maximum number of queued vehicles per cycle for an intersection movement. The 95% percentile queue represents the design queue length and is compared to the existing or planned available storage capacity assuming an average queue of 20-feet per vehicle. Due to close spacing between the proposed project driveways and existing intersections, a microsimulation analysis using Synchro and SimTraffic software was used to evaluate vehicle queues **Table 8 & 9** summarize the left and right-turn queue analysis for the project.

Table 8: Left-Turn Queue Analysis

DESCRIPTION	#3 STORY/JACKSON				#5 STORY/PROJECT DRIVEWAY				#6 JACKSON/PROJECT DRIVEWAY			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Number of Turn Lanes	0	2	1	1*	0	0	0	0	0	1	0	1
Storage Length (ft/ln)	0	500	200	115	0	0	0	0	0	500	0	50
AM PEAK HOUR - LEFT TURN QUEUE												
Existing Conditions												
95% Queue (veh/ln)	0	2.7	10	0.3	0	0	0	0	0	5.1	0	2.9
95% Queue (ft/ln)	0	54	203	6	0	0	0	0	0	101	0	57
Sufficient Storage?	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO
Background Conditions												
95% Queue (veh/ln)	0	2.9	10	1.6	0	0	0	0	0	5	0	2.5
95% Queue (ft/ln)	0	57	209	31	0	0	0	0	0	99	0	50
Sufficient Storage?	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	2.7	12	2	0	0	0	0	0	6.6	0	2.7
95% Queue (ft/ln)	0	54	234	39	0	0	0	0	0	132	0	53
Sufficient Storage?	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO
PM PEAK HOUR - LEFT TURN QUEUE												
Existing Conditions												
95% Queue (veh/ln)	0	3.8	13	2.6	0	0	0	0	0	23	0	2.5
95% Queue (ft/ln)	0	75	262	51	0	0	0	0	0	458	0	49
Sufficient Storage?	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions												
95% Queue (veh/ln)	0	3.4	12	2.9	0	0	0	0	0	19	0	2.4
95% Queue (ft/ln)	0	68	241	58	0	0	0	0	0	387	0	47
Sufficient Storage?	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	3.4	12	2.8	0	0	0	0	0	17	0	2
95% Queue (ft/ln)	0	68	245	55	0	0	0	0	0	336	0	40
Sufficient Storage?	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 20 feet).

Table 9: Right-Turn Queue Analysis

DESCRIPTION	#3 STORY/JACKSON				#5 STORY/PROJECT DRIVEWAY				#6 JACKSON/PROJECT DRIVEWAY			
	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR
Number of Turn Lanes	0	1	0	1*	0	1*	0	1	1*	0	0	1
Storage Length (ft/ln)	0	500	0	500	0	50	0	500	50	0	0	50
AM PEAK HOUR - RIGHT TURN QUEUE												
Existing Conditions												
95% Queue (veh/ln)	0	2.7	0	3.6	0	2.8	0	9.4	1.7	0	0	2.9
95% Queue (ft/ln)	0	54	0	71	0	56	0	188	34	0	0	57
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	NO
Background Conditions												
95% Queue (veh/ln)	0	2.9	0	3.7	0	3.2	0	8	2.5	0	0	2.6
95% Queue (ft/ln)	0	58	0	73	0	64	0	159	50	0	0	51
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	NO
Background Plus Project Conditions												
95% Queue (veh/ln)	0	2.7	0	3.7	0	3.2	0	9.8	2.2	0	0	2.7
95% Queue (ft/ln)	0	54	0	74	0	64	0	195	43	0	0	53
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	NO
PM PEAK HOUR - RIGHT TURN QUEUE												
Existing Conditions												
95% Queue (veh/ln)	0	3.4	0	3.3	0	2.2	0	6.2	1.2	0	0	2.5
95% Queue (ft/ln)	0	68	0	65	0	43	0	124	24	0	0	49
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions												
95% Queue (veh/ln)	0	3.6	0	3.6	0	2.8	0	7.8	0.8	0	0	2.4
95% Queue (ft/ln)	0	72	0	72	0	55	0	156	15	0	0	47
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	3.3	0	3.7	0	3.1	0	7.9	1.1	0	0	2
95% Queue (ft/ln)	0	65	0	74	0	62	0	158	22	0	0	40
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 20 feet).

Story Road / Jackson Avenue Intersection

For the Story/Jackson study intersection, the queuing analysis indicates that the 95th percentile vehicle queues would typically not exceed the vehicle storage capacity during both the AM and PM peak hours except for the Story Road eastbound left turn lane. The project could potentially lengthen the existing Story Road eastbound 95th percentile left turn queue by up to one (1) additional vehicle during the AM peak. This left turn lane is currently operating at full storage capacity without the project, and it is anticipated that the project queue addition would not deteriorate traffic operations at the intersection. Overall, the project is not anticipated to add vehicle queue that would adversely affect the existing roadway network.

Story Road Project Driveway

For the Story Road project driveway, the project could potentially lengthen the existing southbound right turn queue out of the site by up to one (1) additional vehicle during the AM peak. The outbound vehicle queue at the southbound driveways could temporary affect the ability for vehicles to access the gas pumps due to close spacing from the roadway; however, it is anticipated that the project queue addition would not deteriorate

traffic operations on Story Road. Vehicles leaving the site would need to wait until there are sufficient gaps between platooning vehicles on Story Road which is typical for driveway operations in the area.

Jackson Avenue Project Driveway

For the Jackson Avenue project driveway, the project could potentially lengthen the existing southbound left turn queue into the site by up to one (1) additional vehicle during the AM peak. This inbound left turn movement into the project site is anticipated to not deteriorate traffic operations on Jackson Avenue. Since southbound vehicle progression is controlled by the signal at the Story/Jackson intersection, the southbound left turn movement into project driveway would also be accessible during a green cycle for the southbound intersection approach.

Overall, under Background Plus Project conditions, the queue for vehicles accessing the project site would not cause an adverse effect on Story Road and Jackson Avenue during the AM and PM peak hour.

5.7 Adverse Intersection Operations and Improvements

This section discusses adverse transportation project effects identified under Background Plus Project conditions. Per City guidelines in the 2018 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at study intersections should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

The study intersections under Background Plus Project conditions are anticipated to operate at acceptable LOS and would not create adverse effects to the surrounding street network.

6 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including vehicle site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, parking, TDM, construction operations, and neighborhood interface.

6.1 Bicycle and Pedestrian Access

Existing sidewalks and pathways along the project frontages on Story Road and Jackson Avenue would remain to provide direct bicycle and pedestrian access. The existing sidewalk facilities on Story Road and Jackson Avenue are at least 8-feet wide minimum and identified as City of San Jose Vision Zero Corridors. Vision Zero San Jose is the City's commitment to prioritize street safety and ensure all road users – people who walk, bike, ride transit, drive, or carpool – are safe.

Employees and patrons of the project could potentially generate additional pedestrian and bicycle traffic in the area, thereby potentially increasing conflicts between vehicles, bicycles, and pedestrians. However, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) or generate pedestrian, bicycle, or transit travel demand that would not be accommodated by transit, bicycle, or pedestrian facilities and plans. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide employees and patrons with walkable routes to nearby transit stops, retail, and other points of interest in the immediate residential and commercial area. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

6.2 Vehicle Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by K12 Architects Inc., shown in the **Appendix**. The following summarizes the vehicle driveway access for both the site plan:

- Jackson Avenue Driveway 1
  - Full inbound/outbound access, 32-feet wide
  - Driveway spaced 89-feet north of Story/Jackson intersection
  - Drive aisle of approximately 25-feet long into the site
- Story Road Driveway 2
  - Right In / Right Out only access, 26-feet wide
  - Driveway spaced 57-feet east of Story/Jackson intersection
  - Drive aisle of approximately 25-feet long into the site
- Story Road Driveway 3
  - Right In / Right Out only access, 26-feet wide
  - Driveway spaced 107-feet east of Story/Jackson intersection
  - Drive aisle of approximately 25-feet long into the site

Per City guidance, driveways should be spaced 150-feet minimum from any intersection; however, due to location and size of the parcel, providing 150-feet of spacing for the driveway is not feasible and would require redesign of the entire site. The proposed driveway locations for the project optimizes sight distance and spacing with the existing roadway network.

Jackson Avenue Project Driveway Operations

Full inbound and outbound access for the project is proposed on Jackson Avenue. The pair of existing driveways on Jackson Avenue would be replaced with a new 32-feet wide driveway consisting of a standard City curb ramp design. From the intersection operations analysis described in this report, this driveway is anticipated to operate adequately during plus project conditions with existing stop control geometry.

Story Road Project Driveway Operations

Due to the existing raised median on Story Road, the proposed project driveways on Story would be limited to right-in and right-out access to the westbound through lanes only. Inbound vehicles traveling eastbound on Story Road would have to make a left turn movement at the Jackson Avenue intersection to enter the site. Conversely, outbound vehicles exiting the project driveways on Story Road and wanting to travel eastbound along Story Road would have to make a westbound U-turn movement at the Jackson Avenue intersection.

Both driveways along Story Road are proposed to be 26-feet wide and consist of a standard City curb ramp design. The driveways are positioned and designed to optimize vehicle access to and from the existing fueling stations, facilitate fueling truck access, and minimize traffic adverse effects to the Story / Jackson intersection. If project access on Story Road is reduced one driveway, the single driveway would need to be at least 76 feet wide to provide sufficient ingress/egress access for the 12 refueling stations on-site. Due to horizontal constraints between the fueling stations and Story Road, reconfiguring driveway to provide one-way access would be challenging without redesigning the project site.

6.3 Passenger Vehicle Access and Circulation

Vehicle maneuverability and access for the site was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for internal circulation.

The project site provides employee and customer access with up to 10 total parking spaces and 12 fueling stations. The internal layout consists of fueling stations aligned in the north-south direction parallel to the Story Road driveways and underground tank access by the Jackson Avenue driveway. Turning analysis using the AASHTO template revealed that passenger vehicles could adequately access the driveway, maneuver through the site, and park in the stalls without conflicting into other vehicles.

6.4 Heavy Vehicle Truck Access and Circulation

Vehicles are currently prohibited from stopping or parking along Story Road and Jackson Avenue along the project frontage. The 12 existing fueling stations on the south side of the site will remain in its current location, and the existing fuel station canopy is approximately 15-feet high. Per California Vehicle Code 35250, the maximum legal height allowed for motor vehicles is 14-feet, and the project canopy provides sufficient clearance for heavy vehicles to circulate through the fuel station area.

The SU-40 truck based on AASHTO was assumed as the typical size delivery truck that would be allowed on-site due to truck route and maneuverability constraints in the area and at the project driveways. Fire apparatus garbage, and fueling trucks were also checked for site access, and these vehicle dimensions were based on AASHTO and NCHRP 659 – Guide for the Geometric Design of Driveways.

SU-40 delivery trucks would be able to maneuver on Story Road and Jackson Avenue to access the project and conduct on-site loading activity.

Garbage and recycling bins are proposed on the ground level in a dedicated trash enclosure. Waste collection vehicles would be able to enter the site to pick up bins and exit the driveway; however, during refuse activity, the refuse vehicle may need to reverse or temporary block vehicle access to some of the fueling stations. Due to horizontal constraints, it is recommended for refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle conflicts.

The existing underground gasoline storage tanks are located on the ground level next to the Jackson Avenue driveway. For conservative analysis, a WB-40 semi-trailer truck template was used to represent typical fuel truck dimensions and operations. Fueling vehicles would be able to access the site to refuel gasoline; however, during fueling activity, the fueling vehicle and hose equipment would temporary block the convenience store parking as well as the Jackson Avenue driveway. Due to on-site horizontal constraints, it is recommended for fueling vehicle activity to occur outside of AM and PM peak commute times to minimize vehicle access conflicts at the driveway.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage adjacent to the project site on Story Road and Jackson Avenue. Existing fire hydrants on the southeast corner of the Story Road / Jackson Avenue intersection provides direct fire access for emergency personnel. The projects driveway on Story Road and Jackson Avenue are 20-feet wide, at least 10-feet high, and satisfy the 20-foot horizontal and 10-foot-vertical minimum access clearances from the 2016 CA Fire Code.

To ensure vehicles do not impede intersection and emergency operations, it is recommended to delineate red curb striping and no parking signs along the project frontage on Story Road and on Jackson Avenue between the project driveways and the signal.

Figures 10 - 14 show site access and vehicle turn templates at the project driveways and site for the design vehicles described above.

Figure 10: Passenger Vehicle Access

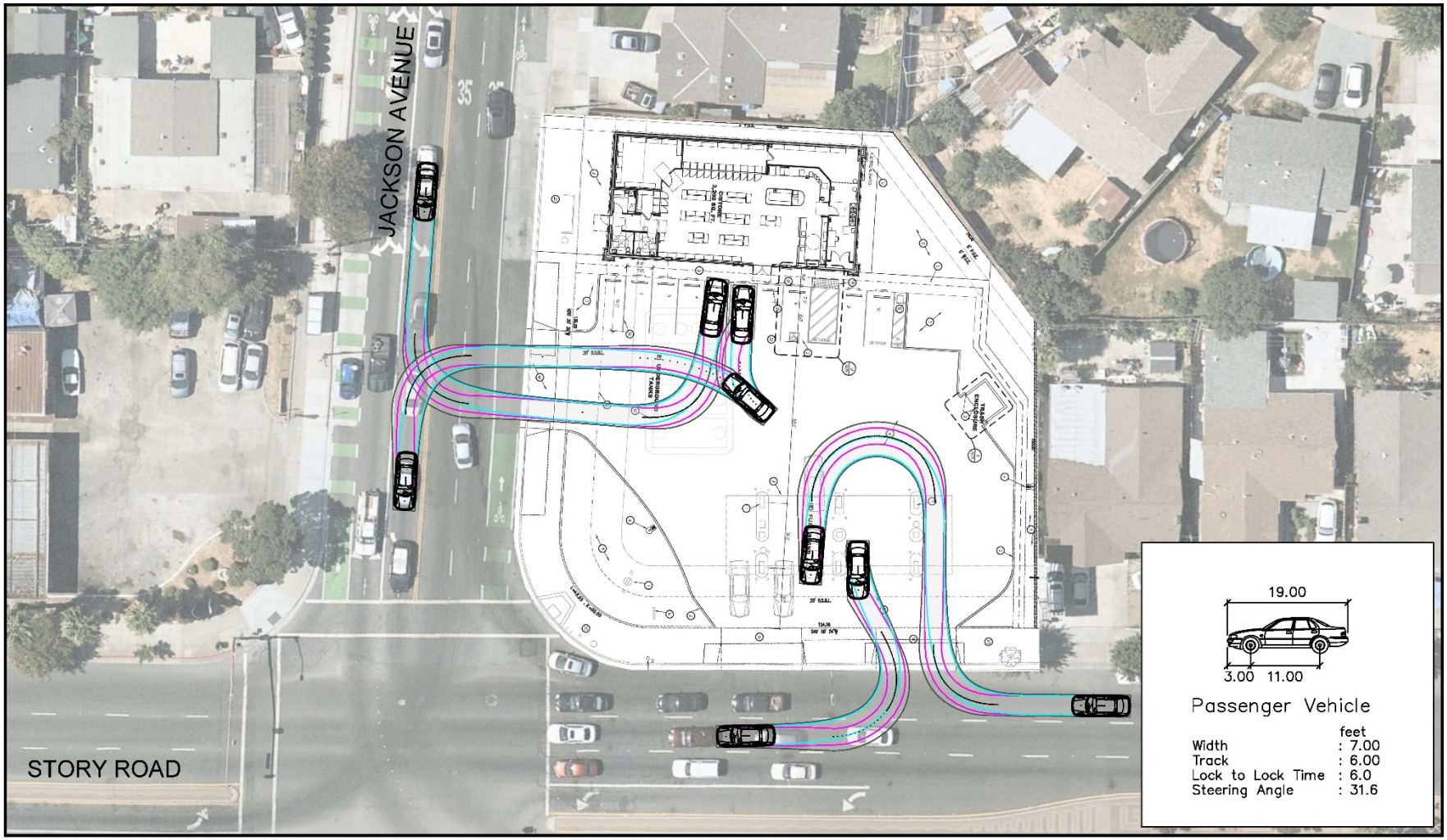


Figure 11: Delivery Vehicle Access

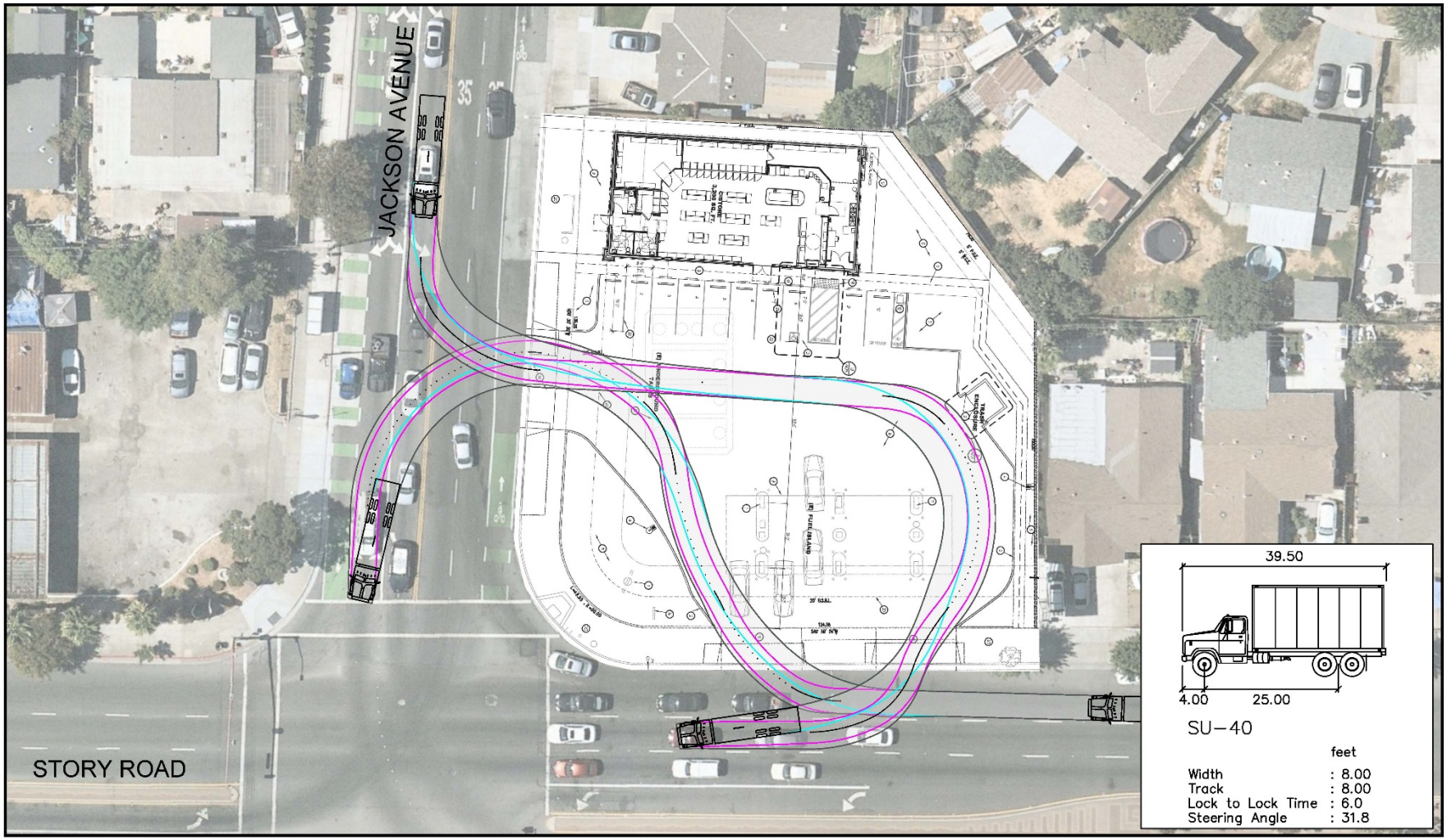


Figure 12: Garbage Truck Access

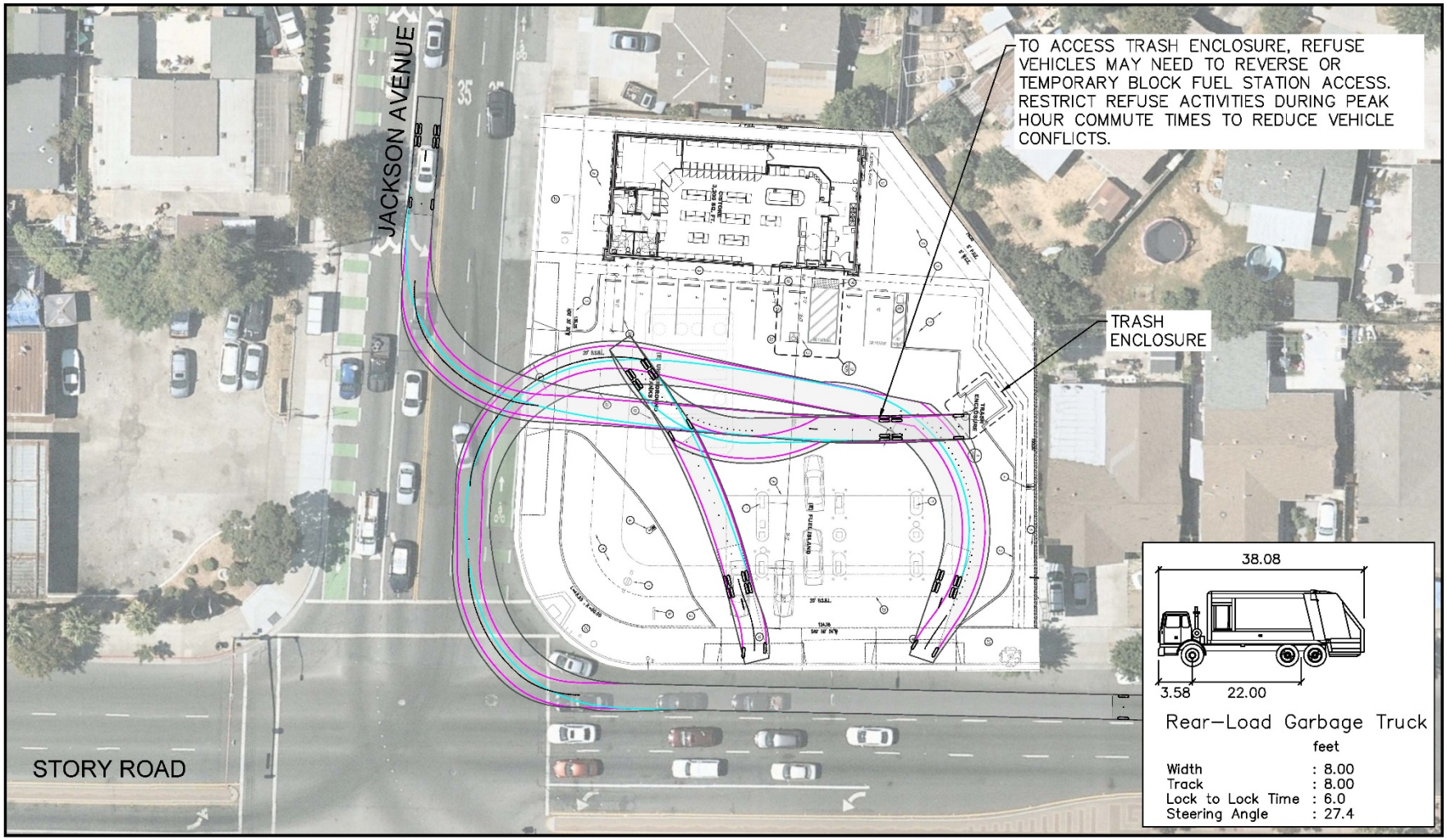


Figure 13: Fueling Truck Access

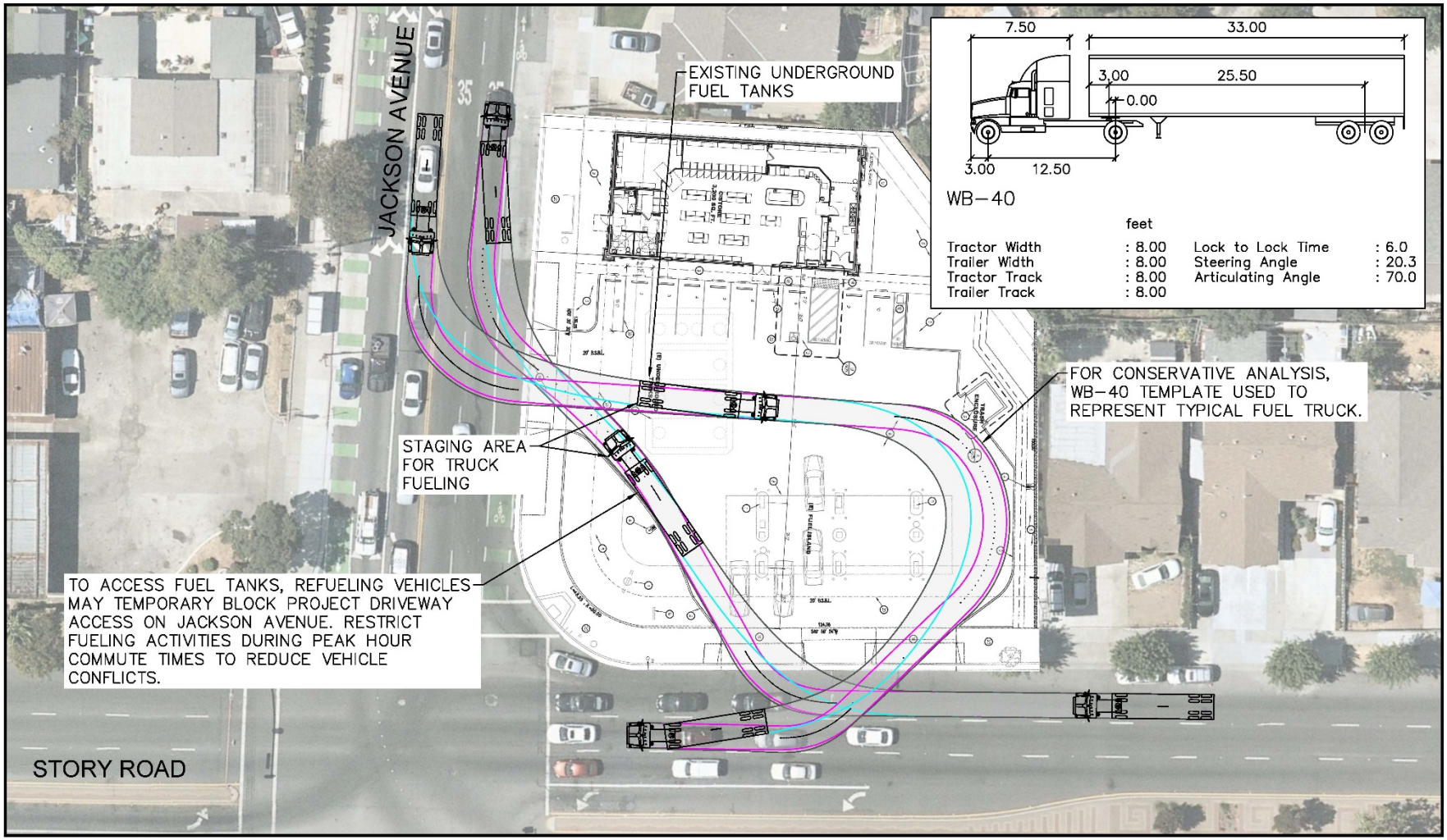
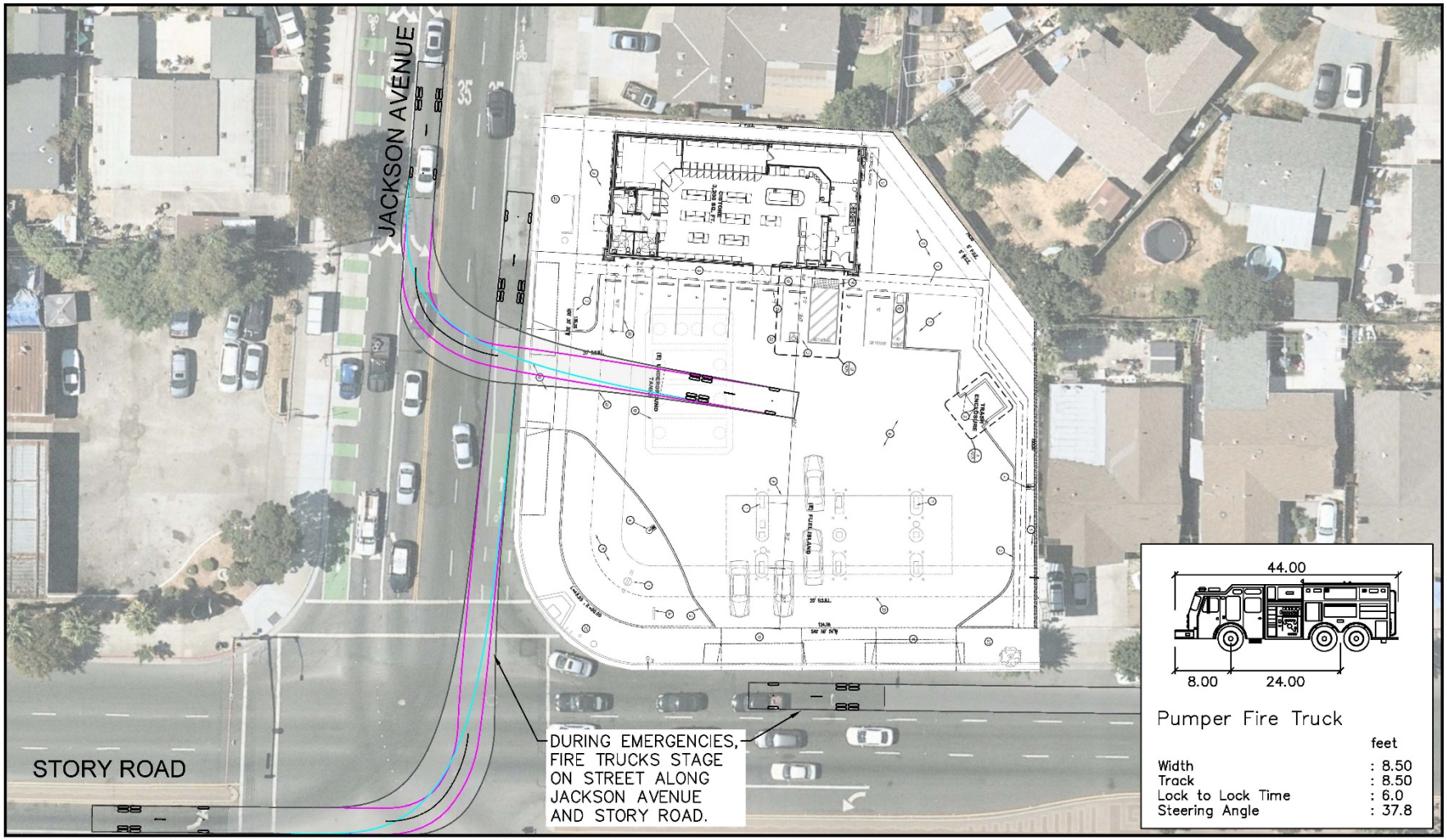


Figure 14: Fire Truck Access



6.5 Vehicle Sight Distance Analysis:

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle Story Road and Jackson Avenue to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering Story Road and Jackson Avenue from the proposed project driveway, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on the major road. A vehicle setback in a stopped position from the back of sidewalk was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveways along Story Road and Jackson Avenue was determined from the AASHTO Geometric Design of Highways and Streets 7th Edition (Green Book). For the purposes of this analysis, a design speed of 40 mph (35 mph posted speed limit) was assumed. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on Table 9-6 to 9-9 of the Green Book and existing traffic control, minimum sight distance was calculated for the following scenarios:

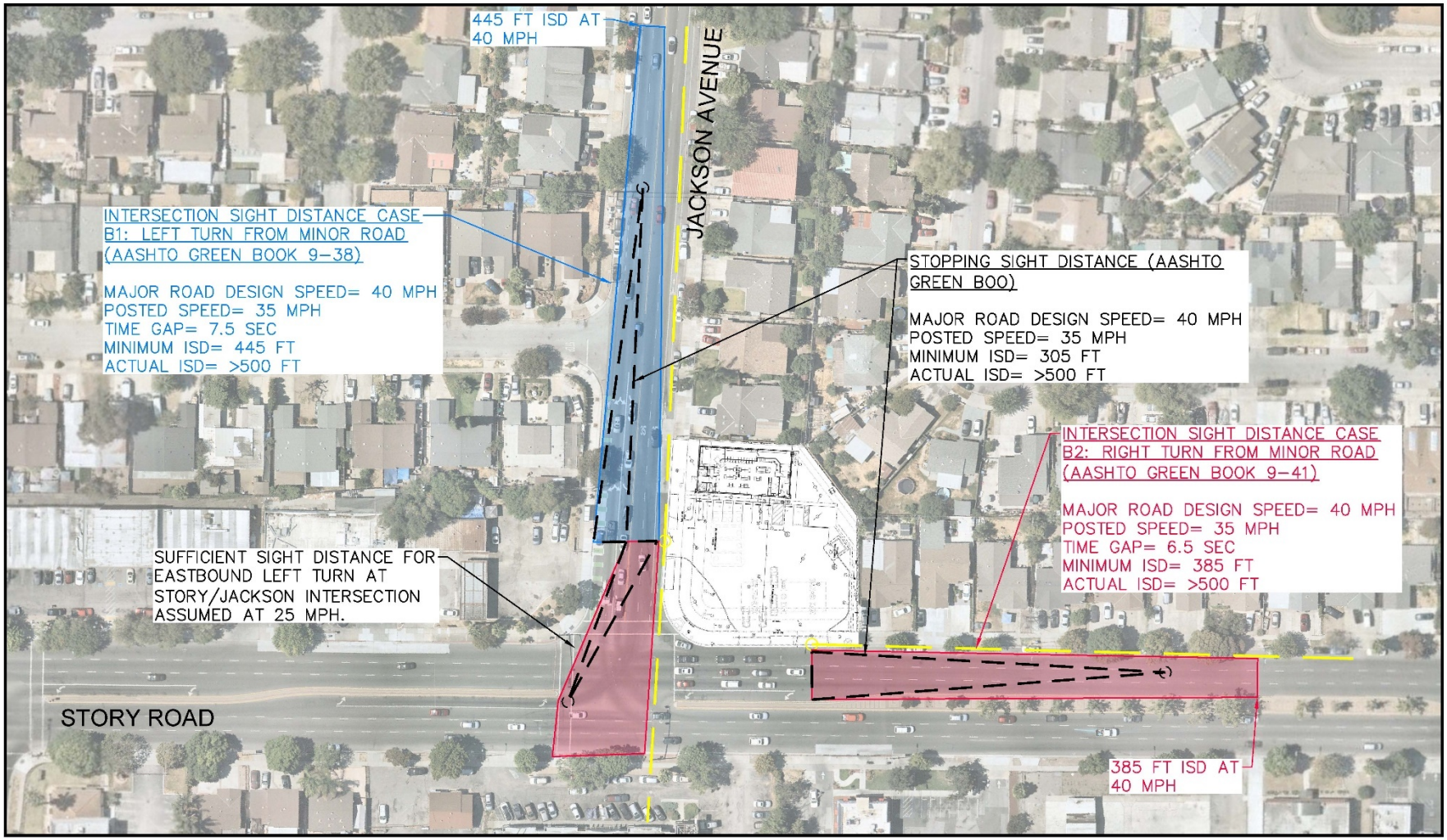
- Stopping Sight Distance – Free flow vehicles on the major road
    - Story Road and Jackson Avenue (305-feet)
- Intersection Sight Distance Case B – Stop control at the proposed project driveway
    - Case B1 – Left turn from the minor road
        - Story Road and Jackson Avenue (445-feet)
    - Case B2 – Right turn from the minor road
        - Story Road and Jackson Avenue (385 feet)

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 500 feet in the eastbound and westbound directions on Story Road and over 500 feet in the northbound and southbound direction on Jackson Avenue.

The proposed project driveway location satisfies the 305 feet minimum stopping sight distance required for all approaches on Story Road and Jackson Avenue. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. It is assumed that vehicles turning left or right at the Story Road / Jackson Avenue intersection would be travelling less than 25 mph and would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles. Vehicles entering Story Road and Jackson Avenue from the project driveway will also have sufficient intersection sight distance in either direction to make a right or left turn onto the road per AASHTO Case B1 and B2 scenarios.

Overall, the proposed project driveway location is feasible and provides sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established immediately adjacent to the project driveways. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 15**.

Figure 15: Sight Distance Analysis



Kimley»Horn

DWW-197321001 JANUARY 2020

2305 STORY ROAD ROTTEN ROBBIE
SIGHT DISTANCE ANALYSIS
CITY OF SAN JOSE LTA - ROBINSON OIL CORPORATION

6.6 Vehicle and Bicycle Parking

The project is subject to the parking standards from the City's municipal code. Per Chapter 20.90.060, Chapter 20.90.350, Table 20-190, Table 20-215, and Table 20-250 of the San Jose Municipal Code (SJMC), the proposed 2305 Story Road Rotten Robbie project land uses are required to provide the following minimum off-street parking:

- Fuel Service Station or Charge Station (no incidental service or repair)
  - One (1) vehicle space per employee
  - One (1) vehicle space per air/water pump service area
  - One (1) vehicle space for information stop
  - One (1) long-term bicycle space per 10 full-time employees
- Retail Sales, Goods, and Merchandise
  - One (1) vehicle space per 200 square feet of floor area
  - One (1) bicycle space per 3,000 square feet of floor area
  - One (1) motorcycle space per 20 code required vehicle parking spaces
- Additional Requirements
  - A minimum of two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space shall be provided for each site that has a nonresidential use set forth in Table 20-190.
  - For non-residential uses, designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles shall be provided as set forth in Table 20-215.
  - One (1) motorcycle space per 20 code required auto parking spaces for commercial uses as set forth in Table 20-250.

Based on these ratios and the parking summary shown in **Table 10**, the project site plan is required to provide a minimum total of 21 off-street vehicle parking spaces and 4 bicycle parking spaces for the fuel station and convenience market use. Of the 21 minimum vehicle spaces, one (1) space must be designated for clean air vehicle and one (1) space must be designated for a motorcycle.

The project site plan proposes a total parking supply of 22 vehicle spaces and 0 bicycle spaces. To satisfy the City's bicycle parking requirement, the project will need install at least four (4) bicycle parking spaces on-site.

Table 10: Project Parking Summary

PARKING DESCRIPTION					PROJECT			
GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PARKING RATE (SPACE/UNIT)	PROJECT SIZE	UNIT	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code Table 20-190 Table 20-215 Table 20-250	Vehicle	Retail Sales, Goods, Merchandise	5 space per 1 KSF	5.00	3.20	KSF	16	-
		Fuel Service Station or Charge Station	1 per employee, 1 per air/water service area, 1 for information stop	3.00	1.00	EMP	3	-
		Clean Air Vehicle	Based on Table 20-215	N/A	N/A	N/A	1	-
		Motorcycle	Based on Table 20-250	N/A	N/A	N/A	1	
	Bicycle	Retail Sales, Goods, Merchandise	1 space per 3 KSF, 2 short-term spaces min, 1 long-term space min	0.33	3.20	KSF	-	3
		Fuel Service Station or Charge Station	1 per 10 full-time employees	0.10	N/A	N/A	-	1
				TOTAL PARKING REQUIREMENT			**21**	**4**
				PROPOSED PARKING SUPPLY			**22**	**0**
				PARKING SURPLUS / SHORTFALL			**1**	**(4)**
				SUFFICIENT PARKING?			**YES**	**NO**

NOTES:

SQFT = Square Feet; KSF = 1,000 SQFT; EMP = Employee

Proposed parking supply based on project description and latest site plan from the applicant

Parking requirements per San Jose Municipal Code Chapter 20.70 & 20.90

6.7 Construction Operations

The temporary increase in traffic from construction activity at the project has been quantified assuming a worst-case single-phase construction period of 12 months.

Heavy Equipment / Deliveries

A Traffic Management Plan (TMP) should be developed for construction activities at the site. The requirements within the TMP should include, but are not limited to: truck deliveries route between the site and the freeway; all site ingress and egress at the main driveways to the project site; designated travel routes for large vehicles and access control by flaggers for large construction vehicles; warning signs posted on adjacent roads; and daily monitoring of debris and mud on nearby streets with a potential street cleaning program.

Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San Jose requirements. During project construction, the existing driveways along the project frontage would be replaced.

Approximately three pieces of heavy equipment are estimated to be transported on and off the site each month throughout the construction of the proposed project. In addition, approximately eight loads of heavy equipment being hauled to and from the site each month would occur. Heavy equipment transport to and from the site could cause adverse traffic effects near the project site during construction. However, each load would be required to obtain all necessary permits and delivery activity should be scheduled outside of peak commute times.

Construction Employees

The weekday construction work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. It should be noted that the number of trips generated during construction would not only be temporary but should also be less than the proposed project trip generation at buildout.

Based on past construction of similar projects, construction workers could require parking for up to 10 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 5 to 10 trucks and automobiles per day. Therefore, up to 20 vehicle parking spaces may be required during the peak construction period just for the construction employees.

A temporary construction vehicle parking and stage construction area should be provided on-site. Any additional potential parking areas for construction would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction activity. The construction of the project can also be staggered so that employee parking demand can be met by using on-site parking. Therefore, the construction-related employee traffic and parking are not anticipated to create an adverse effect.

Pedestrian, Bicycle, and Vehicle Traffic

Pedestrians may potentially be restricted from accessing the northeast corner of Story Road and Jackson Avenue during construction and may need to use the existing sidewalk facilities on the opposite side of the street. Pedestrians travelling on the east side of Jackson Avenue would need travel on the west side of Jackson Avenue to avoid the construction site and potential sidewalk/bike lane closure.

Vehicle access along Story Road and Jackson Avenue near the project may also be restricted during construction. The rightmost westbound through lane on Story Road or the rightmost northbound through lane on Jackson Avenue could be temporary closed, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site.

6.8 Neighborhood Interface

The proposed project is in the existing Cinderella, Capitol-Goss, and Cassell residential neighborhoods in the City. Schools in these neighborhoods and near the project site consist of the Sylvia Cassell Elementary School, Aptitude Community Academy at Goss, Arbuckle Clyde Elementary School, and the Anthony Dorsa Elementary School. On-street parking in the surrounding neighborhood is provided. From the parking analysis, the project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding residential neighborhoods.

From recent site visits and field observations, sidewalk and curb returns are provided in the residential neighborhoods. The existing sidewalks in the area are four to six feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided in the residential neighborhoods. The project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding residential neighborhoods.

7 CONCLUSIONS AND RECOMMENDATIONS

- The project consists of retail components and per City guidelines, the project meets the screening criteria for VMT analysis exemption. The City of San Jose VMT Evaluation Tool was used to estimate VMT for informational purposes only.

- Per City VMT requirements, the project under retail use would not generate a net increase in existing regional VMT and would not trigger a City VMT impact.

- Development of the proposed project with all applicable trip reductions is anticipated to generate a net total of 407 daily, 95 AM peak hour, and 21 PM peak hour vehicle trips.

- The study intersections under all scenarios are anticipated to operate at acceptable level-of-service, and the proposed project would not create an adverse effect to the surrounding street network.

- The project site plan is anticipated to satisfy the City's vehicle driveway and parking standards and provides adequate vehicle access for all anticipated vehicle use.

- Due to horizontal constraints, it is recommended for refueling truck and refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle and driveway access conflicts.

- The project would not have an adverse effect on the existing pedestrian and bicycle facilities in the study area.

- The project would not have an adverse effect on the existing transit facilities in the study area.

- Per City Municipal Code, the project is required to provide a minimum total of 21 off-street vehicle parking spaces and 4 bicycle parking spaces for the proposed retail use. The project site plan proposes a total parking supply of 22 vehicle spaces and 0 bicycle spaces. To satisfy the City's bicycle parking requirement, the project will need install at least four (4) bicycle parking spaces on-site.

- The project's on-site parking would satisfy the City's vehicle parking standard and is not anticipated to create an adverse effect to the existing parking condition, pedestrian facilities, and bicycle facilities in the surrounding residential neighborhoods.

8 APPENDICIES

Appendix A – 2305 Story Road Rotten Robbie Site Plan

Appendix B – TRAFFIX Intersection Operations Analysis

Appendix C – Existing Traffic Counts Collected January 7, 2020

Appendix D – San Jose Approved Trip Inventory

Appendix E – SimTraffic Intersection Queue Analysis

Appendix A – 2305 Story Road Rotten Robbie Site Plan

Rotten Robbie

#11

2305 STORY ROAD
SAN JOSE, CALIFORNIA
95122-1057

CONSULTANTS

CIVIL & LANDSCAPING:

SMP ENGINEERS
1534 Coreo Ln.
Los Altos CA 94024
P: (650) 941-8055
Contact: Sadik Razai

LANDSCAPING:

PERRY DESIGN
2280 Stroo Miller Trail
Cool CA 95614
P: (530) 823-2621
Contact: Carol Brown

ELECTRICAL

CJS LIGHTING

PROJECT DATA

ASSESSORS PARCEL NUMBER(S):			484-35-022
ZONING:			CN - COMMERCIAL NEIGHBORHOOD
FILE NUMBER:			CP-18-016
PROJECT SITE AREA (GROSS):		(0.5 ACRES)	21,780 S.F.

BUILDING DATA

STRUCTURE	U.B.C. OCCUP.	TYPE OF CONST.	AREA
RETAIL			5,227 S.F.
CONVENIENCE STORE	M	V-B	3,200 S.F.
(E) FUELING CANOPY	M	II-B	2,027 S.F.

FLOOR TO AREA RATIO:

TOTAL AREA OF SITE:			21,780 S.F.
TOTAL AREA OF BLDGS.	(W/O CANOPY)	(ULTR)	3,200 S.F.
TOTAL AREA OF BLDGS.	(W/ CANOPY)	(SAN)	5,227 S.F.

PARKING DATA:

BUILDING AREA	PARKING RATIO	REQ'D.
CONVENIENCE STORE	(1,000) 3,200,000 =	16
FUELING CANOPY	(No 12 Fueling Positions) =	N/A
	TOTAL REQ'D PARKING =	16

PARKING PROVIDED

REGULAR SPACES	=	8
ACCESSIBLE SPACES	=	1
FUELING POSITIONS	=	12
AIR/WATER	=	1
TOTAL =		22

BUILDING CODED ANALYSIS

CODES IN EFFECT: 2016 CBC, CFC, CMC, CPC, CEC, CGBSC, CA ENERGY CODE

OCCUPANCY AND BUILDING USE: GROUP M (MERCANTILE)

TYPE OF CONSTRUCTION: V-B

NUMBER OF STORIES: 2 ALLOWED / 1 SHOWN

BUILDING HEIGHT:

BUILDING HEIGHT ALLOWED (PER CBC TABLE 504.3): 60 FT

BUILDING AREA: 3,200 SF

BUILDING AREA ALLOWED (PER CBC 506, 506.2 NONSPRINKLERED) TYPE V-B: 9,000 SF

FIRE RATING: 2HR (PER TABLE 602 PER CBC)

FIRE SPRINKLERS: NO
FIRE ALARM: NO
OCCUPANT LOAD FOR EGRESS: MERCANTILE: FUNCTION OF USE BUSINESS AREAS
CONVENIENCE STORE: 3,200 SF / 100 PER OCC = 32 OCC.

EXITS:
2 EXITS REQUIRED FOR OCCUPANT LOAD > 50
CONVENIENCE STORE EXIT WIDTH: 32 OCCUPANTS x .2 = 6.4 IN. REQUIRED
(1) 72" EXIT DOORS = (1) 36" EXIT DOOR = 108 IN. PROVIDED

WILDFIRE HAZARD SEVERITY ZONE: NO
SEISMIC ZONE: NO
EMERG. RESPONDER RADIO COVERAGE: YES

VICINITY MAP

SCALE: 1" = 500'-0"

DRAWING INDEX

GENERAL

A001 PROJECT COVER SHEET

ARCHITECTURAL

A101 SITE PLAN
A102 DEMOLITION SITE PLAN
A103 SITE DETAILS

A201 CONVENIENCE STORE FLOOR PLAN

A301 CONVENIENCE STORE EXTERIOR ELEVATIONS
A302 CONVENIENCE STORE EXTERIOR ELEVATIONS
A303 ROTTEN ROBBIE PHOTO COLLAGE (FOR REFERENCE)

A901 EXISTING CANOPY ELEVATIONS

CIVIL

C-1 COVER PAGE
C-2 GRADING PLAN
C-3 STORM NOTES
C-4 STORM PLAN

LANDSCAPING

LP-1 PLANTING PLAN

ELECTRICAL

PHOTOMETRIC PLAN

SCOPE OF WORK

THE PROJECT INCLUDES REMOVAL OF AN APPROXIMATELY 1,200 SQUARE FOOT BUILDING AND EXISTING BILLBOARDS. PROPOSED REDEVELOPMENT INCLUDES CONSTRUCTION OF A 3,200 SQUARE FOOT CONVENIENCE STORE WITH PARKING AND LANDSCAPE UPGRADES. OTHER IMPROVEMENTS INCLUDE REMOVING ALL EXISTING DRIVEWAYS ON BOTH STREETS AND CONSTRUCTING 1 DRIVEWAY ALONG S JACKSON AVE. AND 2 DRIVEWAY ALONG STORY ROAD.

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie #11

CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PROFESSIONAL SEALS:

LICENSED ARCHITECT KURT WAGENKNECHT C-14729 REN. 08/31/2017 STATE OF CALIFORNIA

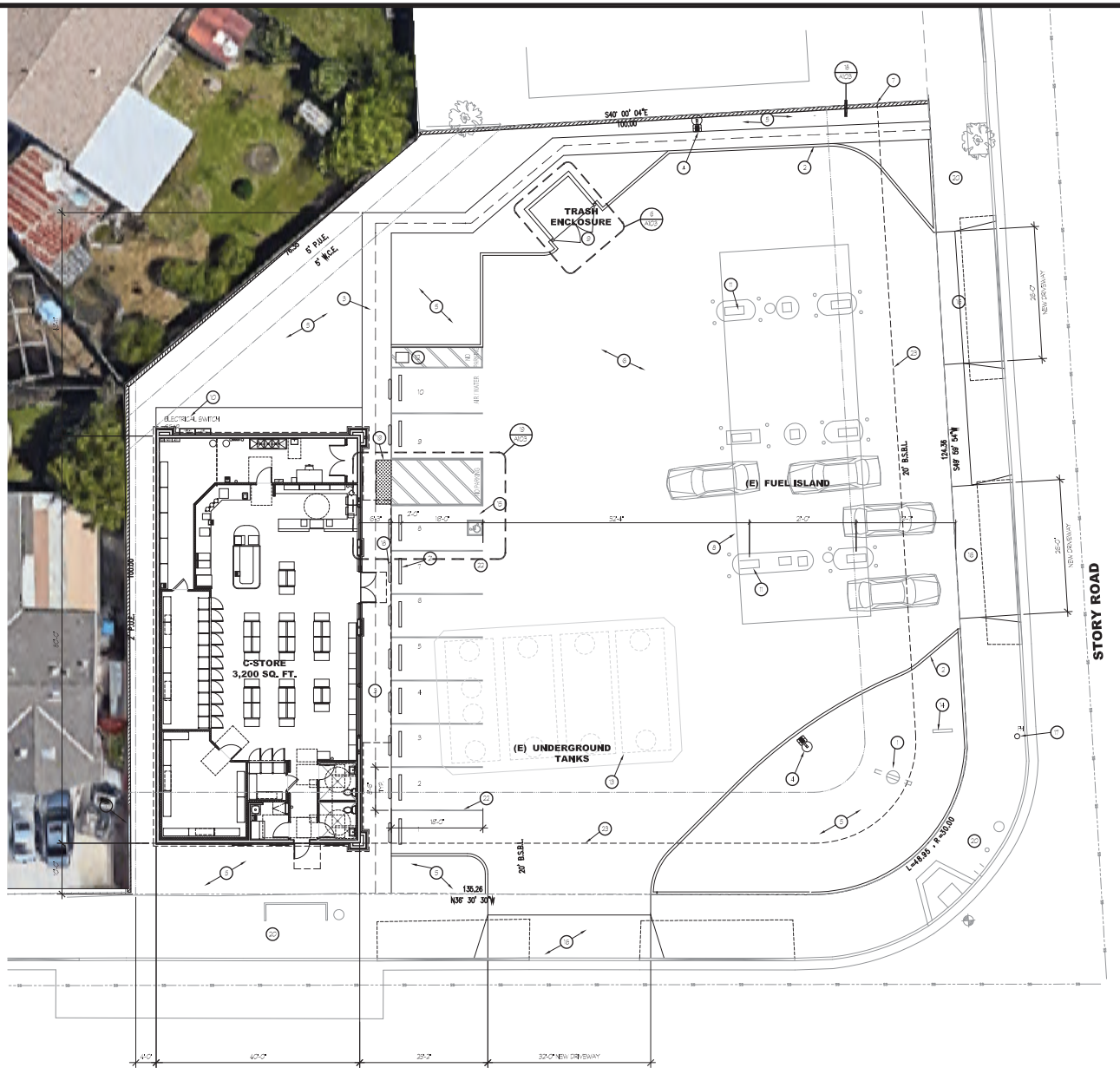
PROJECT NUMBER: 17-043 | PROJECT DATE: 10-13-2017

SHEET CONTENTS:

COVER SHEET

SHEET NUMBER:

A001



SITE PLAN

SCALE: 1"=10'-0"

SITE PLAN KEYNOTES

1. FUEL PRICING MONUMENT SIGN TO REMAIN
2. CONCRETE CURB.
3. CONCRETE WALL.
4. SITE YARD LIGHT, WITH CONCRETE BASE SHALL HAVE A DRY BACK PANEL TYPICAL
5. LANDSCAPING, SEE LANDSCAPING DRAWINGS.
6. EXISTING CONCRETE PAVING.
7. NEW 6'-0" HIGH CMU WALL, TYP., SEE DETAIL AS INDICATED.
8. LINE OF ALTO FUELING CANOPY OVERHANG.
9. TRASH ENCLOSURE AND CONC. APRON SLAB.
10. PROPOSED ELECTRICAL TRANSFORMER.
11. EXISTING FLUID PRODUCT FUEL DISPENSER.
12. AIR & WATER SERVICE
13. EXISTING UNDERGROUND FUEL STORAGE TANKS.
14. EXISTING GAS SIGN TO REMAIN.
15. ACCESSIBLE VAN PARKING STALL, SEE DETAIL AS INDICATED
16. NEW DRIVEWAY - SEE CIVIL DWGS
17. NEW FIRE HYDRANT PER CITY OF SAN JOSE STANDARDS
18. CONSTRUCT HOOP BOLLARD
19. TRUNCATED DOMES - WIDTH OF ACCESS x 36" DEEP
20. EXISTING SIDEWALK.
21. INSTALL CONCRETE WHEEL STOP, ANCHOR WITH REBAR
22. 4" WIDE PAINT STRIPING, WHITE UNLESS NOTED OTHERWISE.
23. 10'-0" SETBACK

ALL WALKWAYS AND SIDEWALKS ALONG ACCESSIBLE ROUTES OF TRAVEL (1) ARE CONTINUOUSLY ACCESSIBLE, (2) HAVE A MAXIMUM CHANGE IN ELEVATION (3) ARE MINIMUM 48" IN WIDTH, (4) HAVE A MAXIMUM 2% CROSS SLOPE, AND (5) WHERE NECESSARY TO CHANGE ELEVATION AT A SLOPE EXCEEDING 5% (EL. 20) SHALL HAVE RAMPS COMPLYING WITH 2013 CBC, SECTION 11A-405 OR 11A-406 AS APPROPRIATE. WHERE A WALL CROSSES OR ADJOINS A PEDESTRIAN WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING WHICH IS 36" WIDE, COMPLYING 2013 CBC, SECTION 11B-705.1.2.5.

— — — PATH OF TRAVEL

K12 Architects
K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie #11

CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KURT WAGENKNECHT
C-14729
10/31, 2017
STATE OF CALIFORNIA

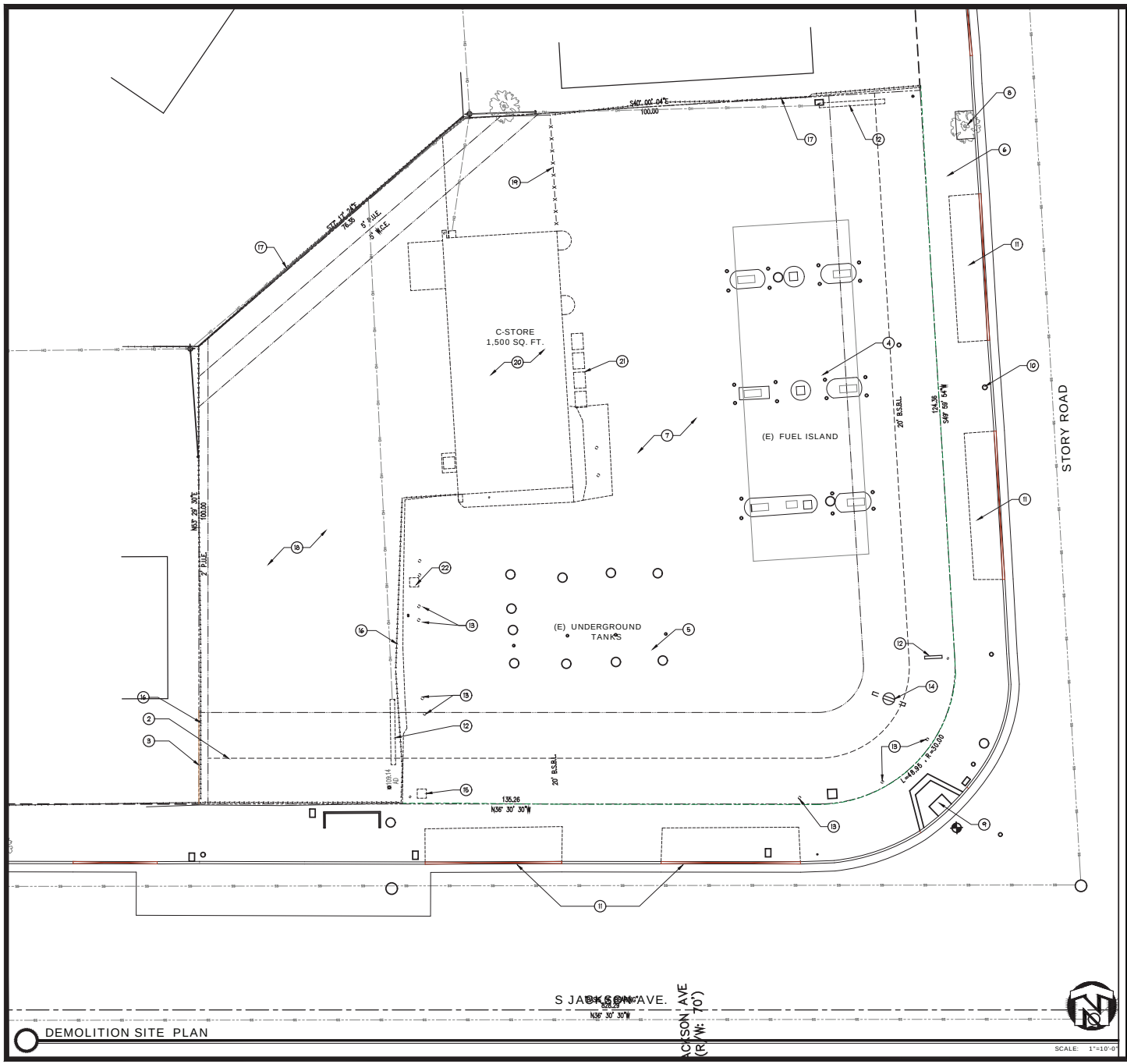
PROJECT NUMBER: 17-043 | PROJECT DATE: 10-13-2017

SHEET CONTENTS:

SITE PLAN

SHEET NUMBER:

A101



DEMOLITION SITE PLAN

SITE PLAN KEYNOTES

1. NOT USED
2. 10'-0" FRONT SETBACK
3. PROPERTY LINE
4. EXISTING FUEL ISLAND TO REMAIN
5. EXISTING UNDERGROUND TANKS TO REMAIN
6. EXISTING PUBLIC RIGHT OF WAY WALK TO REMAIN
7. EXISTING CONCRETE PAVING TO REMAIN
8. EXISTING LANDSCAPING TO REMAIN
9. EXISTING CURB RAMP TO REMAIN
10. EXISTING LIGHT POLE TO REMAIN
11. EXISTING DRIVEWAY TO BE REMOVED AND PREPARED FOR NEW DRIVEWAY
12. EXISTING GAS SIGN TO REMAIN
13. EXISTING BOLLARD TO BE REMOVED, TYP.
14. EXISTING GAS MONUMENT SIGN TO REMAIN
15. EXISTING LIGHT POLE TO BE REMOVED
16. EXISTING CHAIN LINK FENCE TO BE REMOVED
17. EXISTING WOOD FENCE TO BE REMOVED
18. EXISTING LANDSCAPE AREA TO BE ALTERED FOR NEW DEVELOPMENT
19. EXISTING GATE TO BE REMOVED
20. EXISTING BUILDING TO BE REMOVED
21. EXISTING VENDING MACHINE TO BE REMOVED,TYP.
22. EXISTING AIR/WATER SERVICE TO BE REMOVED

NOTE: EXISTING ZONING: COMMERCIAL PEDESTRIAN. TO BE RE-ZONED PER RE-ZONING APPLICATION TO COMMERCIAL NEIGHBORHOOD

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie #11

CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PROFESSIONAL SEALS:

LICENSED ARCHITECT
TONY WAGENKNECHT
C-14729
10/31, 2017
STATE OF CALIFORNIA

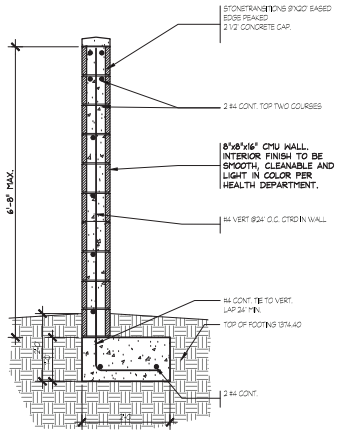
PROJECT NUMBER: 17-043
PROJECT DATE: 10-13-2017

SHEET CONTENTS:

DEMOLITION
SITE PLAN

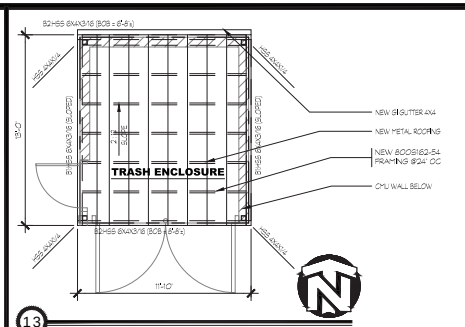
SHEET NUMBER:

A102



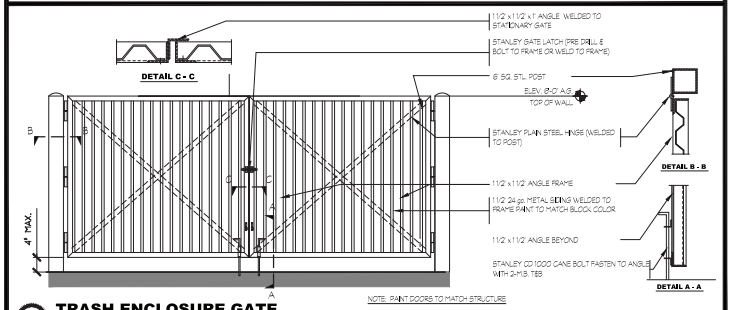
18 CMU WALL

SCALE: 3/4" = 1'-0"



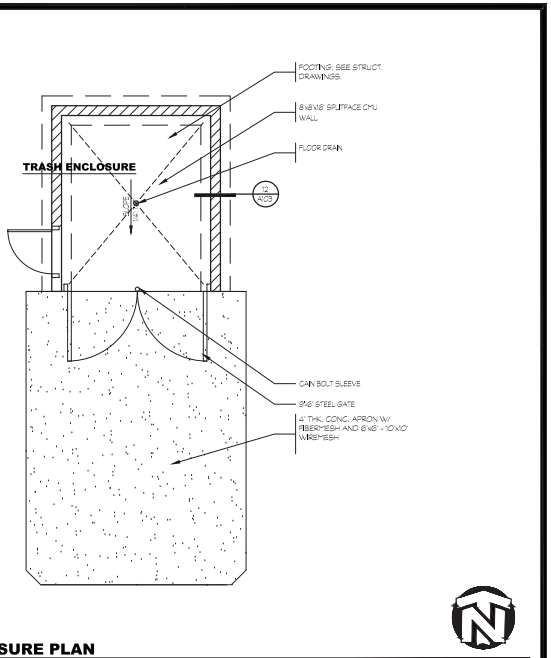
13

SCALE: 1/4"=1'-0"



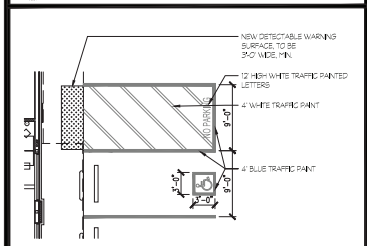
14 TRASH ENCLOSURE GATE

SCALE: 1/2" = 1'-0"



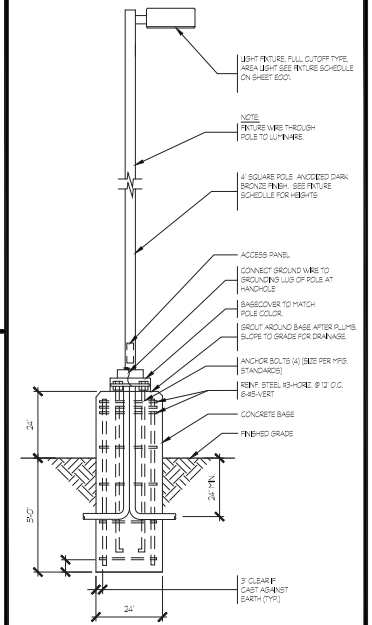
6 TRASH ENCLOSURE PLAN

SCALE: 0"=0'-0"



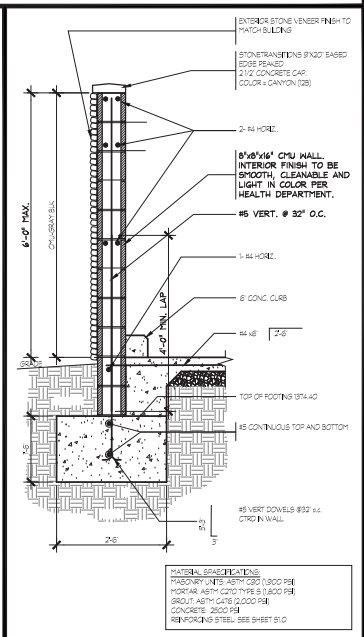
19 ACCESSIBLE PARKING

SCALE: 1/8"=1'-0"



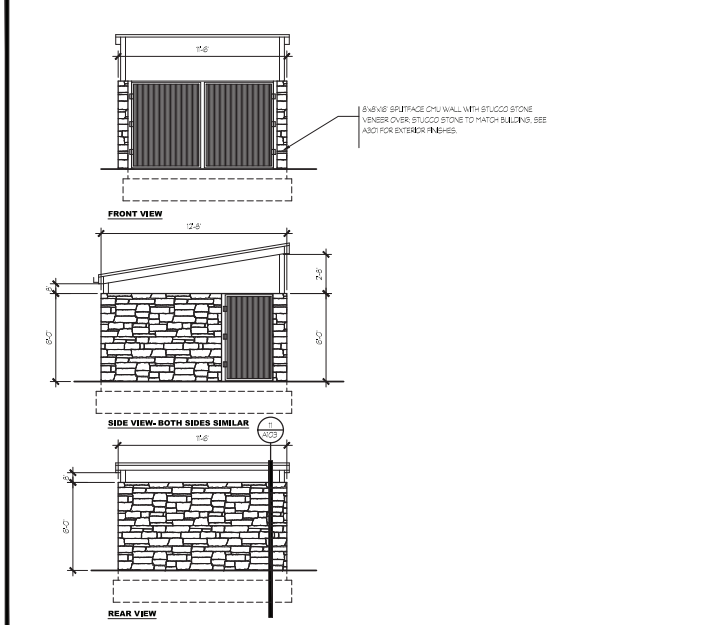
16 POLE MOUNTED LIGHT FIXTURE

SCALE: NTS



12 TRASH ENCLOSURE WALL SEC.

SCALE: 3/4" = 1'-0"



8 TRASH ENCLOSURE ELEVATIONS

SCALE: 1/4"=1'-0"

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie #11

CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PLANNING REVISIONS AUG. 1, 2018

PROFESSIONAL SEALS:

LICENSED ARCHITECT KIM WAGENKNECHT C-14729 10/31/2017 STATE OF CALIFORNIA

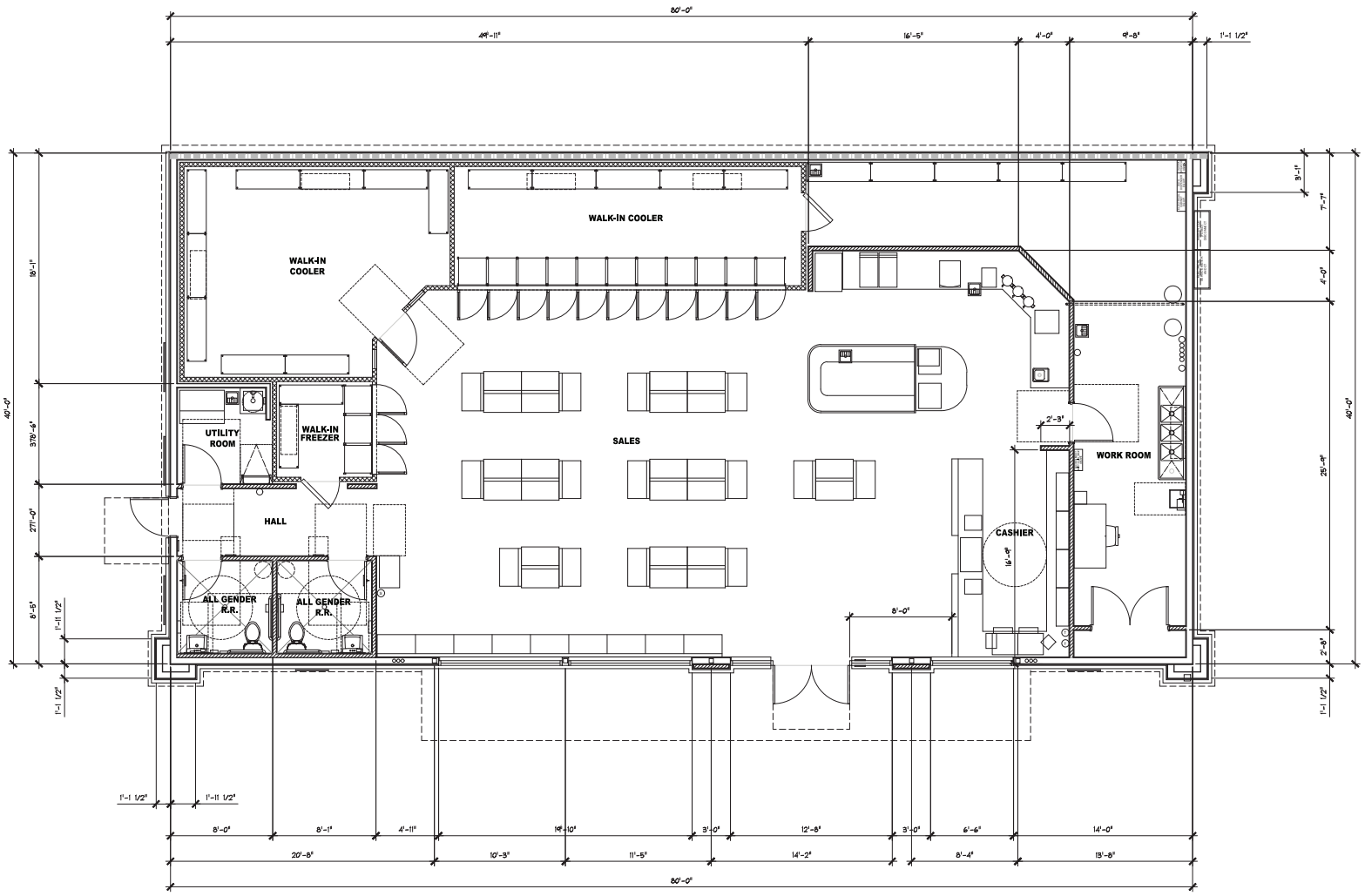
PROJECT NUMBER: 17-043 PROJECT DATE: 10-13-2017

SHEET CONTENTS:

SITE DETAILS

SHEET NUMBER:

A103



CONVENIENCE STORE - FLOOR PLAN

SCALE: 1/4"=1'-0"

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie #11

CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PLANNING REVISIONS AUG. 1, 2018

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KIM WAGENKNECHT
C-14729
10/31, 2017
RENEWAL DATE
STATE OF CALIFORNIA

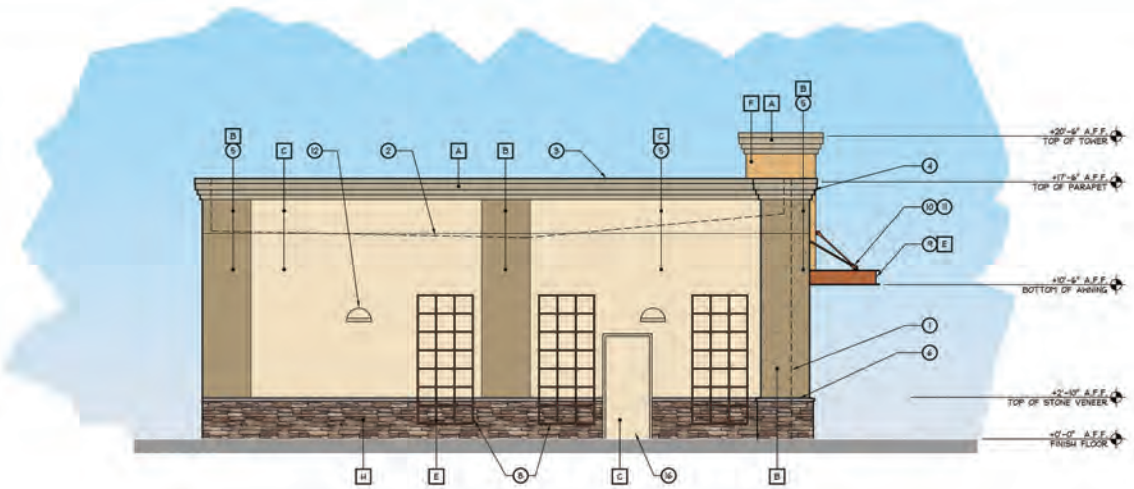
PROJECT NUMBER: 17-043
PROJECT DATE: 10-13-2017

SHEET CONTENTS:

FLOOR PLAN

SHEET NUMBER:

A201



CONVENIENCE STORE - SOUTH ELEVATION

SCALE: 1/4"=1'-0"

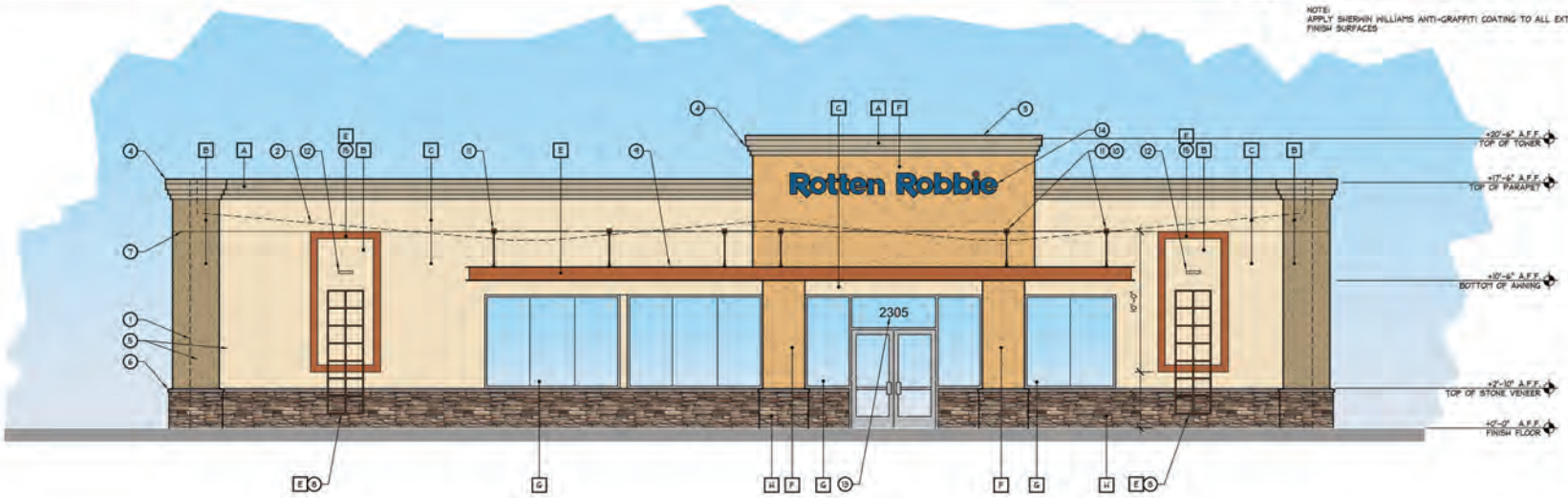
KEY NOTES

1. LINE OF WALL BEYOND.
2. LINE OF ROOF BEYOND.
3. GALVANIZED SHEET METAL PARAPET CAP, PAINT TO MATCH CORNICE.
4. FOAM PARAPET CORNICE MOLDING.
5. EXTERIOR PLASTER FINISH.
6. PRECAST WATERTABLE, MATCH STONE VENEER.
7. EXTERIOR PLASTER EXPANSION JOINT.
8. ALUMINUM TRELLIS, SEE SHEET A105.
9. STEEL CHANNEL AWNING FASCIA, SEE STRUCTURAL DRAWINGS.
10. NON-STRUCTURAL AWNING BRACKET, TIE ROD AND TURNBUCKLES.
11. INSTALL NON-STRUCTURAL AWNING BRACKETS AT THE SAME ELEVATIONS, ADJUST TIE ROD ANGLES AS REQUIRED FOR WALL PLANE DIFFERENCE.
12. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS.
13. BUILDING ADDRESS, 6" HIGH NUMERALS WITH MINIMUM 1" WIDE BRUSH STROKE.
14. ILLUMINATED BUILDING SIGNAGE, UNDER A SEPARATE PERMIT APPLICATION.
15. FOAM TRIM
16. STEEL MAN DOOR, TYP.

COLOR LEGEND

- A SHERWIN WILLIAMS "AVENUE TAN" - SW7548.
- B SHERWIN WILLIAMS "PRICKLY PEAR" - SW2216.
- C SHERWIN WILLIAMS "BUFF" - SW7683.
- D NOT USED
- E ICI "COLORADO RUST" - 267.
- F SHERWIN WILLIAMS "MUSTARD FIELD" - SW2341.
- G ALUMINUM STOREFRONT - CLEAR ANODIZED ALUMINUM.
- H STONE VENEER - ELDORADO STONE "RUSTIC LEDGE" - SARATOGA (OR APPROVED EQUAL)

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES



CONVENIENCE STORE - EAST ELEVATION

SCALE: 1/4"=1'-0"

K12 Architects

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS

CONSULTANTS

PROJECT

ROTTEN ROBBIE #11
CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER

Robinson Oil Corporation
955 Martin Ave.
Santa Clara, CA 95050

REVISIONS

PLANNING REVISIONS AUG. 1, 2018

PROFESSIONAL SEAL

LICENSED ARCHITECT
KURT BAGENHOLM
C-14729
Exp. 08/31/2019
STATE OF CALIFORNIA

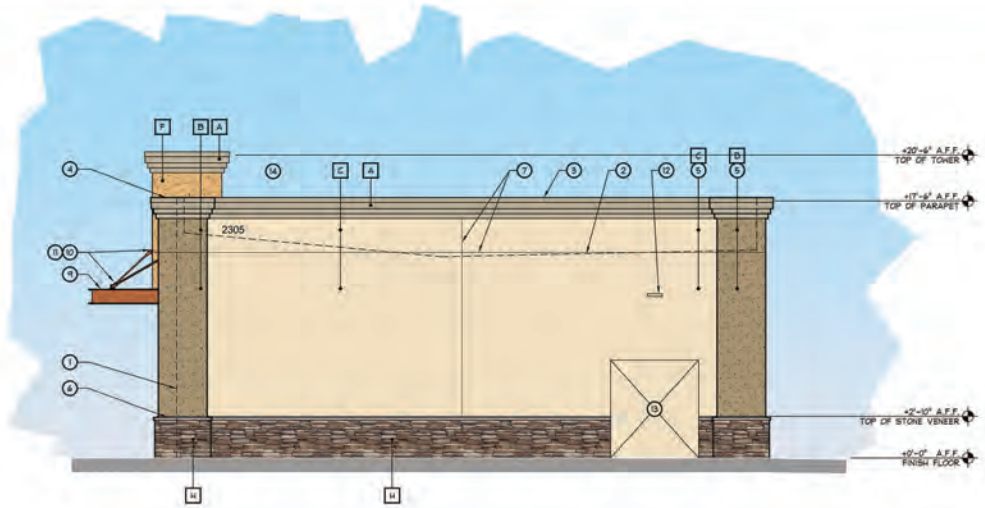
PROJECT NUMBER: 17-043
PROJECT DATE: 10-13-2017

SHEET CONTENTS

CONVENIENCE STORE EXTERIOR ELEVATIONS

SHEET NUMBER

A301



CONVENIENCE STORE - NORTH ELEVATION

SCALE: 1/4"=1'-0"

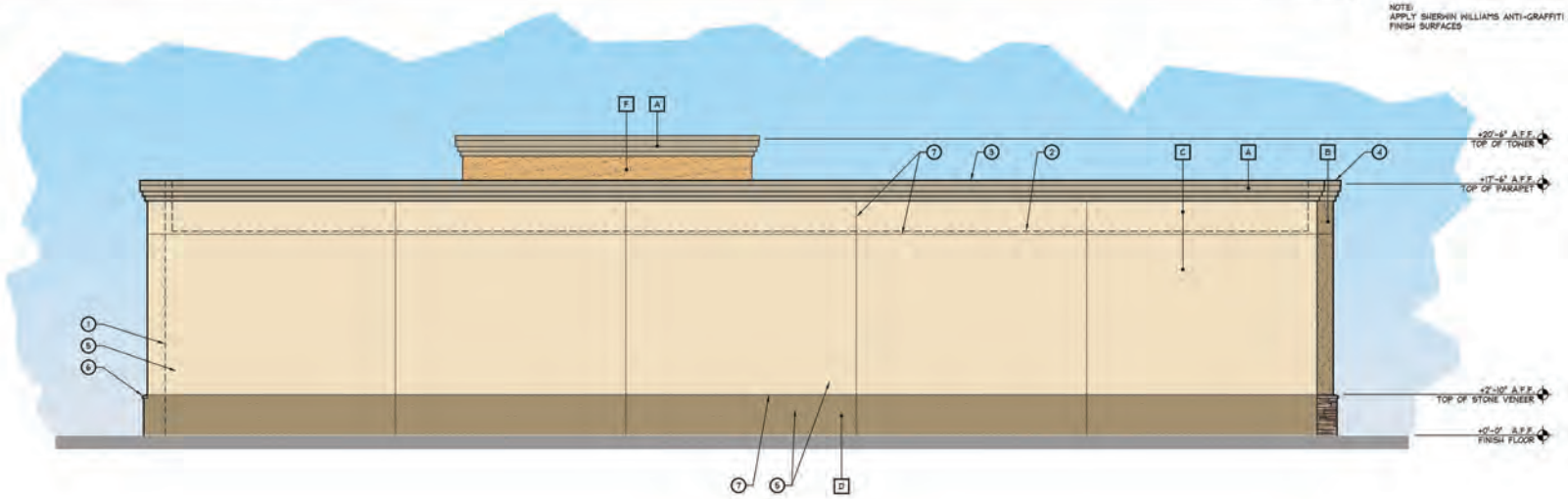
KEY NOTES

1. LINE OF WALL BEYOND.
2. LINE OF ROOF BEYOND.
3. GALVANIZED SHEET METAL PARAPET CAP, PAINT TO MATCH CORNICE.
4. FOAM PARAPET CORNICE MOLDING.
5. EXTERIOR PLASTER FINISH.
6. PRECAST WATERTABLE, MATCH STONE VENEER.
7. EXTERIOR PLASTER EXPANSION JOINT.
8. ALUMINUM TRELLIS, SEE DETAIL 16/A10.1.
9. STEEL CHANNEL AWNING FASCIA, SEE STRUCTURAL DRAWINGS.
10. NON-STRUCTURAL AWNING BRACKET, TIE ROD AND TURNBUCKLES.
11. INSTALL NON-STRUCTURAL AWNING BRACKETS AT THE SAME ELEVATIONS, ADJUST TIE ROD ANGLES AS REQUIRED FOR WALL PLANE DIFFERENCE.
12. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS.
13. ELECTRICAL CABINET, SEE ELECTRICAL DRAWINGS.
14. BUILDING ADDRESS, 6" HIGH NUMERALS WITH MINIMUM 1" WIDE BRUSH STROKE.

COLOR LEGEND

- A SHERWIN WILLIAMS "AVENUE TAN" - SW7548.
- B SHERWIN WILLIAMS "PRICKLY PEAR" - SW2208.
- C SHERWIN WILLIAMS "BUFF" - SW7683.
- D SHERWIN WILLIAMS "OUTRIGGER" - SW2202.
- E ICI "COLORADO RUST" - 267.
- F SHERWIN WILLIAMS "MUSTARD FIELD" - SW2341.
- G NOT USED
- H STONE VENEER - ELDORADO STONE "RUSTIC LEDGE" - SARATOGA (OR APPROVED EQUAL)

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES



CONVENIENCE STORE - WEST ELEVATION

SCALE: 1/4"=1'-0"

K12 Architects
K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8160

ROTTEN ROBBIE #11
CP-18-027

2305 Story Road
San Jose, California
95122-1057

Robinson Oil Corporation
955 Martin Ave.
Santa Clara, CA 95050

PLANNING REVISIONS AUG. 1, 2018

LICENSED ARCHITECT KURT BAGENKOPF C-14729 REN. 08/31/2019 STATE OF CALIFORNIA

PROJECT NUMBER: 17-043
PROJECT DATE: 10-13-2017

SHEET CONTENTS:
CONVENIENCE STORE EXTERIOR ELEVATIONS

SHEET NUMBER:
A302

EXISTING ROTTEN ROBBIE PROJECT PHOTO COLLAGE (FOR REFERENCE ONLY)

SCALE: 1/4"=1'-0"

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

ROTTEN ROBBIE #11
CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PLANNING REVISIONS AUG. 1, 2018

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KURT WAGENKNECHT
C-14729
REN. 08/31/2017
STATE OF CALIFORNIA

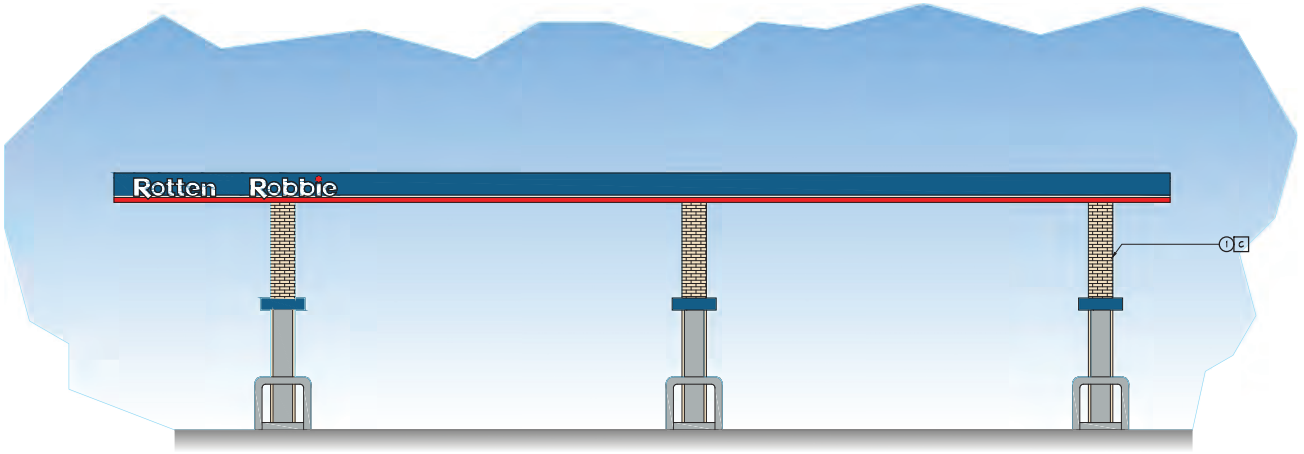
PROJECT NUMBER: 17-043 | PROJECT DATE: 10-13-2017

SHEET CONTENTS:

EXISTING RR PROJECT PHOTOS

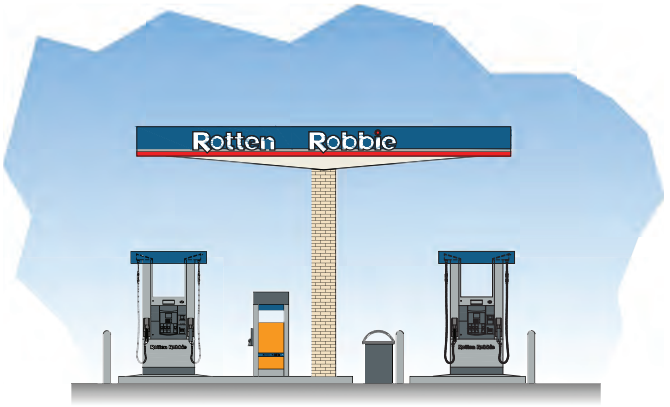
SHEET NUMBER:

A303



18 EAST ELEVATION

SCALE: 1/4"=1'-0"



12 SOUTH ELEVATION

SCALE: 1/4"=1'-0"

KEY NOTES

1 EXISTING CANOPY COLUMN. PREPARE FOR PAINT AND PAINT, TYP.

COLOR LEGEND

C SHERWIN WILLIAMS "BUFF" - SW7683.

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie #11

CP-18-027

2305 Story Road
San Jose, California
95122-1057

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

PLANNING REVISIONS AUG. 1, 2018

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KIM WAGENKNECHT
C-14729
NOV. 2017
STATE OF CALIFORNIA

PROJECT NUMBER: 17-043
PROJECT DATE: 10-13-2017

SHEET CONTENTS:

EXISTING CANOPY ELEVATIONS

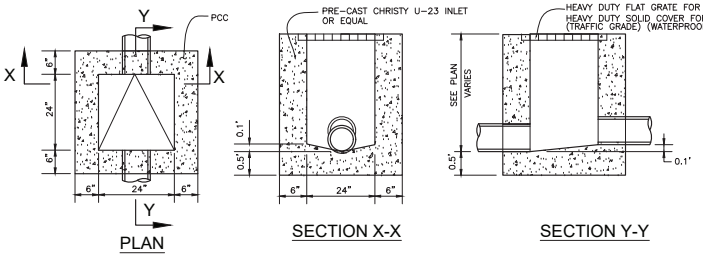
SHEET NUMBER:

A901

PRELIMINARY GRADING AND DRAINAGE PLANS
RETAIL BUILDING AT GAS STATION
2035 STORY ROAD,

ABBREVIATIONS

	DESCRIPTION		DESCRIPTION
AB	AGGREGATE BASE (CLASS AS NOTED)	JP	JOINT POLE
AC	ASPHALT CONCRETE	MON	MONUMENT
AD	AREA DRAIN	OG	ORIGINAL GROUND
BC	BEGIN OF CURVE	PB	PULL BOX
BO	BLOW OFF	PGEV	PG&E VAULT
BW	BACK OF WALK	P_PL	PROPERTY LINE
BWAL	BLACK WALNUT TREE	PP	POWER POLE
CFF	GARAGE FINISH FLOOR (BACK)	PPP	PLASTIC PERFORATED PIPE
℄,CL	CENTERLINE	PSE	PUBLIC SERVICE EASEMENT
CLSW	CENTERLINE SWALE	PVC	POLYVINYL CHLORIDE
CO	CLEANOUT	R/W	RIGHT OF WAY
CP	CONTROL POINT	RCP	REINFORCED CONCRETE PIPE
DDW	DIRT DRIVEWAY	SD	STORM DRAIN
DI	DROP INLET	SDMH	STORM DRAIN MANHOLE
DLITE	DAYLIGHT	SS	SANITARY SEWER LINE
ELCT	ELECTROLIER	SSMH	SANITARY SEWER MANHOLE
EP	EDGE OF PAVEMENT ELEVATION	SW	SIDEWALK
EUC	EUCALYPTUS TREE	TC	TOP OF CURB
EX	EXISTING	TOB	TOP OF BANK
FF	FINISHED FLOOR	TOE	TOE OF SLOPE
FG	FINISH GRADE	TF	TOP OF FOUNDATION
FH	FIRE HYDRANT	TP	TOP OF PIPE
FL	FLOWLINE	UG	UNDERGROUND GAS
FNC	FENCE	USS	UNDERGROUND SANITARY SEWER
FOG	FOG LINE	UST	UNDERGROUND STORM DRAIN
GB	GRADE BREAK	UT	UNDERGROUND TELEPHONE
GFF	GARAGE FINISHED FLOOR (FRONT)	UW	UNDERGROUND WATER
GUY	GUY WIRE	VCP	VITRIFIED CLAY PIPE
HP	HIGH POINT	WL	WHITE LINE STRIPE
IP	IRON PIPE	WM	WATER METER
LIP	LIP OF GUTTER	WV	WATER VALVE
C&G	CURB AND GUTTER	YL	YELLOW LINE STRIPE

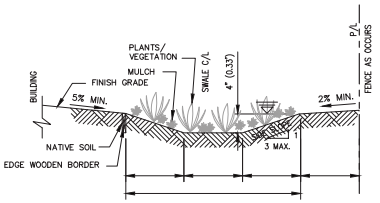


STORM DRAIN INLET & JUNCTION BOX
N.T.S

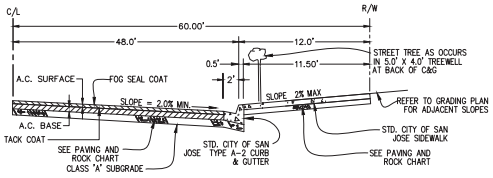
LOCATION MAP
N.T.S.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE
F	F	FILL AREA LIMIT
C	C	CUT AREA LIMIT
102	102	CONTOUR
W	W	WATER LINE
SD	SD	STORM DRAIN PIPE (SOLID)
SS	SS	SANITARY SEWER PIPE
SUB	SUB	SUBDRAIN PIPE (PERFORATED)
OH e,T,TV	OH e,T,TV	OVERHEAD UTILITIES WITH POLE
G	G	GAS LINE
E	E	ELECTRIC LINE (UNDERGROUND)
JT	JT	JOINT TRENCH
SLV	SLV	STREET LIGHT VAULT
SSCO	SSCO	SANITARY SEWER CLEANOUT
		SANITARY SEWER MANHOLE
		STORM DRAIN MANHOLE
		ELECTROLIER
WM	WM	WATER METER
		TREE WITH TRUNK
x	x	6' WOODEN FENCE
102.23	102.23	SPOT ELEVATION
		TREE PROTECTION FENCE 5' TALL CHAIN LINK
		SWALE
		DIRECTION OF FLOW IN PIPE
		STORM DRAIN JUNCTION BOX
		OVERLAND RELEASE PATH
		GRADE TO DRAIN, 2% MIN. AWAY FROM HOUSE 1% MIN. FROM PROPERTY LINE TO SWALE
		(E) TREE TO BE REMOVE
		DOWN-SPOUT
		POP-UP EMITTER



EARTH SWALE DETAIL
NTS



TYPICAL STORY ROAD HALF STREET SECTION
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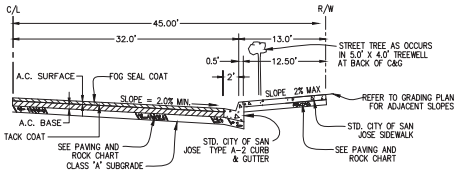
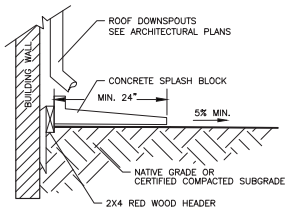


TYPICAL S. JACKSON AVENUE HALF STREET SECTION
N.T.S.



SPLASH BLOCK
NTS

SHEET INDEX:

C-1 COVER SHEET/ NOTES/ DETAILS
C-2 GRADING AND DRAINAGE PLAN
C-3 STORMWATER MANAGEMENT PLAN
C-4 STORMWATER MANAGEMENT PLAN NOTES/ DETAILS

NOTE:

GRADING AND DRAINAGE PLANS SHALL BE REVIEWED AND APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.

NOTICE TO CONTRACTORS

CONTRACTOR TO NOTIFY U.S.A. (UNDERGROUND SERVICE ALERT) AT 800-227-2600 A MINIMUM OF 2 WORKING DAYS BEFORE BEGINNING UNDER-GROUND WORK FOR VERIFICATION OF THE LOCATION AND DEPTH OF UNDERGROUND UTILITIES.

1-800-227-2600 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT 1-800-227-2600

BASIS OF BEARINGS:

THE BEARING N 36°30'30" W OF CENTERLINE OF JACKSON AVE., AS SHOWN ON THAT CERTAIN TRACT NO. 2202, RECORDED IN BOOK 103 OF MAPS, AT PAGE 55, SANTA CLARA COUNTY RECORDS, WAS USED AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

PROJECT BENCHMARK:

S.C.V.W.D. BENCHMARK BM #214 DISK FOUND ELEV= 107.84(NAVD 88 DATUM)

SMP
ENGINEERS
CIVIL ENGINEERS
1534 CAROB LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER:

COVER SHEET/ NOTES/ DETAILS
2035 STORY ROAD,
SAN JOSE, CA 95122
PRELIMINARY GRADING AND DRAINAGE PLANS

Revisions:

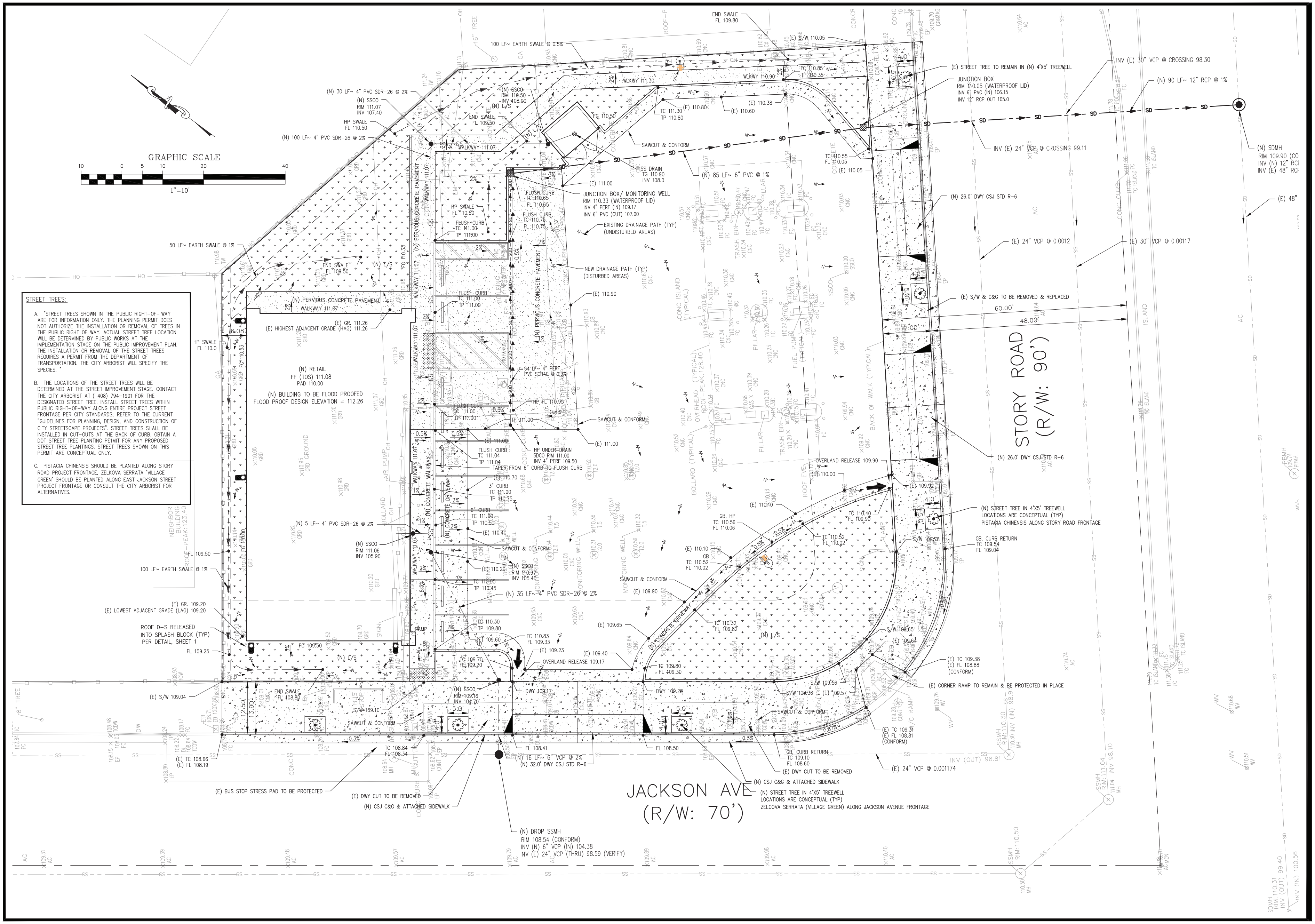
REGISTERED PROFESSIONAL ENGINEER SAEID NAZIVI No. C52724 CIVIL STATE OF CALIFORNIA

CSJ PLANING FILE NO.
CP18-027

Date: 8/15/2019
Scale: NTS
Designed by: V.G.
Checked by: S.R.
Job #: 218117

Sheet: 1 OF 4

PW PROJECT # 3-16090 C-1



SMP ENGINEERS
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OWNER:

PRELIMINARY GRADING AND DRAINAGE PLANS

GRADING AND DRAINAGE PLAN
2035 STORY ROAD,
SAN JOSE, CA 95122

Revisions:

REGISTERED PROFESSIONAL ENGINEER
SAEID RAZAVI
No. C52724
CIVIL
STATE OF CALIFORNIA

CSJ PLANING FILE NO.
CP18-027

Date: 8/15/2019
Scale: 1"=10'
Designed by: V.G.
Checked by: S.R.
Job #: 218117
Sheet: 2 OF 4
PW PROJECT #: 3-16090
C-2

SIZING FOR VOLUME BASED TREATMENT

DMA #	5	
A=	2960	s.f.
Impervious Area =	0	s.f.
Pervious Pavement Area =	2960	s.f.
MAPsite =	15	
MAPgage =	13.9	
P6(gage):	0.512	in

% Imperviousness (i)= 0.00%

Correction Factor= 1.0791

P6(site)= P6(gage) x Correction Factor

P6(site): 0.55252 in

Cw= 0.858i^3 – 0.78i^2 + 0.774i + 0.04

Cw: 0.0400000

Regression Factor (a) a = 1.963 (48 hour draw down)

Po = a x Cw x P6(site)

Po: 0.04338 in

Design Volume = Po x A x 1ft/12in

Design Volume = 10.7013 ft^3

SELF RETAINING (PERVIOUS PAVEMENT)

Porosity of Rock*	Min. Storage Depth Required (in)	Pervious ≥ 1/2 Impervious**
0.40	0.11	Yes

Minimum Storage Depth = Design Volume (c.f.) / Pervious Pavement Area (s.f.) / rock porosity x 12 in/1 ft

* Porosity of Class II Permeable = 0.4 based on SCVUURP training.

** If value = "No" increase size of pervious pavement.

SIZING FOR VOLUME BASED TREATMENT:
THIS TABLE IS FOR INFORMATION ONLY, DMA # 5 IS A SELF-TREATING AREA.

2. SURFACE DATA

2.a. Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable): N/A

2.b. Total area of site: 0.53 acres

2.c. Total Existing Impervious Surfaces on site: 16,964 sq. ft.

2.d. Total area of site that will be disturbed: 0.30 acres

COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface Area Disturbed sq. ft.	Proposed Surface: To Be Replaced sq. ft. [1]	Proposed Surface: New sq. ft. [2]	RESET CALCULATIONS
2.e. IMPERVIOUS SURFACES				
Roof Area	1,408	163	3,131	
Parking	4,848	1,168	0	
Sidewalks, Patios, Driveways, Etc.	680	384	0	
Public Streets	0	0	0	Total Proposed Impervious Surface (replaced + new)
Private Streets	0	0	0	
Online form auto-calculates: Impervious Surfaces Total	e.1. 6,936	e.2. 1,715	e.3. 3,131	e.4. 4,846
2.f. PERVIOUS SURFACES				
Landscaped Area	6,042	2,402	2,770	
Pervious Paving	0	509	2,451	Total Proposed Pervious Surface (replaced + new)
Green Roof and other Pervious Surfaces	0	0	0	
Online form auto-calculates: Pervious Surfaces Total	f.1. 6,042	f.2. 2,911	f.3. 5,221	f.4. 8,132

2.g. Percentage of Site's Impervious Area Replacement (e.2 ÷ 2.c) X 100: Online form auto-calculates g. 10.11 %

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.

[2] *Proposed New Impervious Surface:* New impervious surface that will cover an existing pervious surface.

Compliance with NPDES Permit Provision C.3:

The San Francisco Bay Regional Water Quality Control Board (SFRWQCB) Incorporated updated requirements into Santa Clara County's National Pollution Discharge Elimination System (NPDES) Permit in August 06. These updated stormwater quality control requirements are predominantly in the category of new development discharge controls. The Permit requires that permanent, post-construction stormwater quality control measures be implemented as part of development projects.

Updated stormwater quality control measures include:
- Source Control Measures
- Site Design Measures
- Treatment Control Measures

Beginning August 15, 2006, all projects creating or replacing 10,000 sq. ft. or more of impervious surface area must design and install a permanent post-construction stormwater treatment facility on the site. The system must be design and installed according to numeric sizing criteria.

All projects, regardless of size that create or replace impervious surface may be required to install stormwater quality controls to the maximum extent practicable.

This project proposes to implement appropriate source control and site design measures. The project creates/replaces LESS THAN 10,000 SQFT of impervious surface area, therefore, it is not required to provide stormwater treatment facilities based on numeric sizing criteria. However, the project proposes to implement stormwater treatment measures to maximize the removal of pollutants to the maximum extent practicable.

SITE DESIGN MEASURES:

1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
2. REDUCE EXISTING IMPERVIOUS SURFACES.
3. CREATE NEW PERVIOUS AREAS:
   a. PARKING STALLS.
   b. WALKWAYS AND PATIOS.
   c. LANDSCAPE AREAS..
4. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
5. CLUSTER STRUCTURES/PAVEMENT.
6. PARKING:
   a. NOT PROVIDED IN EXCESS OF CODE.

SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
2. SERVICE STATIONS/ FUELING AREAS (MUST INCLUDE ALL FOUR BELOW):
   a. GRADE FUELING AREAS TO PREVENT PONDING.
   b. USE CONCRETE FOR THE FUEL AREA SURFACE.
   c. SEPARATE THE FUELING AREA FROM THE REST OF THE SITE BY A GRADE BREAKS THAT PREVENT RUN-ON.
   d. COVER THE FUELING AREAS WITH A CANOPY EXTENDING A MINIMUM OF TEN FEET FROM EACH PUMP.
3. BENEFICIAL LANDSCAPING.
4. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
5. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
6. STORM DRAIN LABELING.

TREATMENT SYSTEMS:
NOT APPLICABLE

OPERATION AND MAINTENANCE INFORMATION:

I. PROPERTY INFORMATION:
- I.A. PROPERTY ADDRESS: 2035 STORY ROAD, SAN JOSE, CA, 95122
- I.B. PROPERTY OWNER: ROBINSON OIL CORPORATION, A CALIFORNIA CORPORATION

II. RESPONSIBLE PARTY FOR MAINTENANCE:
- II.A. CONTACT: DAVE MORDICK
- II.B. PHONE NUMBER OF CONTACT: (408) 327-4325
- II.C. EMAIL: DMORDICK@ROTTENROBBIE.COM
- II.D. ADDRESS: ROBINSON OIL CORPORATION, DAVE MORDICK, 955 MARTIN AVENUE, SANTA CLARA, CA 95050

PROJECT SITE INFORMATION:

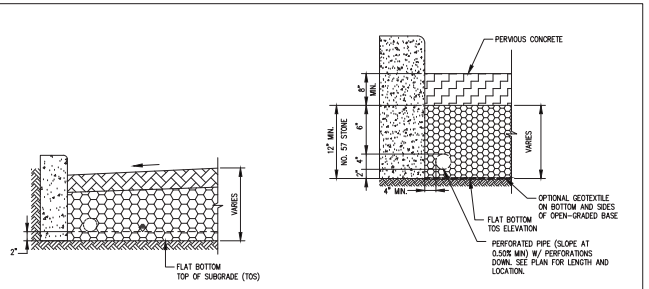
1. SOILS TYPE: D
2. GROUND WATER DEPTH: 18 FT.
3. NAME OF RECEIVING BODY: GUADALUPE
4. FLOOD ZONE: AO
5. FLOOD ELEVATION (IF APPLICABLE):

TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA #	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Comments
1		Onsite	Self-retaining areas	LID	N/A	6,210	3,198	0	3,012	54.35%												
2		Onsite	Self-retaining areas	LID	N/A	437	96	0	341	3.82%												
3		Onsite	Self-treating areas	LID	N/A	1,666	0	0	1,666	14.58%												
4		Onsite	Self-retaining areas	LID	N/A	153	0	0	153	1.34%												
5		Onsite	Pervious pavement w/ underdrain	LID	1B. Volume	2,960	0	2,960	0	25.91%				0.009	0.17							
6		Onsite	Untreated ****	N/A	N/A	305	305	0	0	-												
7		Onsite	Untreated ****	N/A	N/A	1,247	1,247	0	0	-												
8		Offsite	Maintenance	N/A	N/A	4,541	4,421	0	120	-												
					Totals:	11,426	3,294	2,960	5,172	100.00%												

Footnotes:
**** DMA 6 and 7 is not being treated. TREATMENT SYSTEMS ARE NOT APPLICABLE TO THE PROJECT, SEE STORMWATER EVALUATION FORM.

TREATMENT CONTROL MEASURE SUMMARY TABLE:
THIS TABLE IS FOR INFORMATION ONLY, TREATMENT SYSTEMS ARE NOT APPLICABLE TO THE PROJECT.



1 PERVIOUS PAVEMENT (SELF TREATING)

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR PERVIOUS PAVEMENT

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	CHECK FOR SEDIMENT AND DEBRIS ACCUMULATION. PREVENT SOIL FROM WASHING OR BLOWING ONTO THE PAVEMENT. DO NOT STORE SAND, SOIL, MULCH OR OTHER LANDSCAPING MATERIALS ON PERVIOUS PAVEMENT SURFACES.	TWO TO FOUR TIMES ANNUALLY
2	CONDUCT PREVENTATIVE SURFACE CLEANING, USING COMMERCIALLY AVAILABLE REGENERATIVE AIR OR VACUUM SWEEPERS, TO REMOVE SEDIMENT AND DEBRIS.	TWO TO FOUR TIMES ANNUALLY
3	INSPECT FOR ANY SIGNS OF PAVEMENT FAILURE. REPAIR ANY SURFACE DEFORMATIONS OR BROKEN PAVERS. REPLACE MISSING JOINT FILLER IN PICP.	TWO TO FOUR TIMES ANNUALLY
4	CHECK FOR STANDING WATER ON THE PAVEMENT SURFACE WITHIN 30 MINUTES AFTER A STORM EVENT.	TWO TO FOUR TIMES ANNUALLY
5	INSPECT UNDERDRAIN OUTLETS AND CLEANOUTS, PREFERABLY BEFORE THE WET SEASON. REMOVE TRASH/DEBRIS.	TWO TO FOUR TIMES ANNUALLY
6	REMOVE SEDIMENT AND DEBRIS ACCUMULATION ON PERVIOUS PAVEMENT.	TWO TO FOUR TIMES ANNUALLY
7	REMOVE WEEDS. MOW VEGETATION IN GRID PAVEMENTS (SUCH AS TURF BLOCK) AS NEEDED.	AS NEEDED
8	PERFORM RESTORATIVE SURFACE CLEANING WITH A VACUUM SWEEPER, AND/OR RECONSTRUCTION OF PART OF THE PERVIOUS SURFACE TO RESTORE SURFACE PERMEABILITY AS NEEDED. REPLENISH AGGREGATE IN PICP JOINTS OR GRIDS AS NEEDED AFTER RESTORATIVE SURFACE CLEANING.	AS NEEDED
9	POWER WASHING WITH SIMULTANEOUS VACUUMING ALSO CAN BE USED TO RESTORE SURFACE INFILTRATION TO HIGHLY CLOGGED AREAS OF PERVIOUS CONCRETE, POROUS ASPHALT OR PICP, BUT IS NOT RECOMMENDED FOR GRID PAVEMENTS.	AS NEEDED
10	INSPECT PERVIOUS PAVING AREA USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED
11	PERVIOUS PAVEMENT TO BE INSPECTED AND SWEPT.	EVERY 6 MONTHS OR AS NEEDED
12	THE PAVEMENT SUBDRAIN SYSTEM SHOULD BE CLEAN AND FLUSHED.	EVERY 6 MONTHS OR AS NEEDED
13	SITE INLETS TO BE INSPECTED AND CLEANED.	EVERY 6 MONTHS OR AS NEEDED

STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS. TO PREVENT MOSQUITO GENERATION SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT (DISTRICT). MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW
- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS. CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

PERVIOUS CONCRETE REQUIREMENTS

CONTRACTOR OR PERMITEE SHALL:

- PROVIDE CERTIFICATION FROM THE CONCRETE MANUFACTURER THAT THE CONCRETE MEETS THE REQUIREMENTS OF THE C3 STORMWATER HANDBOOK FOR PERVIOUS PAVERS. THIS INCLUDES, BUT IS NOT LIMITED TO, HAVING A MINIMUM SURFACE INFILTRATION RATE OF 100"/HR WHEN TESTED IN ACCORDANCE WITH ASTM C1701.
- ONLY CONTRACTORS HOLDING CERTIFICATION OF COMPLETION FROM THE NATIONAL READY MIX CONCRETE ASSOCIATION (NRMA) SHALL INSTALL THE CONCRETE AND AT LEAST ONE FOREMAN WITH THIS CERTIFICATION MUST BE ON THE JOB SITE AT ALL TIMES DURING CONCRETE INSTALLATION.
- PROTECT THE EXCAVATED AREA FOR FROM EXCESSIVE COMPACTION DUE TO CONSTRUCTION TRAFFIC AND PROTECT THE FINISHED PAVEMENT FROM CONSTRUCTION TRAFFIC.

SMP
ENGINEERS
CIVIL ENGINEERS
1534 CAROB LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER:

STORMWATER MANAGEMENT PLAN NOTES/ DETAILS
2035 STORY ROAD,
SAN JOSE, CA 95122
PRELIMINARY GRADING AND DRAINAGE PLANS

Revisions:

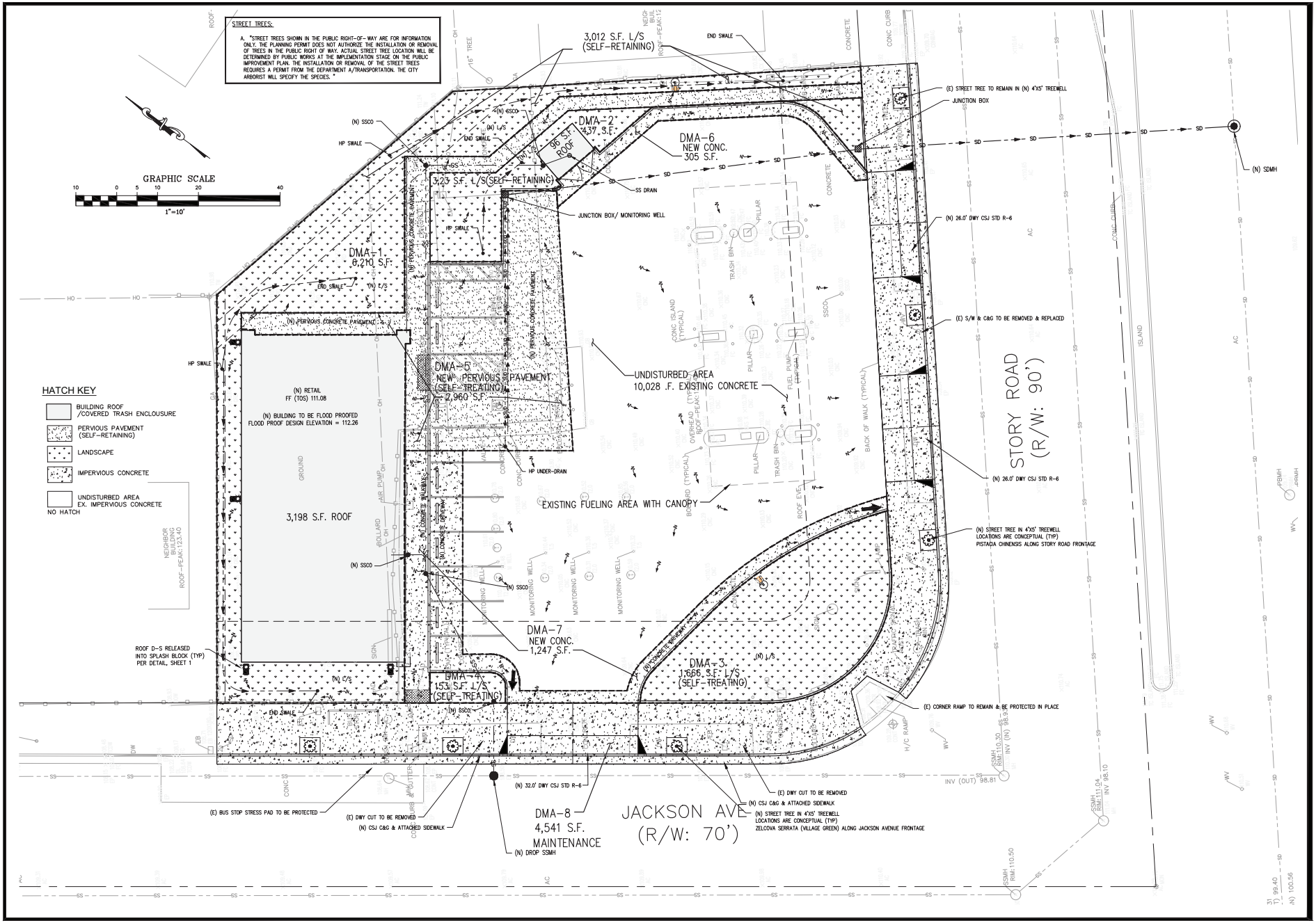
REGISTERED PROFESSIONAL ENGINEER — SHETO MASNY — No. C52724 — CIVIL — STATE OF CALIFORNIA

CSJ PLANING FILE NO.
CP18-027

Date: 8/15/2019
Scale: AS NOTED
Designed by: V.G.
Checked by: S.R.
Job #: 218117

Sheet: 3 OF 4

PW PROJECT # 3-16090 C-3



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TEL: (650) 941-8055
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OWNER:

STORMWATER MANAGEMENT PLAN
2035 STORY ROAD,
SAN JOSE, CA 95122

PRELIMINARY GRADING AND DRAINAGE PLANS

Revisions:

REGISTERED PROFESSIONAL ENGINEER SAEED MAZNY No. C52724 CIVIL STATE OF CALIFORNIA

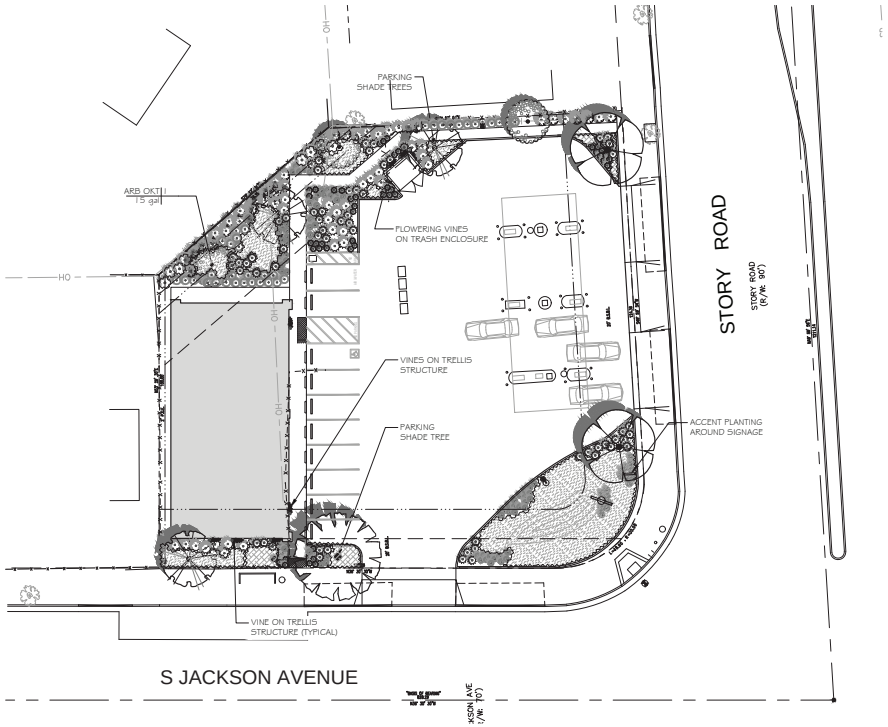
CSJ PLANING FILE NO.
CP18-027

Date: 8/15/2019
Scale: AS NOTED
Designed by: V.G.
Checked by: S.R.
Job #: 218117

Sheet: 4 OF 4

PW PROJECT # 3-16090

C-4



PLANT SCHEDULE

	TREES	BOTANICAL / COMMON NAME	CONT		QTY	Very Low	Low	Medium
		Arbutus unedo `Oktoberfest` / Strawberry Tree	15 gal		3		X	
		Cercis canadensis `Burgundy Hearts` / Burgandy Hearts Redbud	15 gal		3		X	
		Pistacia chinensis `Keith Davey` / Keith Davey Chinese Pistache	15 gal		2		X	
1		Zelkova serrata `Village Green` / Sawleaf Zelkova	15 gal		1			X
	SHRUBS	BOTANICAL / COMMON NAME	SIZE		QTY	Very Low	Low	Medium
		Euonymus fortunei `Emerald `n` Gold` TM / Wintercreeper	5 gal		32			
		Grevillea lanigera `Coastal Gem` / Coastal Gem Grevillea	5 gal		29	X		
		Hemerocallis x `Stella de Oro` / Stella de Oro Daylily	1 gal		86			X
1		Lavandula angustifolia `Munstead` / Munstead English Lavender	1 gal		60		X	
		Muhlenbergia capillaris `Pink Cloud` / Pink Muhly	1 gal		50		X	
		Nandina domestica `Compacta` / Dwarf Heavenly Bamboo	5 gal		37		X	
		Rhaphiolepis indica `Enchantress` TM / Enchantress Indian Hawthorne	5 gal		8		X	
	VINE/ESPALIER	BOTANICAL / COMMON NAME	SIZE		QTY	Very Low	Low	Medium
		Clytostoma callistegioides / Violet Trumpet Vine	1 gal		7			X
	GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY	Very Low	Low	Medium
		Juniperus horizontalis `Blue Rug` / Blue Rug Juniper	flat	12" o.c.	1,369 sf		X	X
		Rosa Meidiland series `White` / White Meidiland Rose	1 gal	18" o.c.	200 sf			X

NOTES:

1. Landscape shall be designed per City of San Jose landscape design requirements and California MWELO.
2. No groundcover or shrubs are to be planted within 3' of any tree trunk.
3. A landscape soils test shall be analyzed by a soils testing laboratory. Soils shall be amended per soil analysis report recommendations.
4. This project shall be irrigated by an automatic irrigation system consisting of subsurface drip for shrubs and groundcover, and deep watering bubblers for all trees all connected to a smart controller.
5. All planter areas shall receive a three-inch (3") mulch of red fir walk-on bark. All groundcover areas shall receive a two-inch (2") layer of bark mulch.

SCALE: 1" = 20'-0"

	REVISIONS	BY
1	plan check 02/14/19	CB

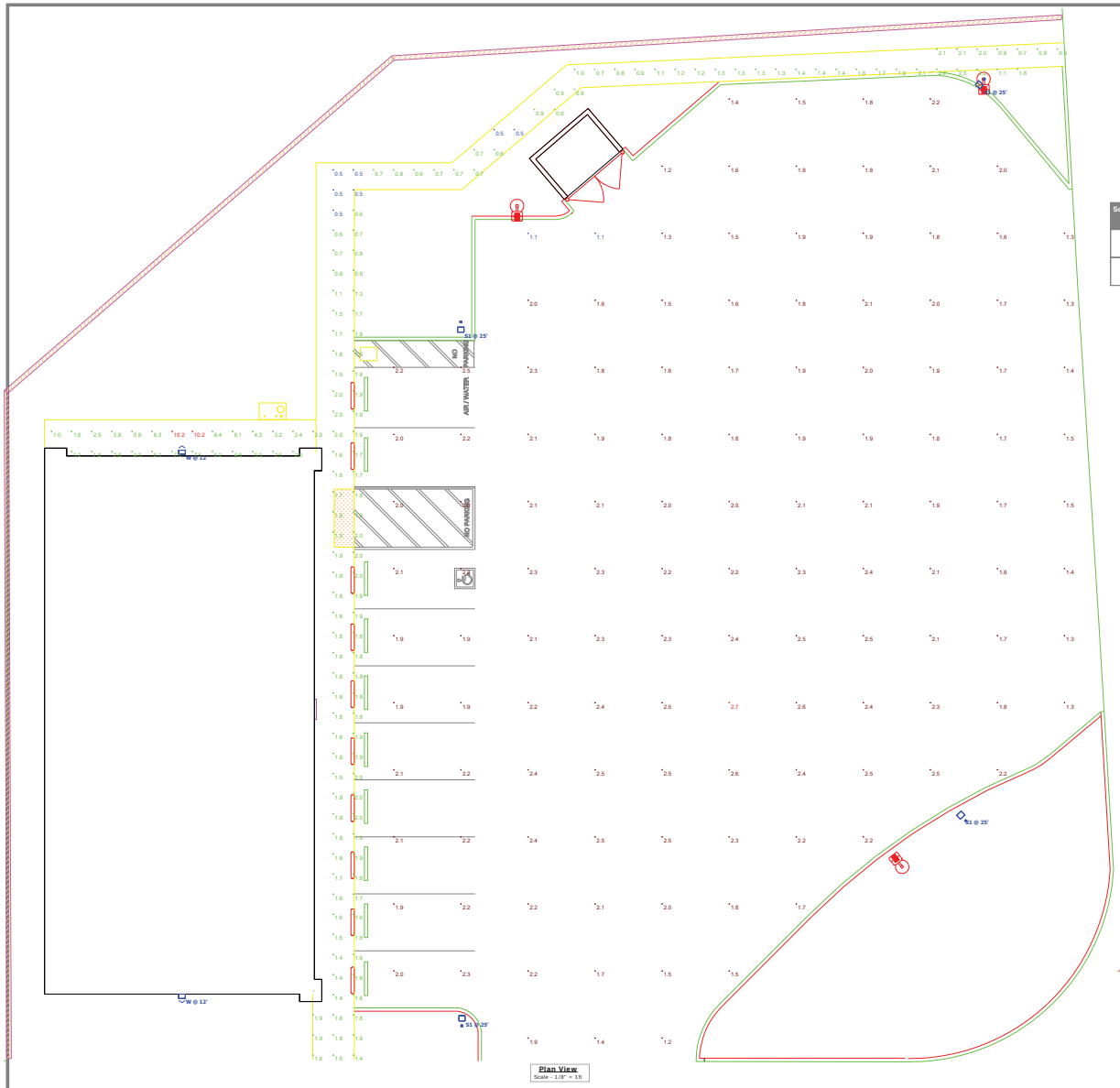
CAROL PERRY BROWN
Landscape Architecture
Irrigation Design
CID
530 823 2621
perrydesign@att.net
RLA 3941 CID 002624
PERRY◆DESIGN

ROTTEN ROBBIE # 11
2305 Story Road
San Jose, California
Robinson Oil Corporation

LICENSED LANDSCAPE ARCHITECT
CAROL PERRY BROWN
No. 3941
REN. 11-30-19
STATE OF CALIFORNIA

PRELIMINARY PLANTING PLAN

Date June 11, 2018
Scale 1" = 20'-0"
Drawn Carol B.
Job
Sheet LP-1
Of Sheets

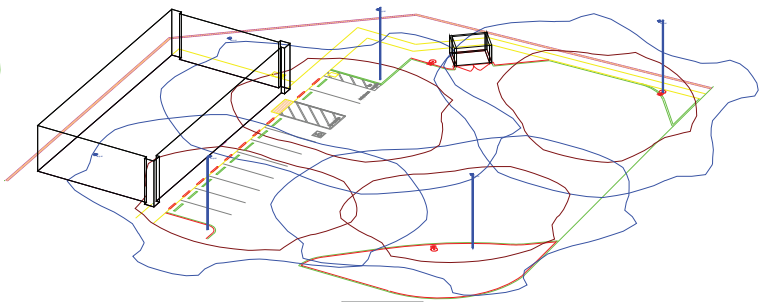


Plan View
Scale - 1/8" = 1ft

Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	S1	4	Lithonia Lighting	DSX1 LED P3 40K TFTM MVOLT	DSX1 LED P3 40K TFTM MVOLT	LED	1	12574	0.9	102
	W	2	Lithonia Lighting	WST LED P2 40K VW MVOLT	WST LED, Performance package 2, 4000 K, visual comfort wide, MVOLT	LED	1	3511	0.9	25

Statistics

Description	Symbol	Avg	Max	Min	Max / Min	Avg / Min
DRIVE / PARKING	+	2.0 fc	2.7 fc	1.1 fc	2.5:1	1.8:1
SIDEWALKS	+	2.0 fc	10.2 fc	0.5 fc	20.4:1	4.0:1



South East View

Disclaimer
Photometric analyses performed by CJS Lighting are intended for informational and/or estimation purposes only. Using industry-recognized software, calculations correspond to the information provided to CJS Lighting, and are subject to the limitations of the software. Assumptions may be made for information that is not provided or available. It is the responsibility of the client to verify that the input data is consistent with actual field conditions. Performance may differ as a result of end-user environment and application. Due to the above considerations, CJS Lighting does not guarantee that actual light levels measured in the field will match initial calculations, and recommend that drawings be submitted to a certified electrical engineer for verification.

CJS Lighting

ROTTEN ROBBIE
2305 STORY ROAD
SAN JOSE CA.

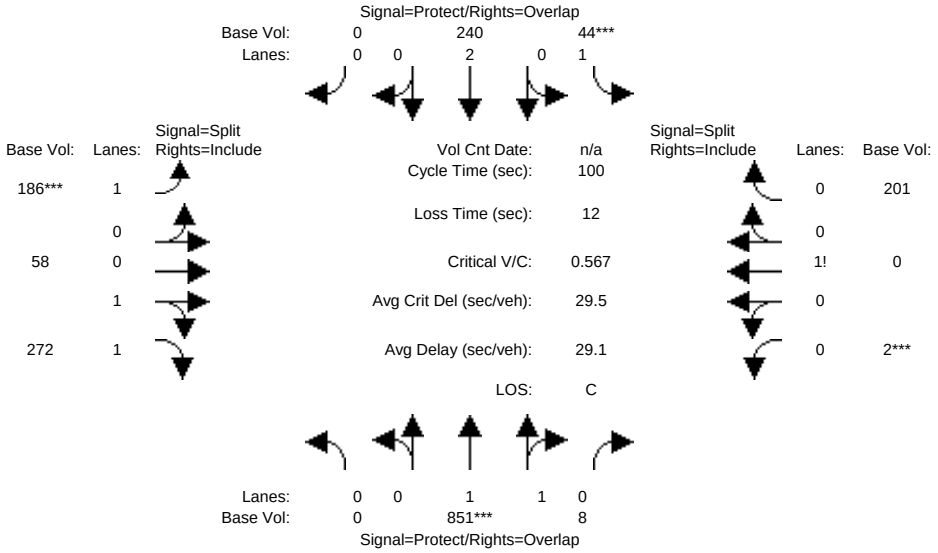
Designer
DEW
Date
7/1/2019
Scale
AS NOTED
Drawing No.

Summary

Appendix B – TRAFFIX Intersection Operations Analysis

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXAM

Intersection #1: Jackson Ave / I-680 SB Ramp / Bambi Lane

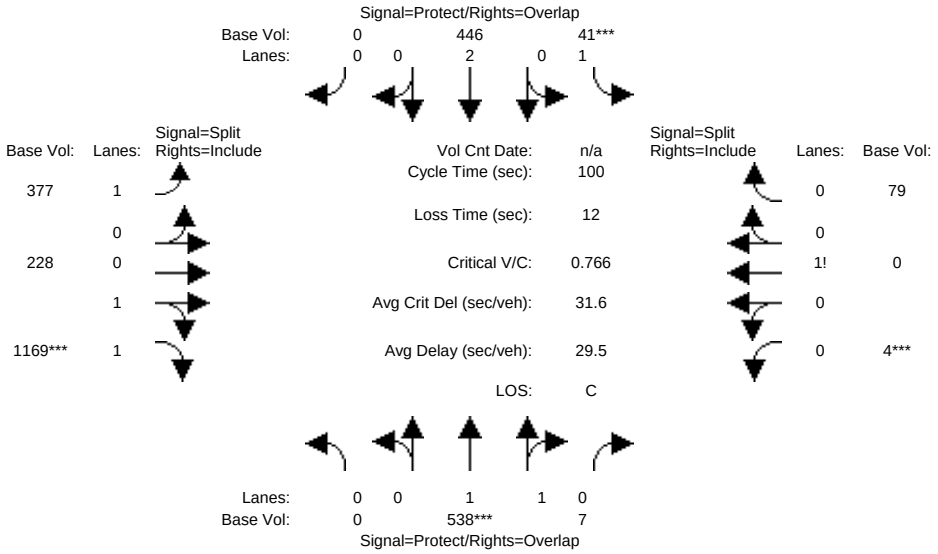


Street Name:	Jackson						I-680 SB Ramp / Bambi					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	851	8	44	240	0	186	58	272	2	0	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	851	8	44	240	0	186	58	272	2	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	851	8	44	240	0	186	58	272	2	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	851	8	44	240	0	186	58	272	2	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	851	8	44	240	0	186	58	272	2	0	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.87	0.88	0.81	0.80	1.00	0.80
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	1.00	0.33	1.67	0.01	0.00	0.99
Final Sat.:	0	3758	35	1663	3800	0	1663	546	2563	15	0	1501
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.03	0.06	0.00	0.11	0.11	0.11	0.13	0.00	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.39	0.62	0.07	0.46	0.00	0.19	0.19	0.19	0.23	0.00	0.23
Volume/Cap:	0.00	0.58	0.37	0.38	0.14	0.00	0.58	0.55	0.55	0.58	0.00	0.58
Uniform Del:	0.0	24.2	9.4	44.4	15.7	0.0	36.8	36.5	36.5	34.3	0.0	34.3
IncremntDel:	0.0	0.6	0.1	2.1	0.0	0.0	2.7	1.1	1.1	2.5	0.0	2.5
InitQueuDel:	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.8	9.5	46.5	15.7	0.0	39.5	37.7	37.7	36.8	0.0	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	9.5	46.5	15.7	0.0	39.5	37.7	37.7	36.8	0.0	36.8
LOS by Move:	A	C	A	D	B	A	D	D	D	D	A	D
HCM2k95thQ:	0	19	12	4	4	0	12	11	11	13	0	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXPM

Intersection #1: Jackson Ave / I-680 SB Ramp / Bambi Lane

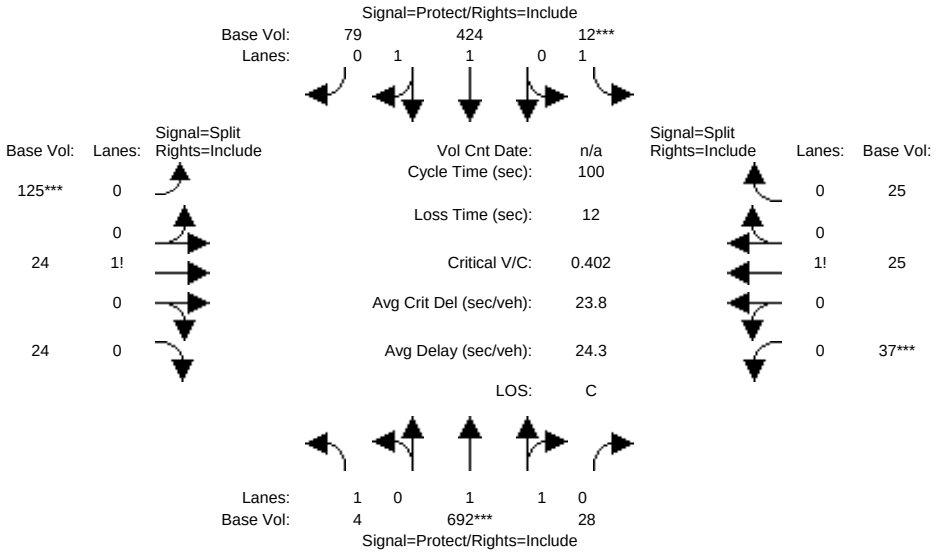


Street Name:	Jackson						I-680 SB Ramp / Bambi					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	538	7	41	446	0	377	228	1169	4	0	79
Growth Adj:	1.00	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	538	7	41	446	0	377	228	1169	4	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	538	7	41	446	0	377	228	1169	4	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	7	41	446	0	377	228	1169	4	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	7	41	446	0	377	228	1169	4	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.87	0.87	0.81	0.80	1.00	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	1.00	0.30	1.70	0.05	0.00	0.95
Final Sat.:	0	3740	49	1663	3800	0	1663	506	2593	73	0	1448
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.12	0.00	0.23	0.45	0.45	0.05	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.17	0.27	0.07	0.24	0.00	0.54	0.54	0.54	0.10	0.00	0.10
Volume/Cap:	0.00	0.84	0.53	0.35	0.49	0.00	0.42	0.84	0.84	0.55	0.00	0.55
Uniform Del:	0.0	40.1	31.0	44.3	32.6	0.0	13.8	19.4	19.4	42.8	0.0	42.8
IncremntDel:	0.0	9.4	0.5	1.8	0.4	0.0	0.3	3.9	3.9	4.1	0.0	4.1
InitQueuDel:	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	49.4	31.5	46.2	33.0	0.0	14.1	23.3	23.3	46.9	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.4	31.5	46.2	33.0	0.0	14.1	23.3	23.3	46.9	0.0	46.9
LOS by Move:	A	D	C	D	C	A	B	C	C	D	A	D
HCM2k95thQ:	0	17	13	3	12	0	14	36	36	7	0	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXAM

Intersection #2: Jackson Avenue / Cinderella Lane

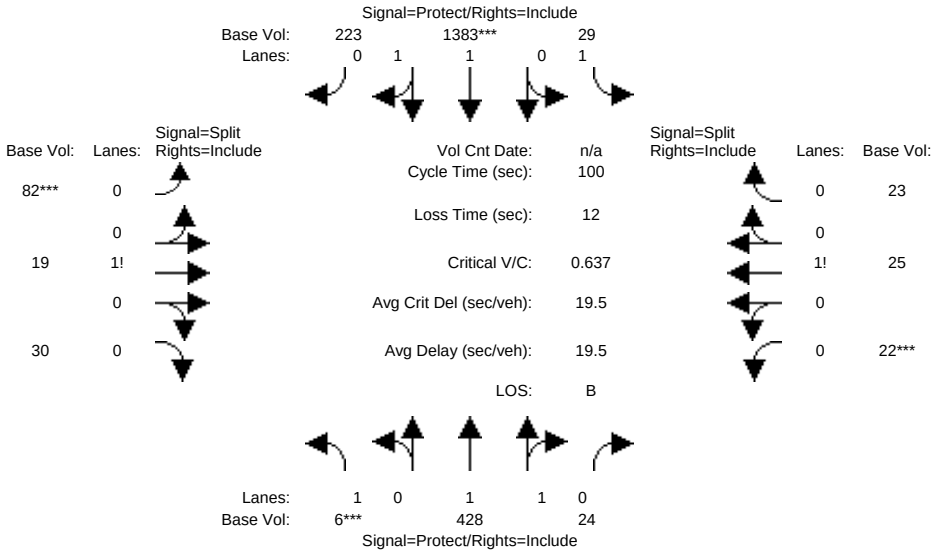


Street Name:	Jackson						Cinderella					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	692	28	12	424	79	125	24	24	37	25	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	692	28	12	424	79	125	24	24	37	25	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	692	28	12	424	79	125	24	24	37	25	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	692	28	12	424	79	125	24	24	37	25	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	692	28	12	424	79	125	24	24	37	25	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.92	0.87	0.98	0.90	0.87	0.95	0.87	0.87	0.94	0.87
Lanes:	1.00	1.92	0.08	1.00	1.66	0.34	0.73	0.13	0.14	0.44	0.27	0.29
Final Sat.:	1663	3618	146	1663	3085	575	1210	232	232	716	484	484
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.01	0.14	0.14	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green/Cycle:	0.17	0.45	0.45	0.07	0.34	0.34	0.24	0.24	0.24	0.12	0.12	0.12
Volume/Cap:	0.01	0.43	0.43	0.10	0.40	0.40	0.43	0.43	0.43	0.43	0.43	0.43
Uniform Del:	34.1	18.9	18.9	43.6	25.0	25.0	32.1	32.1	32.1	40.8	40.8	40.8
IncremntDel:	0.0	0.2	0.2	0.4	0.2	0.2	0.7	0.7	0.7	1.4	1.4	1.4
InitQueuDel:	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:	34.2	19.0	19.0	44.0	25.2	25.2	32.8	32.8	32.8	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:	34.2	19.0	19.0	44.0	25.2	25.2	32.8	32.8	32.8	42.2	42.2	42.2
LOS by Move:	C	B	B	D	C	C	C	C	C	D	D	D
HCM2k95thQ:	0	14	14	1	11	11	10	10	10	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXPM

Intersection #2: Jackson Avenue / Cinderella Lane

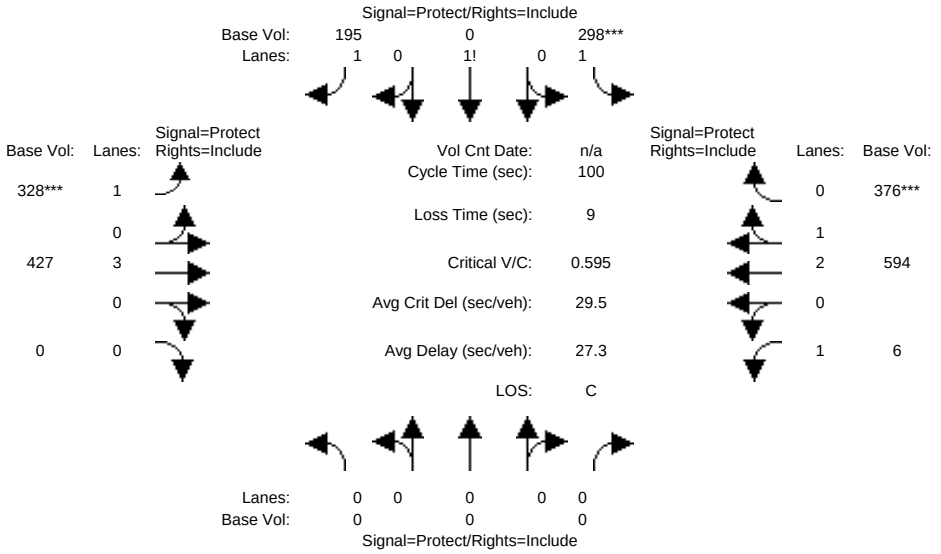


Street Name:	Jackson						Cinderella					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	428	24	29	1383	223	82	19	30	22	25	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	428	24	29	1383	223	82	19	30	22	25	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	428	24	29	1383	223	82	19	30	22	25	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	428	24	29	1383	223	82	19	30	22	25	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	428	24	29	1383	223	82	19	30	22	25	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.98	0.90	0.87	0.94	0.87	0.87	0.94	0.87
Lanes:	1.00	1.89	0.11	1.00	1.70	0.30	0.63	0.14	0.23	0.32	0.34	0.34
Final Sat.:	1663	3553	199	1663	3166	510	1042	241	381	533	606	557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.02	0.44	0.44	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****				****		****			****		
Green/Cycle:	0.07	0.42	0.42	0.25	0.60	0.60	0.11	0.11	0.11	0.10	0.10	0.10
Volume/Cap:	0.05	0.28	0.28	0.07	0.73	0.73	0.73	0.73	0.73	0.41	0.41	0.41
Uniform Del:	43.4	18.8	18.8	28.9	14.1	14.1	43.1	43.1	43.1	42.2	42.2	42.2
IncremntDel:	0.2	0.1	0.1	0.1	1.2	1.2	13.7	13.7	13.7	1.6	1.6	1.6
InitQueuDel:	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:	43.6	18.9	18.9	28.9	15.3	15.3	56.9	56.9	56.9	43.9	43.9	43.9
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:	43.6	18.9	18.9	28.9	15.3	15.3	56.9	56.9	56.9	43.9	43.9	43.9
LOS by Move:	D	B	B	C	B	B	E	E	E	D	D	D
HCM2k95thQ:	0	9	9	1	31	31	11	11	11	5	5	5

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXAM

Intersection #3: Story Road / Jackson Avenue

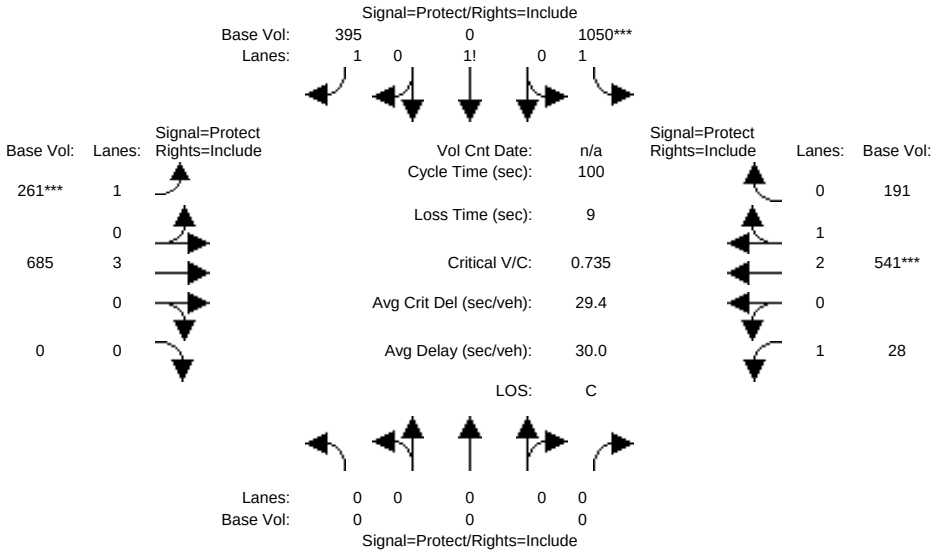


Street Name:	Jackson						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	298	0	195	328	427	0	6	594	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	298	0	195	328	427	0	6	594	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	195	328	427	0	6	594	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	195	328	427	0	6	594	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	298	0	195	328	427	0	6	594	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	1.00	0.84	0.87	1.00	0.92	0.87	0.94	0.87
Lanes:	0.00	0.00	0.00	1.60	0.00	1.40	1.00	3.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2566	0	2231	1663	5700	0	1663	3580	1649
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.20	0.07	0.00	0.00	0.17	0.23
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.33	0.36	0.00	0.36	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.45	0.60	0.21	0.00	0.01	0.43	0.60
Uniform Del:	0.0	0.0	0.0	36.6	0.0	35.5	27.8	22.3	0.0	20.7	22.8	24.6
IncremntDel:	0.0	0.0	0.0	1.2	0.0	0.3	1.8	0.1	0.0	0.0	0.1	0.6
InitQueuDel:	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	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	35.8	29.6	22.4	0.0	20.7	22.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	35.8	29.6	22.4	0.0	20.7	22.9	25.2
LOS by Move:	A	A	A	D	A	D	C	C	A	C	C	C
HCM2k95thQ:	0	0	0	11	0	8	17	6	0	0	13	19

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXPM

Intersection #3: Story Road / Jackson Avenue

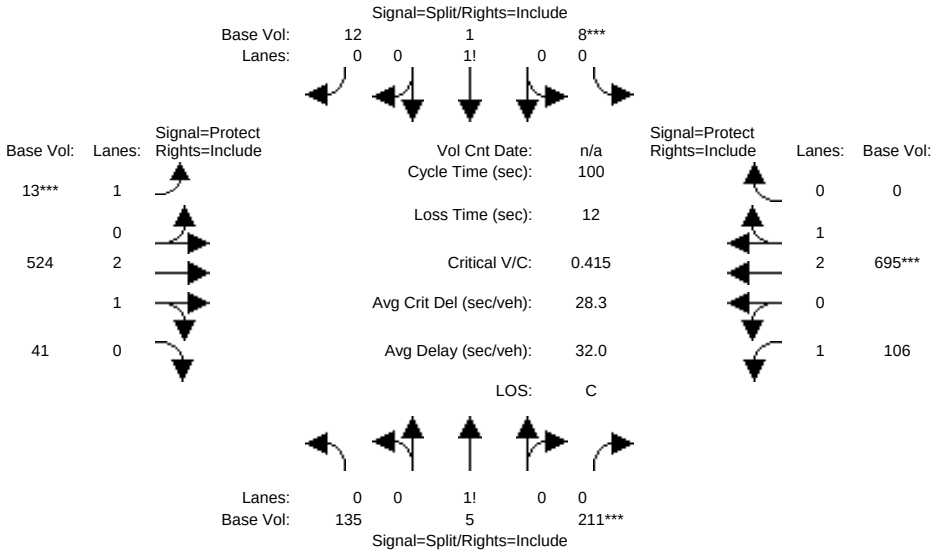


Street Name:	Jackson						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1050	0	395	261	685	0	28	541	191
Growth Adj:	1.00	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	1050	0	395	261	685	0	28	541	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1050	0	395	261	685	0	28	541	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1050	0	395	261	685	0	28	541	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1050	0	395	261	685	0	28	541	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.85	0.87	1.00	0.92	0.87	0.96	0.89
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	1.00	3.00	0.00	1.00	2.17	0.83
Final Sat.:	0	0	0	2796	0	2062	1663	5700	0	1663	3960	1398
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.19	0.16	0.12	0.00	0.02	0.14	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.21	0.22	0.00	0.18	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.38	0.74	0.55	0.00	0.09	0.74	0.74
Uniform Del:	0.0	0.0	0.0	19.2	0.0	14.8	36.7	34.8	0.0	34.1	38.4	38.4
IncremntDel:	0.0	0.0	0.0	1.5	0.0	0.1	7.8	0.5	0.0	0.1	2.9	2.9
InitQueuDel:	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	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	20.7	0.0	14.9	44.5	35.3	0.0	34.2	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:	0.0	0.0	0.0	20.7	0.0	14.9	44.5	35.3	0.0	34.2	41.3	41.3
LOS by Move:	A	A	A	C	A	B	D	D	A	C	D	D
HCM2k95thQ:	0	0	0	27	0	11	15	12	0	2	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXAM

Intersection #4: Story Road / Adrian Way

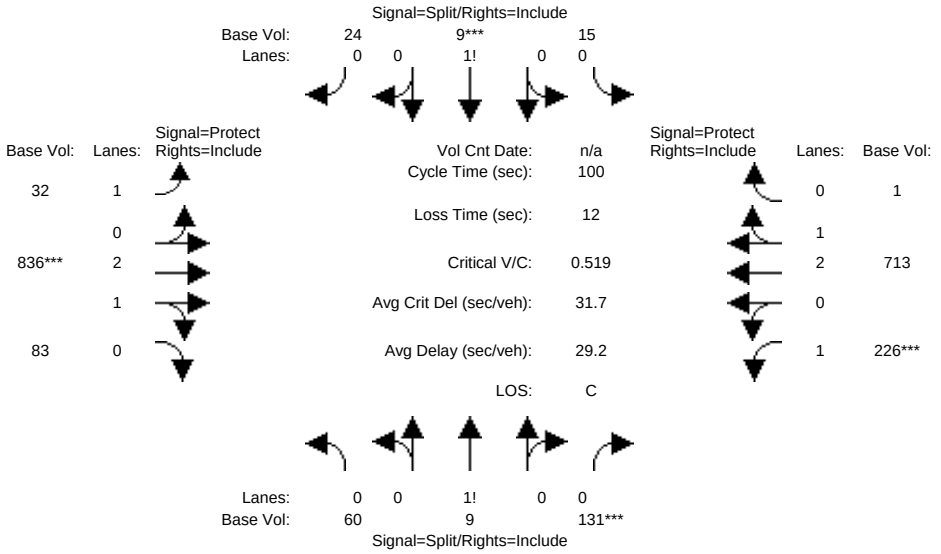


Street Name:	Adrian						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	5	211	8	1	12	13	524	41	106	695	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:	135	5	211	8	1	12	13	524	41	106	695	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:	135	5	211	8	1	12	13	524	41	106	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	5	211	8	1	12	13	524	41	106	695	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:	135	5	211	8	1	12	13	524	41	106	695	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.90	0.83	0.83	0.91	0.83	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.39	0.01	0.60	0.38	0.04	0.58	1.00	2.77	0.23	1.00	3.00	0.00
Final Sat.:	607	22	949	606	76	909	1663	5196	407	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.01	0.01	0.01	0.01	0.10	0.10	0.06	0.12	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.46	0.46	0.46	0.10	0.10	0.10	0.07	0.19	0.19	0.13	0.25	0.00
Volume/Cap:	0.48	0.48	0.48	0.13	0.13	0.13	0.11	0.53	0.53	0.48	0.48	0.00
Uniform Del:	18.9	18.9	18.9	41.0	41.0	41.0	43.6	36.5	36.5	40.3	31.9	0.0
IncremntDel:	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.5	0.5	1.7	0.3	0.0
InitQueuDel:	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	0.00
Delay/Veh:	19.4	19.4	19.4	41.4	41.4	41.4	44.0	37.0	37.0	41.9	32.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	41.4	41.4	41.4	44.0	37.0	37.0	41.9	32.2	0.0
LOS by Move:	B	B	B	D	D	D	D	D	D	D	C	A
HCM2k95thQ:	16	16	16	2	2	2	1	11	11	6	11	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EXPM

Intersection #4: Story Road / Adrian Way

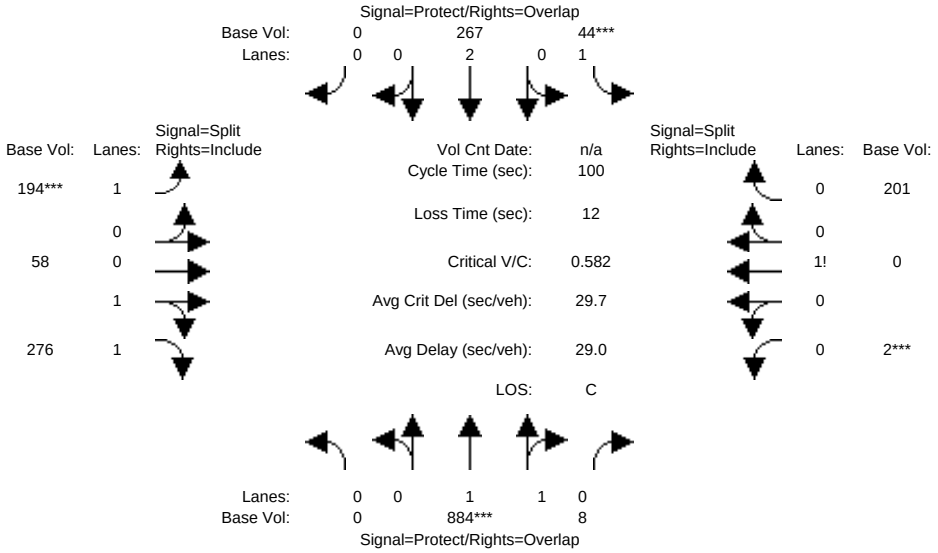


Street Name:	Adrian						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	9	131	15	9	24	32	836	83	226	713	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	9	131	15	9	24	32	836	83	226	713	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	9	131	15	9	24	32	836	83	226	713	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	9	131	15	9	24	32	836	83	226	713	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	9	131	15	9	24	32	836	83	226	713	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.90	0.83	0.85	0.92	0.85	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.30	0.04	0.66	0.32	0.17	0.51	1.00	2.71	0.29	1.00	2.99	0.01
Final Sat.:	473	71	1033	510	306	816	1663	5078	504	1663	5691	8
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.03	0.03	0.03	0.02	0.16	0.16	0.14	0.13	0.13
Crit Moves:			****		****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.10	0.10	0.10	0.20	0.30	0.30	0.25	0.35	0.35
Volume/Cap:	0.55	0.55	0.55	0.29	0.29	0.29	0.10	0.55	0.55	0.55	0.36	0.36
Uniform Del:	33.8	33.8	33.8	41.7	41.7	41.7	32.9	29.3	29.3	32.7	24.0	24.0
IncremntDel:	1.8	1.8	1.8	1.0	1.0	1.0	0.1	0.4	0.4	1.6	0.1	0.1
InitQueuDel:	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	35.6	35.6	42.7	42.7	42.7	33.0	29.7	29.7	34.3	24.1	24.1
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	35.6	35.6	42.7	42.7	42.7	33.0	29.7	29.7	34.3	24.1	24.1
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	12	12	12	4	4	4	2	16	16	12	10	10

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGAM

Intersection #1: Jackson Ave / I-680 SB Ramp / Bambi Lane

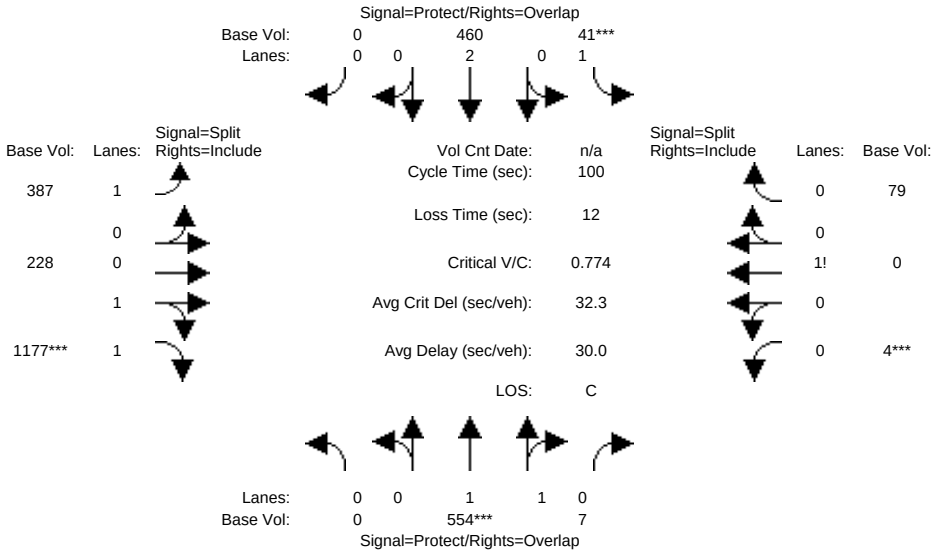


Street Name:	Jackson						I-680 SB Ramp / Bambi					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	884	8	44	267	0	194	58	276	2	0	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	884	8	44	267	0	194	58	276	2	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	884	8	44	267	0	194	58	276	2	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	884	8	44	267	0	194	58	276	2	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	884	8	44	267	0	194	58	276	2	0	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.87	0.88	0.81	0.80	1.00	0.80
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	1.00	0.32	1.68	0.01	0.00	0.99
Final Sat.:	0	3759	34	1663	3800	0	1663	540	2569	15	0	1501
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.07	0.00	0.12	0.11	0.11	0.13	0.00	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.39	0.62	0.07	0.46	0.00	0.19	0.19	0.19	0.22	0.00	0.22
Volume/Cap:	0.00	0.60	0.38	0.38	0.15	0.00	0.60	0.55	0.55	0.60	0.00	0.60
Uniform Del:	0.0	24.2	9.7	44.4	15.6	0.0	36.7	36.3	36.3	34.8	0.0	34.8
IncremntDel:	0.0	0.7	0.1	2.1	0.0	0.0	3.1	1.1	1.1	3.0	0.0	3.0
InitQueuDel:	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.8	9.8	46.5	15.6	0.0	39.8	37.4	37.4	37.8	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	9.8	46.5	15.6	0.0	39.8	37.4	37.4	37.8	0.0	37.8
LOS by Move:	A	C	A	D	B	A	D	D	D	D	A	D
HCM2k95thQ:	0	20	13	4	5	0	13	11	11	13	0	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPM

Intersection #1: Jackson Ave / I-680 SB Ramp / Bambi Lane

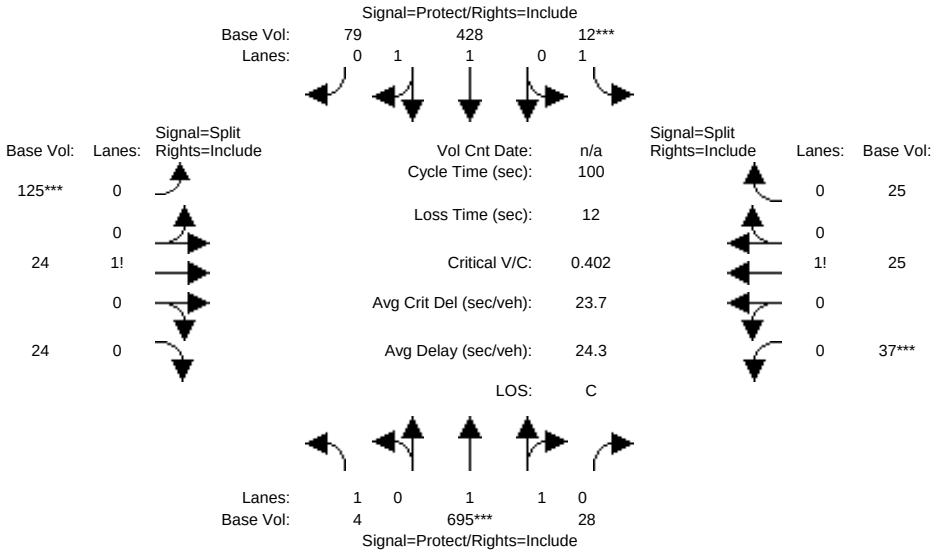


Street Name:	Jackson						I-680 SB Ramp / Bambi					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	554	7	41	460	0	387	228	1177	4	0	79
Growth Adj:	1.00	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	554	7	41	460	0	387	228	1177	4	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	554	7	41	460	0	387	228	1177	4	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	7	41	460	0	387	228	1177	4	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	554	7	41	460	0	387	228	1177	4	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.87	0.87	0.81	0.80	1.00	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	1.00	0.30	1.70	0.05	0.00	0.95
Final Sat.:	0	3741	47	1663	3800	0	1663	503	2596	73	0	1448
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.12	0.00	0.23	0.45	0.45	0.05	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.17	0.27	0.07	0.24	0.00	0.54	0.54	0.54	0.10	0.00	0.10
Volume/Cap:	0.00	0.85	0.54	0.35	0.49	0.00	0.43	0.85	0.85	0.55	0.00	0.55
Uniform Del:	0.0	40.0	30.9	44.3	32.4	0.0	14.1	19.8	19.8	42.8	0.0	42.8
IncremntDel:	0.0	9.9	0.6	1.8	0.4	0.0	0.3	4.3	4.3	4.1	0.0	4.1
InitQueuDel:	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	49.9	31.4	46.2	32.9	0.0	14.4	24.0	24.0	46.9	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.9	31.4	46.2	32.9	0.0	14.4	24.0	24.0	46.9	0.0	46.9
LOS by Move:	A	D	C	D	C	A	B	C	C	D	A	D
HCM2k95thQ:	0	17	14	3	12	0	15	37	37	7	0	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGAM

Intersection #2: Jackson Avenue / Cinderella Lane

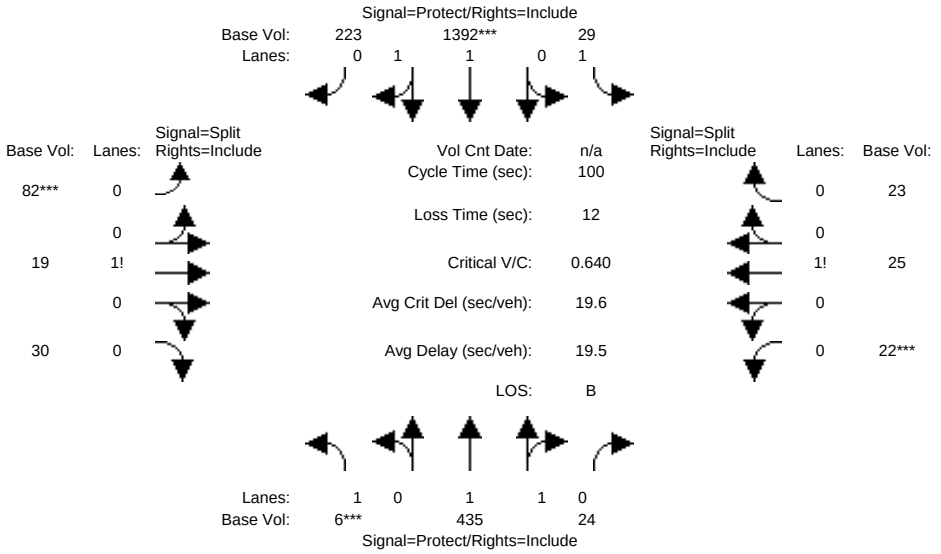


Street Name:	Jackson						Cinderella					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	695	28	12	428	79	125	24	24	37	25	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	695	28	12	428	79	125	24	24	37	25	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	695	28	12	428	79	125	24	24	37	25	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	695	28	12	428	79	125	24	24	37	25	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	695	28	12	428	79	125	24	24	37	25	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.92	0.87	0.98	0.90	0.87	0.95	0.87	0.87	0.94	0.87
Lanes:	1.00	1.92	0.08	1.00	1.67	0.33	0.73	0.13	0.14	0.44	0.27	0.29
Final Sat.:	1663	3619	146	1663	3093	571	1210	232	232	716	484	484
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.01	0.14	0.14	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.45	0.45	0.07	0.34	0.34	0.24	0.24	0.24	0.12	0.12	0.12
Volume/Cap:	0.01	0.43	0.43	0.10	0.40	0.40	0.43	0.43	0.43	0.43	0.43	0.43
Uniform Del:	34.2	18.8	18.8	43.6	25.0	25.0	32.1	32.1	32.1	40.8	40.8	40.8
IncremntDel:	0.0	0.2	0.2	0.4	0.2	0.2	0.7	0.7	0.7	1.5	1.5	1.5
InitQueuDel:	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:	34.2	19.0	19.0	44.0	25.2	25.2	32.8	32.8	32.8	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:	34.2	19.0	19.0	44.0	25.2	25.2	32.8	32.8	32.8	42.2	42.2	42.2
LOS by Move:	C	B	B	D	C	C	C	C	C	D	D	D
HCM2k95thQ:	0	14	14	1	11	11	10	10	10	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPM

Intersection #2: Jackson Avenue / Cinderella Lane

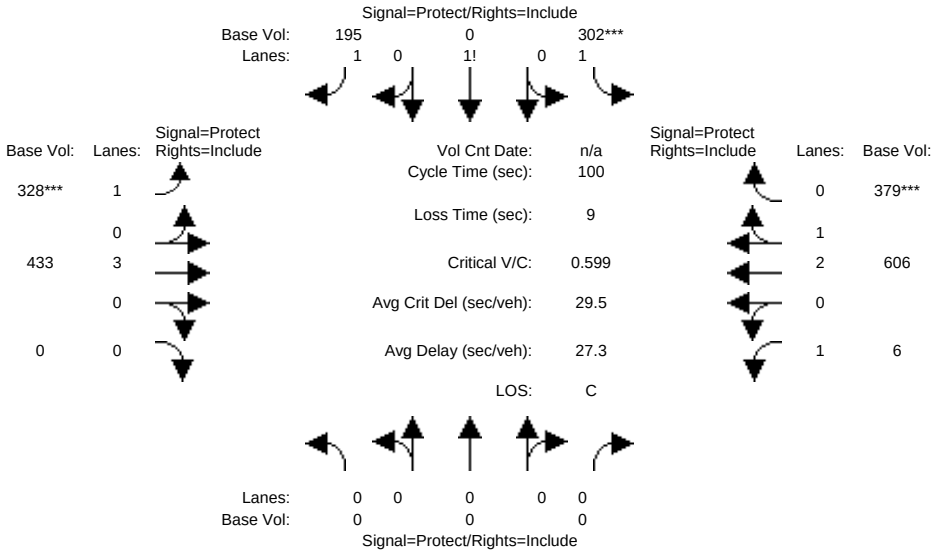


Street Name:	Jackson						Cinderella					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	435	24	29	1392	223	82	19	30	22	25	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	435	24	29	1392	223	82	19	30	22	25	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	435	24	29	1392	223	82	19	30	22	25	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	435	24	29	1392	223	82	19	30	22	25	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	435	24	29	1392	223	82	19	30	22	25	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.98	0.90	0.87	0.94	0.87	0.87	0.94	0.87
Lanes:	1.00	1.89	0.11	1.00	1.70	0.30	0.63	0.14	0.23	0.32	0.34	0.34
Final Sat.:	1663	3557	196	1663	3169	508	1042	241	381	533	606	557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.02	0.44	0.44	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****				****		****			****		
Green/Cycle:	0.07	0.43	0.43	0.24	0.60	0.60	0.11	0.11	0.11	0.10	0.10	0.10
Volume/Cap:	0.05	0.29	0.29	0.07	0.73	0.73	0.73	0.73	0.73	0.41	0.41	0.41
Uniform Del:	43.4	18.7	18.7	29.0	14.1	14.1	43.2	43.2	43.2	42.2	42.2	42.2
IncremntDel:	0.2	0.1	0.1	0.1	1.3	1.3	14.1	14.1	14.1	1.6	1.6	1.6
InitQueuDel:	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:	43.6	18.8	18.8	29.1	15.4	15.4	57.3	57.3	57.3	43.9	43.9	43.9
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:	43.6	18.8	18.8	29.1	15.4	15.4	57.3	57.3	57.3	43.9	43.9	43.9
LOS by Move:	D	B	B	C	B	B	E	E	E	D	D	D
HCM2k95thQ:	0	9	9	1	31	31	11	11	11	5	5	5

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGAM

Intersection #3: Story Road / Jackson Avenue

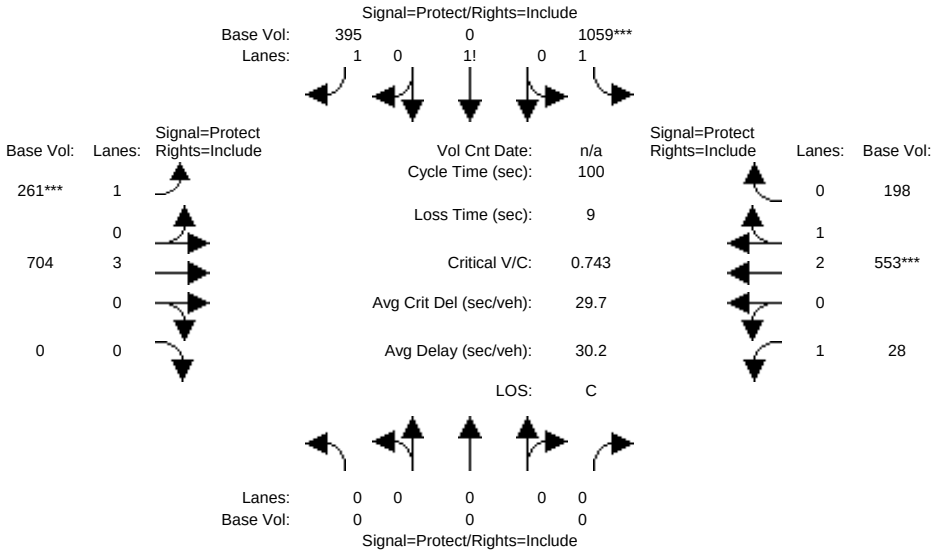


Street Name:	Jackson						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	302	0	195	328	433	0	6	606	379
Growth Adj:	1.00	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	302	0	195	328	433	0	6	606	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	302	0	195	328	433	0	6	606	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	302	0	195	328	433	0	6	606	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	302	0	195	328	433	0	6	606	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	1.00	0.84	0.87	1.00	0.92	0.87	0.94	0.87
Lanes:	0.00	0.00	0.00	1.61	0.00	1.39	1.00	3.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2568	0	2224	1663	5700	0	1663	3580	1649
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.20	0.08	0.00	0.00	0.17	0.23
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.33	0.36	0.00	0.36	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.45	0.60	0.21	0.00	0.01	0.44	0.60
Uniform Del:	0.0	0.0	0.0	36.6	0.0	35.4	28.0	22.4	0.0	20.8	22.8	24.6
IncremntDel:	0.0	0.0	0.0	1.2	0.0	0.3	1.8	0.1	0.0	0.0	0.1	0.6
InitQueuDel:	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	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	35.7	29.8	22.4	0.0	20.8	23.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	35.7	29.8	22.4	0.0	20.8	23.0	25.3
LOS by Move:	A	A	A	D	A	D	C	C	A	C	C	C
HCM2k95thQ:	0	0	0	11	0	8	17	6	0	0	13	19

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPM

Intersection #3: Story Road / Jackson Avenue

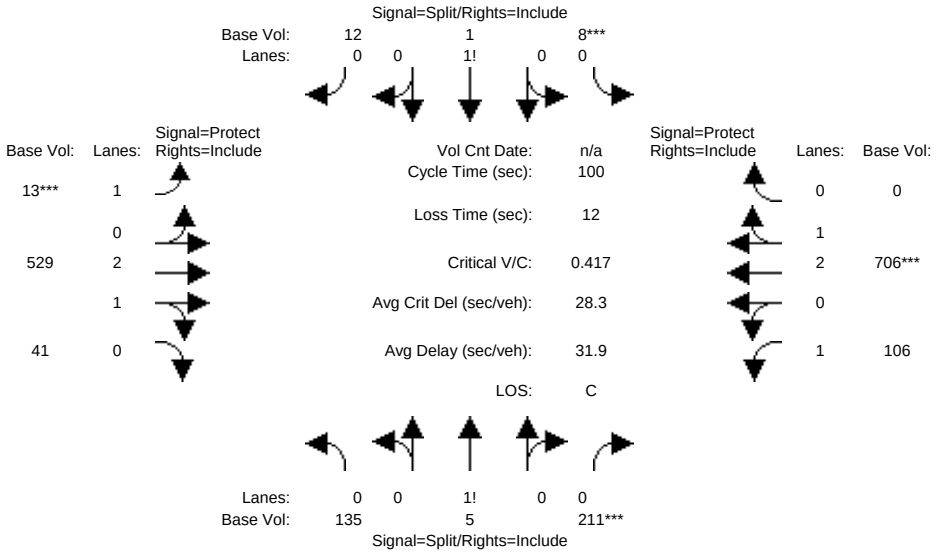


Street Name:	Jackson						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1059	0	395	261	704	0	28	553	198
Growth Adj:	1.00	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	1059	0	395	261	704	0	28	553	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1059	0	395	261	704	0	28	553	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1059	0	395	261	704	0	28	553	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1059	0	395	261	704	0	28	553	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.85	0.87	1.00	0.92	0.87	0.96	0.88
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	1.00	3.00	0.00	1.00	2.16	0.84
Final Sat.:	0	0	0	2799	0	2059	1663	5700	0	1663	3940	1411
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.19	0.16	0.12	0.00	0.02	0.14	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.21	0.22	0.00	0.18	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.38	0.74	0.56	0.00	0.09	0.74	0.74
Uniform Del:	0.0	0.0	0.0	19.3	0.0	14.9	36.9	34.6	0.0	34.3	38.3	38.3
IncremntDel:	0.0	0.0	0.0	1.6	0.0	0.1	8.3	0.6	0.0	0.1	3.0	3.0
InitQueuDel:	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	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	14.9	45.1	35.2	0.0	34.4	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:	0.0	0.0	0.0	20.9	0.0	14.9	45.1	35.2	0.0	34.4	41.3	41.3
LOS by Move:	A	A	A	C	A	B	D	D	A	C	D	D
HCM2k95thQ:	0	0	0	28	0	11	16	12	0	2	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGAM

Intersection #4: Story Road / Adrian Way

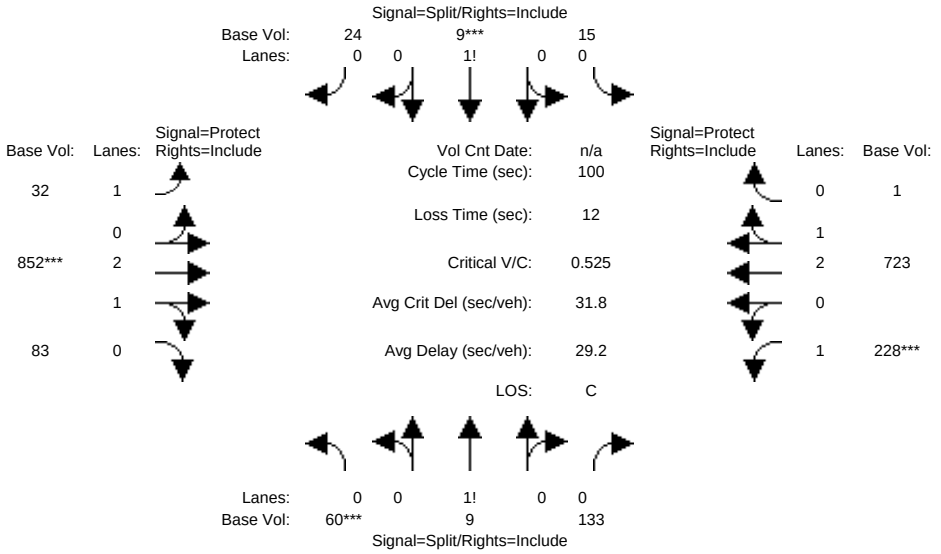


Street Name:	Adrian						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	5	211	8	1	12	13	529	41	106	706	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:	135	5	211	8	1	12	13	529	41	106	706	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:	135	5	211	8	1	12	13	529	41	106	706	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	5	211	8	1	12	13	529	41	106	706	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:	135	5	211	8	1	12	13	529	41	106	706	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.90	0.83	0.83	0.91	0.83	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.39	0.01	0.60	0.38	0.04	0.58	1.00	2.77	0.23	1.00	3.00	0.00
Final Sat.:	607	22	949	606	76	909	1663	5200	403	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.01	0.01	0.01	0.01	0.10	0.10	0.06	0.12	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.46	0.46	0.46	0.10	0.10	0.10	0.07	0.19	0.19	0.13	0.25	0.00
Volume/Cap:	0.49	0.49	0.49	0.13	0.13	0.13	0.11	0.53	0.53	0.48	0.49	0.00
Uniform Del:	19.0	19.0	19.0	41.0	41.0	41.0	43.6	36.3	36.3	40.2	31.8	0.0
IncremntDel:	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.5	0.5	1.7	0.3	0.0
InitQueuDel:	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	0.00
Delay/Veh:	19.6	19.6	19.6	41.4	41.4	41.4	44.0	36.8	36.8	41.9	32.0	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:	19.6	19.6	19.6	41.4	41.4	41.4	44.0	36.8	36.8	41.9	32.0	0.0
LOS by Move:	B	B	B	D	D	D	D	D	D	D	C	A
HCM2k95thQ:	16	16	16	2	2	2	1	11	11	6	12	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPM

Intersection #4: Story Road / Adrian Way

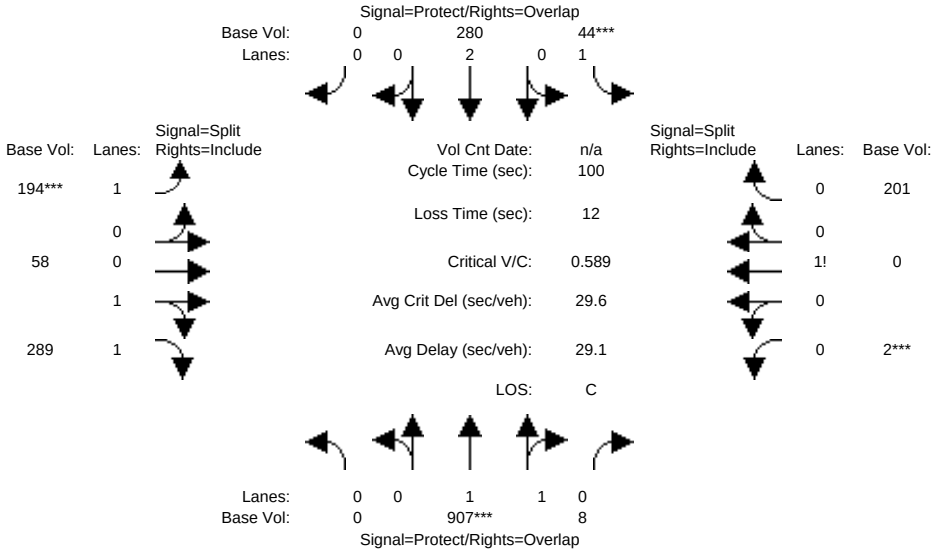


Street Name:	Adrian						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	9	133	15	9	24	32	852	83	228	723	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	9	133	15	9	24	32	852	83	228	723	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	9	133	15	9	24	32	852	83	228	723	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	9	133	15	9	24	32	852	83	228	723	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	9	133	15	9	24	32	852	83	228	723	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.90	0.83	0.85	0.92	0.85	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.30	0.04	0.66	0.32	0.17	0.51	1.00	2.71	0.29	1.00	2.99	0.01
Final Sat.:	468	70	1038	510	306	816	1663	5088	496	1663	5691	8
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.03	0.03	0.03	0.02	0.17	0.17	0.14	0.13	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.10	0.10	0.10	0.20	0.30	0.30	0.25	0.35	0.35
Volume/Cap:	0.55	0.55	0.55	0.29	0.29	0.29	0.10	0.55	0.55	0.55	0.36	0.36
Uniform Del:	33.9	33.9	33.9	41.7	41.7	41.7	33.0	29.3	29.3	32.8	23.9	23.9
IncremntDel:	1.9	1.9	1.9	1.0	1.0	1.0	0.1	0.4	0.4	1.7	0.1	0.1
InitQueuDel:	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	35.8	35.8	42.7	42.7	42.7	33.2	29.7	29.7	34.5	24.0	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:	35.8	35.8	35.8	42.7	42.7	42.7	33.2	29.7	29.7	34.5	24.0	24.0
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	13	13	13	4	4	4	2	16	16	12	10	10

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM

Intersection #1: Jackson Ave / I-680 SB Ramp / Bambi Lane

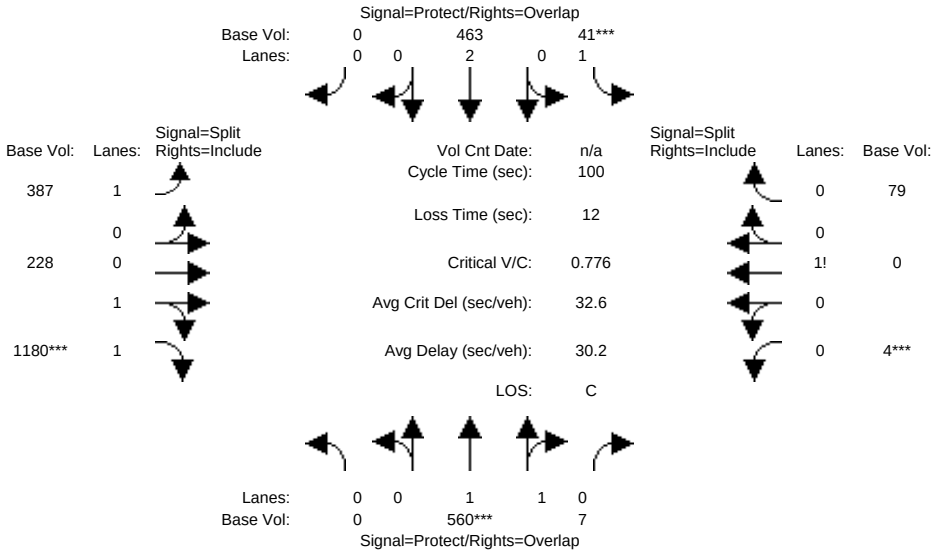


Street Name:	Jackson						I-680 SB Ramp / Bambi					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	907	8	44	280	0	194	58	289	2	0	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	907	8	44	280	0	194	58	289	2	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	907	8	44	280	0	194	58	289	2	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	907	8	44	280	0	194	58	289	2	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	907	8	44	280	0	194	58	289	2	0	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.87	0.88	0.81	0.80	1.00	0.80
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	1.00	0.31	1.69	0.01	0.00	0.99
Final Sat.:	0	3760	33	1663	3800	0	1663	519	2585	15	0	1501
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.07	0.00	0.12	0.11	0.11	0.13	0.00	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.40	0.62	0.07	0.47	0.00	0.19	0.19	0.19	0.22	0.00	0.22
Volume/Cap:	0.00	0.61	0.39	0.38	0.16	0.00	0.61	0.58	0.58	0.61	0.00	0.61
Uniform Del:	0.0	23.9	9.6	44.4	15.3	0.0	36.9	36.7	36.7	35.1	0.0	35.1
IncremntDel:	0.0	0.7	0.1	2.1	0.0	0.0	3.3	1.5	1.5	3.2	0.0	3.2
InitQueuDel:	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.7	9.7	46.5	15.4	0.0	40.3	38.2	38.2	38.3	0.0	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	9.7	46.5	15.4	0.0	40.3	38.2	38.2	38.3	0.0	38.3
LOS by Move:	A	C	A	D	B	A	D	D	D	D	A	D
HCM2k95thQ:	0	20	13	4	5	0	13	12	12	13	0	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPPM

Intersection #1: Jackson Ave / I-680 SB Ramp / Bambi Lane

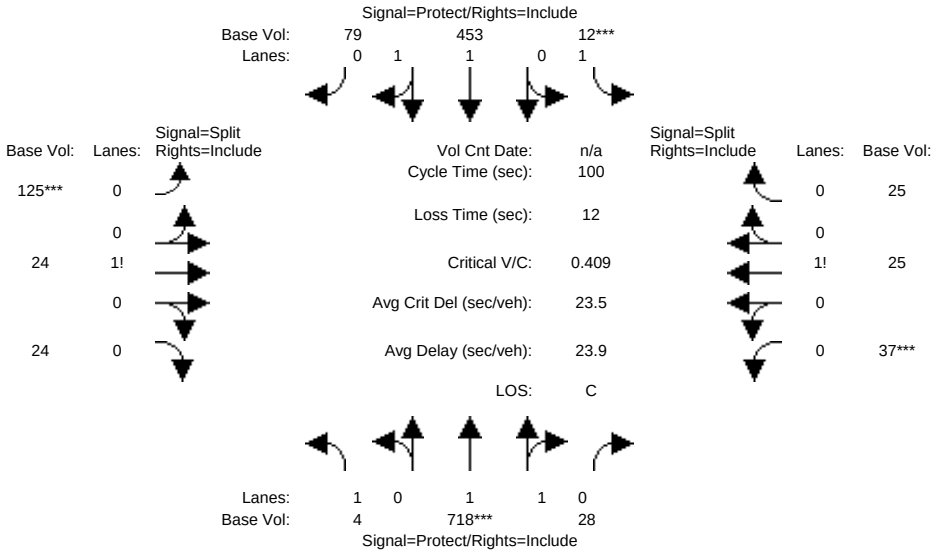


Street Name:	Jackson						I-680 SB Ramp / Bambi					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	560	7	41	463	0	387	228	1180	4	0	79
Growth Adj:	1.00	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	560	7	41	463	0	387	228	1180	4	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	560	7	41	463	0	387	228	1180	4	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	560	7	41	463	0	387	228	1180	4	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	560	7	41	463	0	387	228	1180	4	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.87	0.87	0.81	0.80	1.00	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	1.00	0.30	1.70	0.05	0.00	0.95
Final Sat.:	0	3742	47	1663	3800	0	1663	502	2597	73	0	1448
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.12	0.00	0.23	0.45	0.45	0.05	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.18	0.28	0.07	0.25	0.00	0.53	0.53	0.53	0.10	0.00	0.10
Volume/Cap:	0.00	0.85	0.54	0.35	0.50	0.00	0.44	0.85	0.85	0.55	0.00	0.55
Uniform Del:	0.0	39.9	30.8	44.3	32.4	0.0	14.1	19.9	19.9	42.8	0.0	42.8
IncremntDel:	0.0	10.2	0.6	1.8	0.4	0.0	0.3	4.4	4.4	4.1	0.0	4.1
InitQueuDel:	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	50.1	31.4	46.2	32.8	0.0	14.5	24.3	24.3	46.9	0.0	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	50.1	31.4	46.2	32.8	0.0	14.5	24.3	24.3	46.9	0.0	46.9
LOS by Move:	A	D	C	D	C	A	B	C	C	D	A	D
HCM2k95thQ:	0	17	14	3	12	0	15	37	37	7	0	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM

Intersection #2: Jackson Avenue / Cinderella Lane

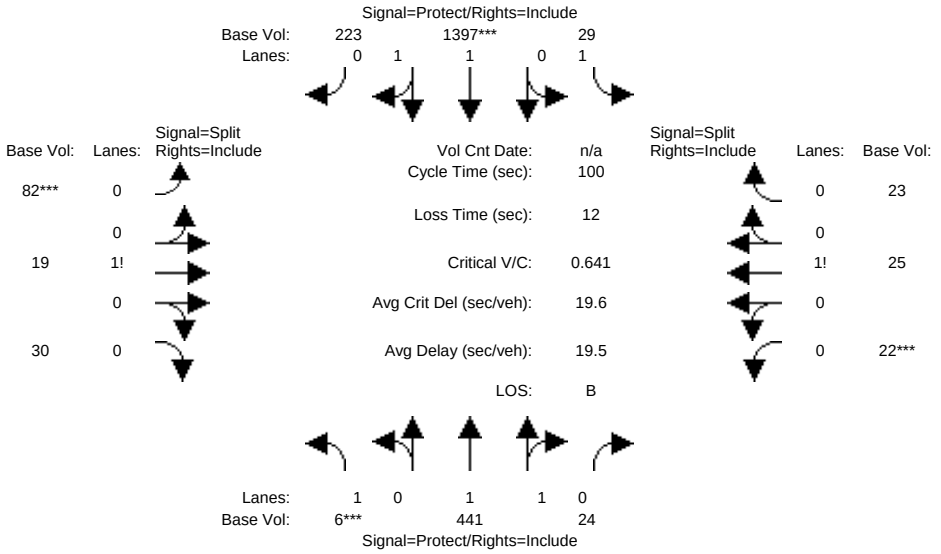


Street Name:	Jackson						Cinderella					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	718	28	12	453	79	125	24	24	37	25	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	718	28	12	453	79	125	24	24	37	25	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	718	28	12	453	79	125	24	24	37	25	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	718	28	12	453	79	125	24	24	37	25	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	718	28	12	453	79	125	24	24	37	25	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.92	0.87	0.98	0.90	0.87	0.95	0.87	0.87	0.94	0.87
Lanes:	1.00	1.92	0.08	1.00	1.68	0.32	0.73	0.13	0.14	0.44	0.27	0.29
Final Sat.:	1663	3624	141	1663	3125	545	1210	232	232	716	484	484
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.01	0.14	0.14	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:		****		****			****			****		
Green/Cycle:	0.17	0.45	0.45	0.07	0.35	0.35	0.24	0.24	0.24	0.12	0.12	0.12
Volume/Cap:	0.01	0.44	0.44	0.10	0.41	0.41	0.44	0.44	0.44	0.44	0.44	0.44
Uniform Del:	34.5	18.6	18.6	43.6	24.4	24.4	32.5	32.5	32.5	41.0	41.0	41.0
IncremntDel:	0.0	0.2	0.2	0.4	0.2	0.2	0.8	0.8	0.8	1.5	1.5	1.5
InitQueuDel:	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:	34.5	18.7	18.7	44.0	24.6	24.6	33.2	33.2	33.2	42.5	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	18.7	18.7	44.0	24.6	24.6	33.2	33.2	33.2	42.5	42.5	42.5
LOS by Move:	C	B	B	D	C	C	C	C	C	D	D	D
HCM2k95thQ:	0	14	14	1	12	12	10	10	10	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPPM

Intersection #2: Jackson Avenue / Cinderella Lane

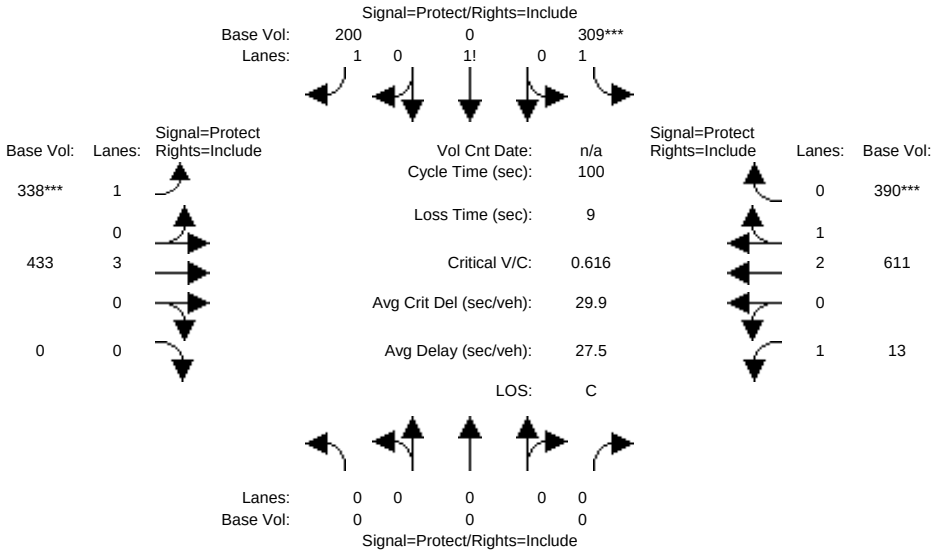


Street Name:	Jackson						Cinderella					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	441	24	29	1397	223	82	19	30	22	25	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	441	24	29	1397	223	82	19	30	22	25	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	441	24	29	1397	223	82	19	30	22	25	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	441	24	29	1397	223	82	19	30	22	25	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	441	24	29	1397	223	82	19	30	22	25	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.98	0.90	0.87	0.94	0.87	0.87	0.94	0.87
Lanes:	1.00	1.89	0.11	1.00	1.70	0.30	0.63	0.14	0.23	0.32	0.34	0.34
Final Sat.:	1663	3559	194	1663	3171	506	1042	241	381	533	606	557
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.02	0.44	0.44	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****				****		****			****		
Green/Cycle:	0.07	0.43	0.43	0.24	0.60	0.60	0.11	0.11	0.11	0.10	0.10	0.10
Volume/Cap:	0.05	0.29	0.29	0.07	0.73	0.73	0.73	0.73	0.73	0.41	0.41	0.41
Uniform Del:	43.4	18.6	18.6	29.2	14.1	14.1	43.2	43.2	43.2	42.2	42.2	42.2
IncremntDel:	0.2	0.1	0.1	0.1	1.3	1.3	14.3	14.3	14.3	1.6	1.6	1.6
InitQueuDel:	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:	43.6	18.7	18.7	29.3	15.4	15.4	57.5	57.5	57.5	43.9	43.9	43.9
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:	43.6	18.7	18.7	29.3	15.4	15.4	57.5	57.5	57.5	43.9	43.9	43.9
LOS by Move:	D	B	B	C	B	B	E	E	E	D	D	D
HCM2k95thQ:	0	9	9	1	31	31	11	11	11	5	5	5

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM

Intersection #3: Story Road / Jackson Avenue

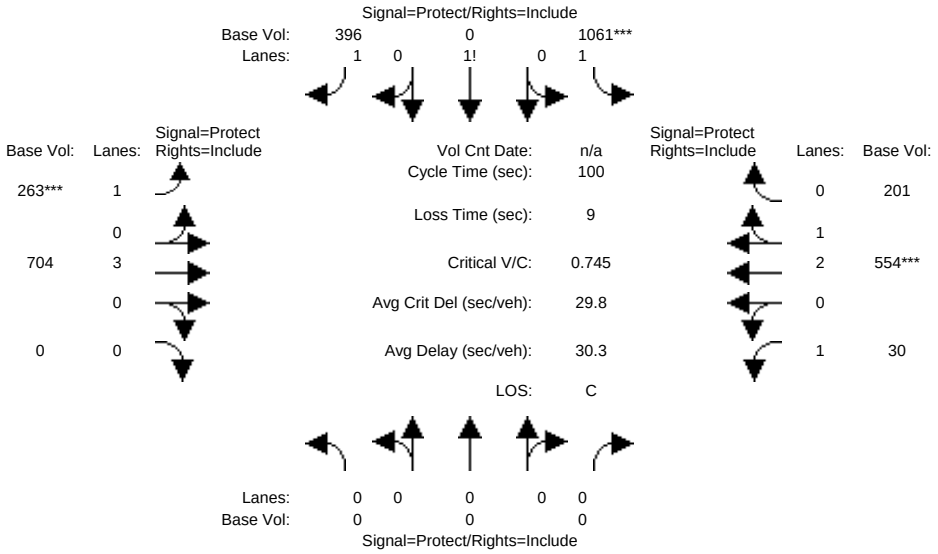


Street Name:	Jackson						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	309	0	200	338	433	0	13	611	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	309	0	200	338	433	0	13	611	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	309	0	200	338	433	0	13	611	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	309	0	200	338	433	0	13	611	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	309	0	200	338	433	0	13	611	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.84	1.00	0.84	0.87	1.00	0.92	0.87	0.94	0.87
Lanes:	0.00	0.00	0.00	1.61	0.00	1.39	1.00	3.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2570	0	2227	1663	5700	0	1663	3580	1649
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.20	0.08	0.00	0.01	0.17	0.24
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.33	0.36	0.00	0.36	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.46	0.62	0.21	0.00	0.02	0.44	0.62
Uniform Del:	0.0	0.0	0.0	36.8	0.0	35.6	28.1	22.3	0.0	20.8	22.9	24.8
IncremntDel:	0.0	0.0	0.0	1.4	0.0	0.3	2.1	0.1	0.0	0.0	0.1	0.7
InitQueuDel:	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	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	35.9	30.2	22.4	0.0	20.8	23.0	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	35.9	30.2	22.4	0.0	20.8	23.0	25.5
LOS by Move:	A	A	A	D	A	D	C	C	A	C	C	C
HCM2k95thQ:	0	0	0	11	0	8	17	6	0	1	13	20

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPPM

Intersection #3: Story Road / Jackson Avenue

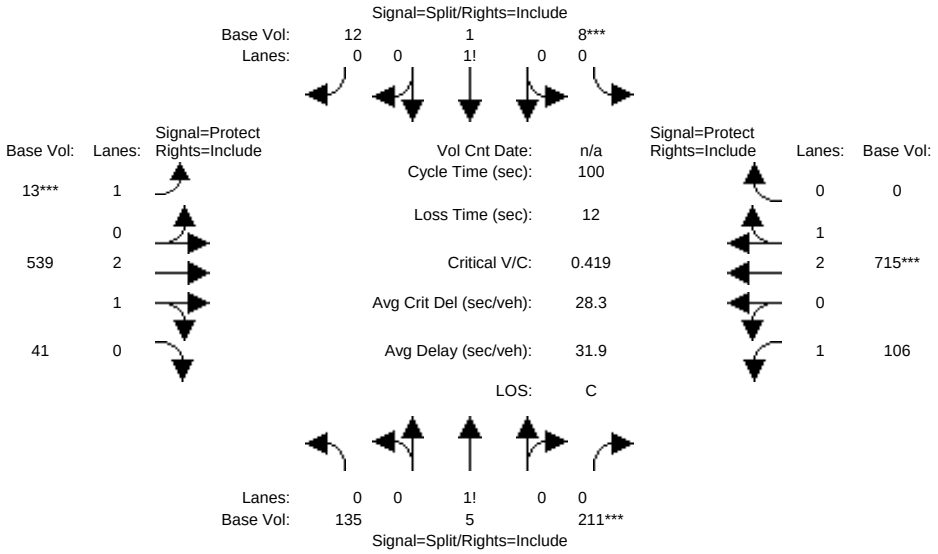


Street Name:	Jackson						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1061	0	396	263	704	0	30	554	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1061	0	396	263	704	0	30	554	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1061	0	396	263	704	0	30	554	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1061	0	396	263	704	0	30	554	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1061	0	396	263	704	0	30	554	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.85	0.87	1.00	0.92	0.87	0.96	0.88
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	1.00	3.00	0.00	1.00	2.15	0.85
Final Sat.:	0	0	0	2799	0	2060	1663	5700	0	1663	3926	1424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.19	0.16	0.12	0.00	0.02	0.14	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.21	0.22	0.00	0.18	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.38	0.75	0.56	0.00	0.10	0.75	0.75
Uniform Del:	0.0	0.0	0.0	19.5	0.0	15.0	36.9	34.5	0.0	34.3	38.3	38.3
IncremntDel:	0.0	0.0	0.0	1.6	0.0	0.1	8.4	0.6	0.0	0.1	3.1	3.1
InitQueuDel:	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	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	15.0	45.3	35.1	0.0	34.4	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:	0.0	0.0	0.0	21.1	0.0	15.0	45.3	35.1	0.0	34.4	41.3	41.3
LOS by Move:	A	A	A	C	A	B	D	D	A	C	D	D
HCM2k95thQ:	0	0	0	28	0	12	16	12	0	2	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM

Intersection #4: Story Road / Adrian Way

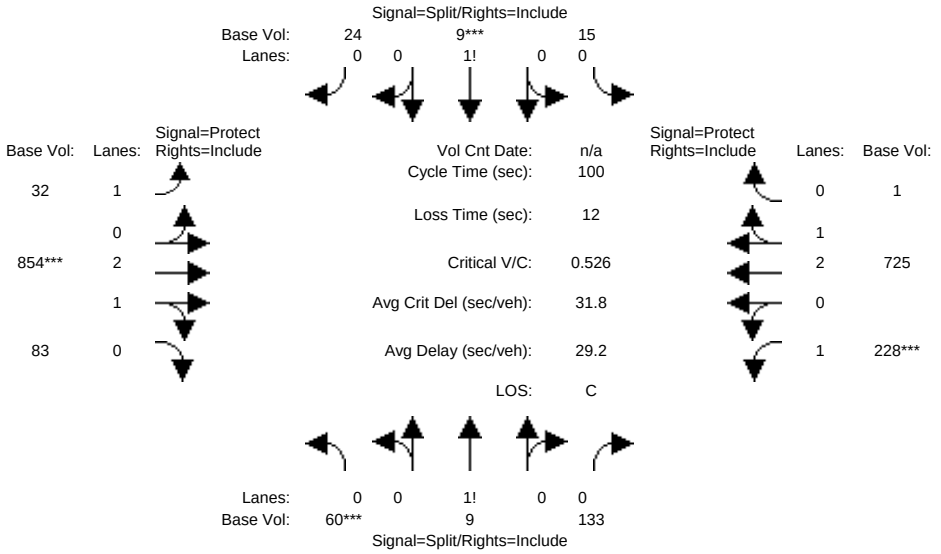


Street Name:	Adrian						Story					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	5	211	8	1	12	13	539	41	106	715	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:	135	5	211	8	1	12	13	539	41	106	715	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:	135	5	211	8	1	12	13	539	41	106	715	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	5	211	8	1	12	13	539	41	106	715	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:	135	5	211	8	1	12	13	539	41	106	715	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.90	0.83	0.83	0.91	0.83	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.39	0.01	0.60	0.38	0.04	0.58	1.00	2.77	0.23	1.00	3.00	0.00
Final Sat.:	607	22	949	606	76	909	1663	5207	396	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.01	0.01	0.01	0.01	0.10	0.10	0.06	0.13	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.45	0.45	0.45	0.10	0.10	0.10	0.07	0.19	0.19	0.13	0.26	0.00
Volume/Cap:	0.49	0.49	0.49	0.13	0.13	0.13	0.11	0.53	0.53	0.48	0.49	0.00
Uniform Del:	19.2	19.2	19.2	41.0	41.0	41.0	43.6	36.2	36.2	40.3	31.6	0.0
IncremntDel:	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.5	0.5	1.7	0.3	0.0
InitQueuDel:	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	0.00
Delay/Veh:	19.7	19.7	19.7	41.4	41.4	41.4	44.0	36.7	36.7	42.0	31.9	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:	19.7	19.7	19.7	41.4	41.4	41.4	44.0	36.7	36.7	42.0	31.9	0.0
LOS by Move:	B	B	B	D	D	D	D	D	D	D	C	A
HCM2k95thQ:	16	16	16	2	2	2	1	11	11	6	12	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPPM

Intersection #4: Story Road / Adrian Way



Street Name:	Adrian						Story					
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:	60	9	133	15	9	24	32	854	83	228	725	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	9	133	15	9	24	32	854	83	228	725	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	9	133	15	9	24	32	854	83	228	725	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	9	133	15	9	24	32	854	83	228	725	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	9	133	15	9	24	32	854	83	228	725	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.90	0.83	0.85	0.92	0.85	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.30	0.04	0.66	0.32	0.17	0.51	1.00	2.71	0.29	1.00	2.99	0.01
Final Sat.:	468	70	1038	510	306	816	1663	5089	495	1663	5691	8
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.03	0.03	0.03	0.02	0.17	0.17	0.14	0.13	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.10	0.10	0.10	0.19	0.30	0.30	0.25	0.35	0.35
Volume/Cap:	0.56	0.56	0.56	0.29	0.29	0.29	0.10	0.56	0.56	0.56	0.36	0.36
Uniform Del:	33.9	33.9	33.9	41.7	41.7	41.7	33.1	29.3	29.3	32.9	23.9	23.9
IncremntDel:	1.9	1.9	1.9	1.0	1.0	1.0	0.1	0.4	0.4	1.7	0.1	0.1
InitQueuDel:	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	35.8	35.8	42.7	42.7	42.7	33.2	29.7	29.7	34.5	24.0	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:	35.8	35.8	35.8	42.7	42.7	42.7	33.2	29.7	29.7	34.5	24.0	24.0
LOS by Move:	D	D	D	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	13	13	13	4	4	4	2	16	16	12	10	10

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

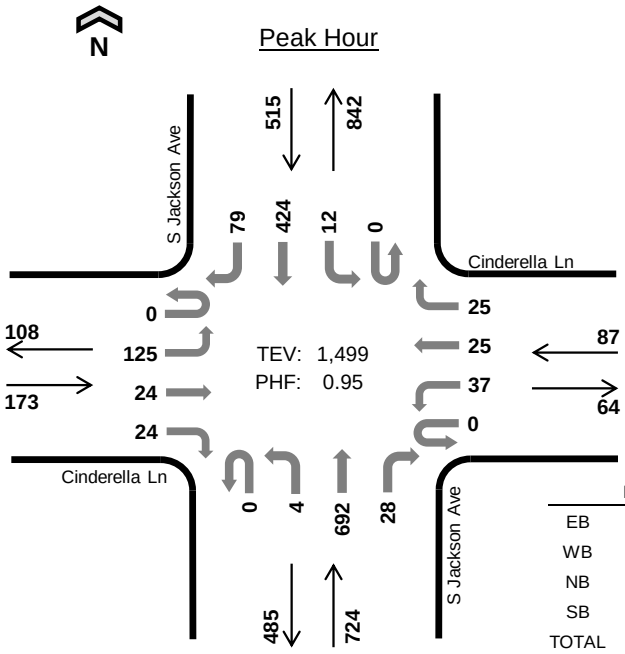
Appendix C – Existing Traffic Counts Collected January 7, 2020

IDAX Data Solutions
Project: 19611 - San Jose - Story Rotten Robbie Counts
Date: 07/01/2020
Driveway Deliverable

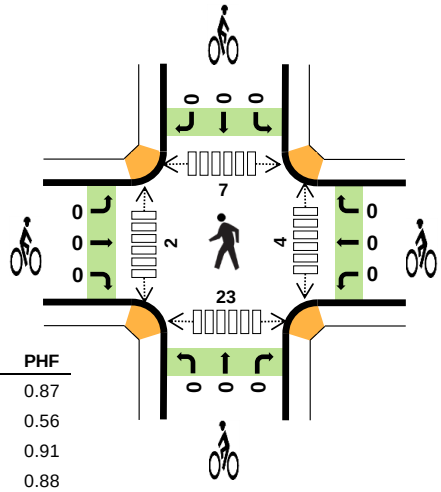
	E/O Jackson (North)		E/O Jackson (South)		N/O Story (West)		N/O Story (East)	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
6:00	3	8	3	0	2	3	5	0
6:15	2	10	3	1	3	2	7	0
6:30	6	17	9	2	3	2	7	1
6:45	3	12	4	0	1	5	7	3
7:00	6	10	6	0	1	6	8	4
7:15	5	16	7	1	2	5	9	2
7:30	0	19	6	0	6	2	9	3
7:45	5	9	3	0	1	3	9	1
8:00	3	13	1	0	3	6	10	3
8:15	5	8	6	0	2	3	4	4
8:30	1	12	4	0	1	5	9	2
8:45	5	7	4	0	0	5	7	3
9:00	5	8	5	0	4	2	8	3
9:15	4	11	6	3	1	4	2	2
9:30	6	10	4	1	2	2	5	4
9:45	4	11	4	1	2	1	4	3
10:00	3	10	12	0	3	5	3	2
10:15	2	7	6	3	4	3	8	1
10:30	3	2	4	4	2	11	3	2
10:45	3	4	5	2	0	5	3	3
11:00	3	7	4	1	2	6	8	1
11:15	1	8	2	1	1	2	5	1
11:30	5	8	4	0	0	2	7	1
11:45	6	5	3	1	0	6	3	1
12:00	4	9	2	1	0	2	5	3
12:15	3	8	3	0	4	2	6	2
12:30	5	4	2	0	0	7	7	5
12:45	3	10	3	0	1	1	6	2
13:00	2	5	3	1	2	6	6	1
13:15	7	14	6	0	0	2	6	0
13:30	2	13	7	0	2	2	6	4
13:45	5	8	3	2	0	4	7	2
14:00	8	16	4	0	0	2	6	1
14:15	2	11	7	1	3	5	8	3
14:30	5	12	3	0	1	2	8	4
14:45	7	5	5	1	2	4	4	4
15:00	5	8	1	0	3	6	4	3
15:15	4	13	6	1	5	2	8	4
15:30	4	15	5	0	2	6	6	1
15:45	7	11	6	0	2	2	5	4
16:00	10	11	7	0	0	6	5	4
16:15	6	13	4	0	1	1	5	2
16:30	2	9	2	0	3	3	9	4
16:45	5	13	6	4	4	3	8	4
17:00	4	11	7	2	0	5	12	2
17:15	3	17	1	4	9	2	11	3
17:30	8	12	5	4	3	3	7	7
17:45	7	11	8	0	1	6	8	6
Total	207	491	221	42	94	180	313	125

S Jackson Ave
Cinderella Ln

Date: 01-07-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.6%	0.87
WB	1.1%	0.56
NB	0.4%	0.91
SB	1.7%	0.88
TOTAL	0.9%	0.95



Two-Hour Count Summaries

Interval Start		Cinderella Ln Eastbound				Cinderella Ln Westbound				S Jackson Ave Northbound				S Jackson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	33	1	2	0	3	2	4	0	0	198	9	0	1	58	14	325	0
7:15 AM		0	31	4	4	0	2	3	6	0	1	186	8	1	5	83	18	352	0
7:30 AM		**0**	**35**	**3**	**9**	**0**	**5**	**1**	**6**	**0**	**0**	**191**	**8**	**0**	**3**	**96**	**19**	**376**	0
7:45 AM		**0**	**39**	**5**	**6**	**0**	**5**	**3**	**7**	**0**	**1**	**148**	**4**	**0**	**5**	**112**	**14**	**349**	1,402
8:00 AM		**0**	**27**	**10**	**3**	**0**	**11**	**6**	**4**	**0**	**1**	**163**	**10**	**0**	**2**	**125**	**19**	**381**	1,458
8:15 AM		**0**	**24**	**6**	**6**	**0**	**16**	**15**	**8**	**0**	**2**	**190**	**6**	**0**	**2**	**91**	**27**	**393**	**1,499**
8:30 AM		0	27	2	12	0	4	1	1	0	5	128	4	0	1	65	31	281	1,404
8:45 AM		0	38	5	8	0	2	0	5	0	2	127	4	0	1	78	26	296	1,351
Count Total		0	254	36	50	0	48	31	41	0	12	1,331	53	1	20	708	168	2,753	0
Peak Hour	**All**	**0**	**125**	**24**	**24**	**0**	**37**	**25**	**25**	**0**	**4**	**692**	**28**	**0**	**12**	**424**	**79**	**1,499**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**9**	**0**	**14**	**0**
	HV%	**-**	**0%**	**0%**	**4%**	**-**	**3%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	4	0	*4*	0	0	0	0	*0*	3	0	1	3	*7*
7:15 AM	0	0	3	2	*5*	0	0	0	0	*0*	1	0	2	5	*8*
7:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	*3*
7:45 AM	**1**	**1**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**3**	*5*
8:00 AM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**4**	**8**	*13*
8:15 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**11**	***15***
8:30 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	1	2	*3*
8:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	4	1	0	0	*5*
Count Total	1	2	12	12	*27*	0	0	0	0	*0*	12	3	11	33	*59*
Peak Hour	**1**	**1**	**3**	**9**	***14***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**7**	**23**	***36***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Cinderella Ln				Cinderella Ln				S Jackson Ave				S Jackson Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	16
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	16
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**14**
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	16
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
Count Total	0	0	0	1	0	2	0	0	0	0	11	1	0	0	12	0	27	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**9**	**0**	**14**	**0**

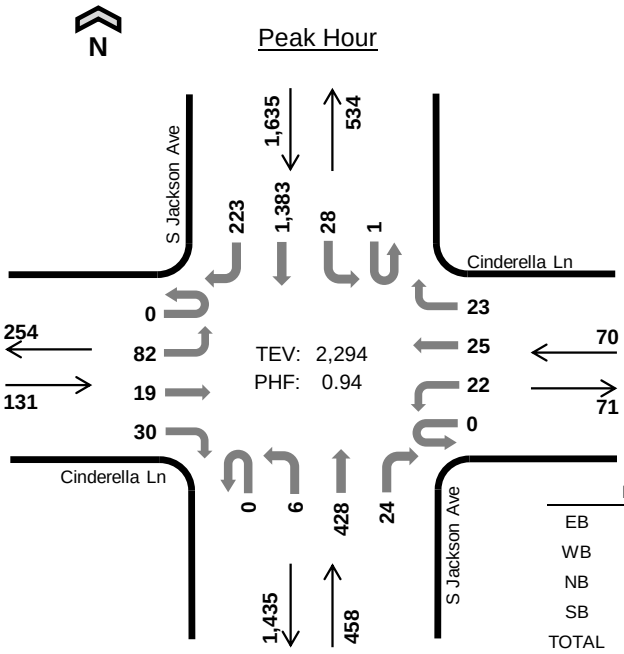
Two-Hour Count Summaries - Bikes

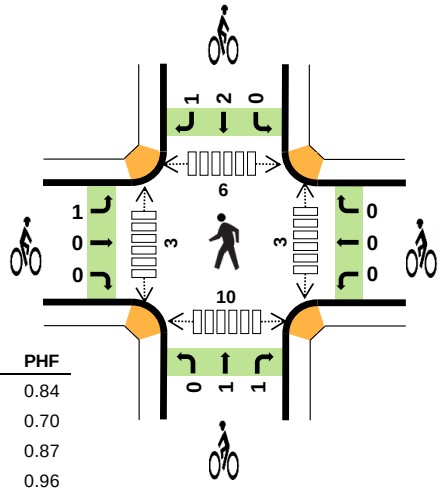
Interval Start	Cinderella Ln			Cinderella Ln			S Jackson Ave			S Jackson Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Jackson Ave
Cinderella Ln

Date: 01-07-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.5%	0.84
WB	0.0%	0.70
NB	0.2%	0.87
SB	0.2%	0.96
TOTAL	0.3%	0.94

Two-Hour Count Summaries

Interval Start		Cinderella Ln Eastbound				Cinderella Ln Westbound				S Jackson Ave Northbound				S Jackson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	24	1	11	0	3	5	2	0	3	79	3	0	7	330	48	516	0
4:15 PM		0	18	6	7	0	3	6	5	0	2	87	7	0	10	317	61	529	0
4:30 PM		0	19	5	6	0	2	8	2	0	0	93	7	0	5	298	42	487	0
4:45 PM		**0**	**21**	**4**	**8**	**0**	**6**	**1**	**4**	**0**	**3**	**99**	**6**	**0**	**8**	**354**	**59**	**573**	2,105
5:00 PM		**0**	**22**	**7**	**10**	**0**	**7**	**8**	**10**	**0**	**1**	**94**	**8**	**0**	**6**	**330**	**51**	**554**	2,143
5:15 PM		**0**	**22**	**2**	**7**	**0**	**3**	**5**	**4**	**0**	**2**	**107**	**7**	**1**	**7**	**341**	**52**	**560**	2,174
5:30 PM		**0**	**17**	**6**	**5**	**0**	**6**	**11**	**5**	**0**	**0**	**128**	**3**	**0**	**7**	**358**	**61**	**607**	**2,294**
5:45 PM		0	19	3	5	0	3	3	2	0	2	96	8	0	7	342	53	543	2,264
Count Total		0	162	34	59	0	33	47	34	0	13	783	49	1	57	2,670	427	4,369	0
Peak Hour	**All**	**0**	**82**	**19**	**30**	**0**	**22**	**25**	**23**	**0**	**6**	**428**	**24**	**1**	**28**	**1,383**	**223**	**2,294**	**0**
	HV	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**6**	**0**
	HV%	**-**	**1%**	**5%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**4%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	*2*	0	0	0	1	*1*	1	1	2	4	*8*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	3	2	2	*8*
4:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	2	0	0	2	*4*
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**2**	**0**	*3*
5:00 PM	**0**	**0**	**0**	**2**	***2***	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**4**	**3**	*9*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**6**	*6*
5:30 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**1**	***1***	**3**	**0**	**0**	**1**	***4***
5:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	4	0	1	6	*11*
Count Total	2	0	4	5	*11*	1	0	2	4	*7*	11	7	11	24	*53*
Peak Hour	**2**	**0**	**1**	**3**	***6***	**1**	**0**	**2**	**3**	***6***	**3**	**3**	**6**	**10**	***22***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Cinderella Ln				Cinderella Ln				S Jackson Ave				S Jackson Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	5
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**6**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Count Total	0	1	1	0	0	0	0	0	0	0	3	1	0	0	4	1	11	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**6**	**0**

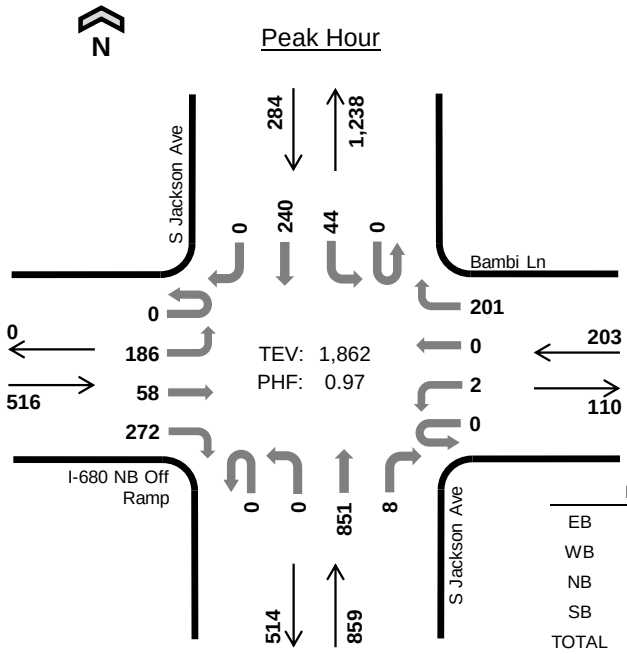
Two-Hour Count Summaries - Bikes

Interval Start	Cinderella Ln			Cinderella Ln			S Jackson Ave			S Jackson Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	3
5:00 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	1	0	0	0	0	0	0	1	1	0	3	1	7	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**1**	**6**	**0**

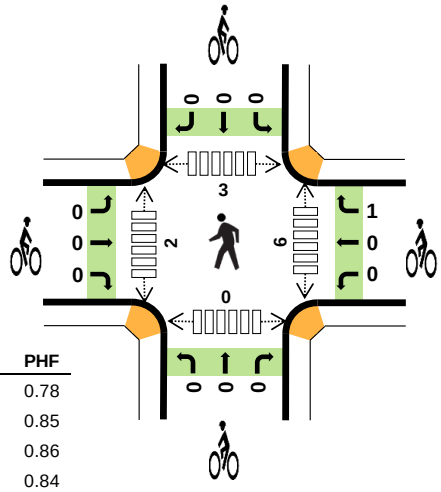
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Jackson Ave
I-680 NB Off Ramp

Date: 01-07-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.3%	0.78
WB	0.0%	0.85
NB	0.2%	0.86
SB	1.1%	0.84
TOTAL	0.9%	0.97



Two-Hour Count Summaries

Interval Start	I-680 NB Off Ramp Eastbound				Bambi Ln Westbound				S Jackson Ave Northbound				S Jackson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	22	2	43	0	0	0	39	0	0	235	1	0	1	32	0	375	0
7:15 AM	0	35	9	46	0	2	0	44	0	0	203	5	0	3	58	0	405	0
7:30 AM	**0**	**36**	**13**	**66**	**0**	**1**	**0**	**57**	**0**	**0**	**247**	**2**	**0**	**3**	**50**	**0**	**475**	0
7:45 AM	**0**	**63**	**21**	**82**	**0**	**1**	**0**	**59**	**0**	**0**	**181**	**0**	**0**	**9**	**54**	**0**	**470**	1,725
8:00 AM	**0**	**51**	**15**	**78**	**0**	**0**	**0**	**38**	**0**	**0**	**209**	**4**	**0**	**21**	**64**	**0**	**480**	1,830
8:15 AM	**0**	**36**	**9**	**46**	**0**	**0**	**0**	**47**	**0**	**0**	**214**	**2**	**0**	**11**	**72**	**0**	**437**	**1,862**
8:30 AM	0	36	6	42	0	3	0	23	0	0	161	2	0	5	57	0	335	1,722
8:45 AM	0	47	11	52	0	0	0	13	1	0	169	1	0	2	47	0	343	1,595
Count Total	0	326	86	455	0	7	0	320	1	0	1,619	17	0	55	434	0	3,320	0
Peak Hour All	**0**	**186**	**58**	**272**	**0**	**2**	**0**	**201**	**0**	**0**	**851**	**8**	**0**	**44**	**240**	**0**	**1,862**	**0**
Peak Hour HV	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**17**	**0**
Peak Hour HV%	**-**	**3%**	**0%**	**2%**	**-**	**0%**	**-**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	3	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	0	0	2	2	*4*	0	0	0	0	*0*	2	0	0	0	*2*
7:30 AM	**4**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
7:45 AM	**2**	**0**	**1**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	*3*
8:00 AM	**3**	**0**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	*3*
8:15 AM	**3**	**0**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**3**	**0**	**0**	**0**	***3***
8:30 AM	1	0	1	0	*2*	0	0	0	0	*0*	2	1	1	0	*4*
8:45 AM	3	0	0	0	*3*	0	0	0	0	*0*	2	1	0	0	*3*
Count Total	16	0	8	5	*29*	0	1	0	0	*1*	13	4	4	0	*21*
Peak Hour	**12**	**0**	**2**	**3**	***17***	**0**	**1**	**0**	**0**	***1***	**6**	**2**	**3**	**0**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	I-680 NB Off Ramp				Bambi Ln				S Jackson Ave				S Jackson Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	16
8:00 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	18
8:15 AM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**17**
8:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	15
8:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
Count Total	0	8	1	7	0	0	0	0	0	0	8	0	0	0	5	0	29	0
Peak Hour	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**17**	**0**

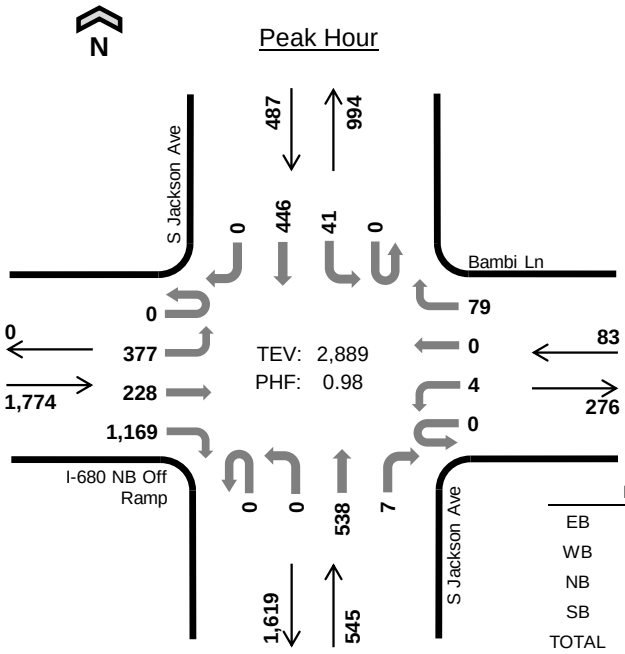
Two-Hour Count Summaries - Bikes

Interval Start	I-680 NB Off Ramp			Bambi Ln			S Jackson Ave			S Jackson Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

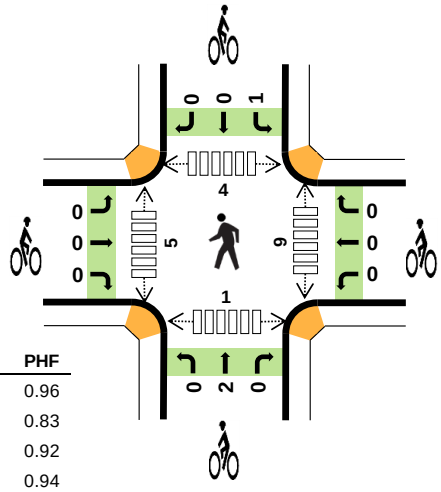
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Jackson Ave
I-680 NB Off Ramp

Date: 01-07-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.1%	0.96
WB	1.2%	0.83
NB	0.2%	0.92
SB	0.2%	0.94
TOTAL	0.2%	0.98



Two-Hour Count Summaries

Interval Start		I-680 NB Off Ramp Eastbound				Bambi Ln Westbound				S Jackson Ave Northbound				S Jackson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	72	41	278	0	1	0	21	0	0	101	2	0	9	118	0	643	0
4:15 PM		0	77	52	270	0	0	0	20	0	0	99	1	0	8	120	0	647	0
4:30 PM		0	88	48	256	0	1	0	11	0	0	110	2	0	9	113	0	638	0
4:45 PM		**0**	**91**	**55**	**290**	**0**	**1**	**0**	**21**	**0**	**0**	**140**	**1**	**0**	**10**	**120**	**0**	**729**	2,657
5:00 PM		**0**	**104**	**51**	**277**	**0**	**1**	**0**	**24**	**0**	**0**	**122**	**3**	**0**	**8**	**103**	**0**	**693**	2,707
5:15 PM		**0**	**93**	**58**	**310**	**0**	**0**	**0**	**15**	**0**	**0**	**128**	**3**	**0**	**15**	**114**	**0**	**736**	2,796
5:30 PM		**0**	**89**	**64**	**292**	**0**	**2**	**0**	**19**	**0**	**0**	**148**	**0**	**0**	**8**	**109**	**0**	**731**	**2,889**
5:45 PM		0	107	56	284	0	1	0	17	0	0	119	2	0	7	113	0	706	2,866
Count Total		0	721	425	2,257	0	7	0	148	0	0	967	14	0	74	910	0	5,523	0
Peak Hour	**All**	**0**	**377**	**228**	**1,169**	**0**	**4**	**0**	**79**	**0**	**0**	**538**	**7**	**0**	**41**	**446**	**0**	**2,889**	**0**
	HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**1%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	0	0	*4*	0	0	1	0	*1*	1	1	0	0	*2*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	1	3	0	*6*
4:30 PM	1	0	1	0	*2*	0	0	0	0	*0*	1	2	2	0	*5*
4:45 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**1**	**1**	***2***	**1**	**1**	**1**	**0**	*3*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***	**1**	**3**	**2**	**1**	*7*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	*3*
5:30 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**0**	**0**	***6***
5:45 PM	2	0	0	1	*3*	0	0	0	0	*0*	4	0	2	0	*6*
Count Total	9	1	2	2	*14*	0	0	3	1	*4*	17	9	11	1	*38*
Peak Hour	**2**	**1**	**1**	**1**	***5***	**0**	**0**	**2**	**1**	***3***	**9**	**5**	**4**	**1**	***19***

Two-Hour Count Summaries - Heavy Vehicles

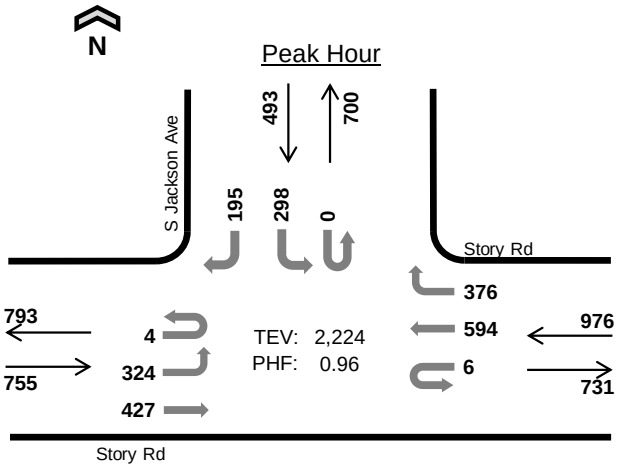
Interval Start	I-680 NB Off Ramp				Bambi Ln				S Jackson Ave				S Jackson Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**5**
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	6
Count Total	0	5	0	4	0	0	0	1	0	0	2	0	0	0	2	0	14	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	**0**

Two-Hour Count Summaries - Bikes

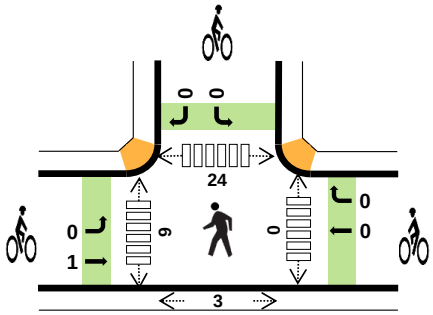
Interval Start	I-680 NB Off Ramp			Bambi Ln			S Jackson Ave			S Jackson Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	3	0	1	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Jackson Ave
Story Rd



Date: 01-07-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.5%	0.89
WB	0.7%	0.88
NB	-	-
SB	2.2%	0.89
TOTAL	1.3%	0.96

Two-Hour Count Summaries

Interval Start		Story Rd Eastbound				Story Rd Westbound				n/a Northbound				S Jackson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		10	116	37	0	1	0	85	95	0	0	0	0	1	25	0	35	405	0
7:15 AM		0	89	91	0	3	0	116	77	0	0	0	0	0	40	0	49	465	0
7:30 AM		**0**	**92**	**105**	**0**	**2**	**0**	**153**	**106**	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**45**	**571**	0
7:45 AM		**0**	**64**	**91**	**0**	**0**	**0**	**159**	**79**	**0**	**0**	**0**	**0**	**0**	**79**	**0**	**48**	**520**	1,961
8:00 AM		**4**	**92**	**117**	**0**	**2**	**0**	**119**	**80**	**0**	**0**	**0**	**0**	**0**	**84**	**0**	**55**	**553**	2,109
8:15 AM		**0**	**76**	**114**	**0**	**2**	**0**	**163**	**111**	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**47**	**580**	**2,224**
8:30 AM		3	55	89	0	1	0	136	79	0	0	0	0	0	53	0	31	447	2,100
8:45 AM		2	50	93	0	5	0	126	83	0	0	0	0	0	50	0	36	445	2,025
Count Total		19	634	737	0	16	0	1,057	710	0	0	0	0	1	466	0	346	3,986	0
Peak Hour	**All**	**4**	**324**	**427**	**0**	**6**	**0**	**594**	**376**	**0**	**0**	**0**	**0**	**0**	**298**	**0**	**195**	**2,224**	**0**
	HV	**0**	**1**	**10**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**29**	**0**
	HV%	**0%**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**1%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	4	0	0	*7*	0	0	0	0	*0*	0	0	3	1	*4*
7:15 AM	1	4	0	2	*7*	0	0	0	0	*0*	0	3	5	2	*10*
7:30 AM	**2**	**0**	**0**	**1**	***3***	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**6**	**3**	*11*
7:45 AM	**3**	**4**	**0**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**6**	**0**	*7*
8:00 AM	**5**	**1**	**0**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**2**	**0**	*6*
8:15 AM	**1**	**2**	**0**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**10**	**0**	***12***
8:30 AM	4	2	0	0	*6*	1	0	0	0	*1*	0	3	2	0	*5*
8:45 AM	1	4	0	2	*7*	0	0	0	0	*0*	0	4	3	0	*7*
Count Total	20	21	0	15	*56*	2	0	0	0	*2*	0	19	37	6	*62*
Peak Hr	**11**	**7**	**0**	**11**	***29***	**1**	**0**	**0**	**0**	***1***	**0**	**9**	**24**	**3**	***36***

Two-Hour Count Summaries - Heavy Vehicles

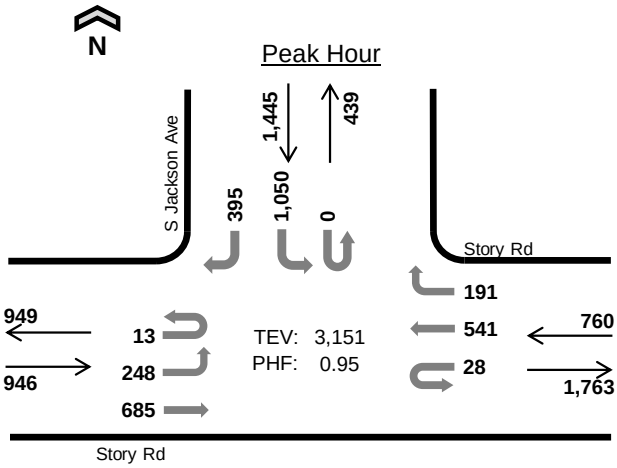
Interval Start	Story Rd				Story Rd				n/a				S Jackson Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	1	0	0	0	2	2	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	2	7	0
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	0
7:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**12**	29
8:00 AM	**0**	**1**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**9**	31
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**29**
8:30 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	6	32
8:45 AM	0	0	1	0	0	0	3	1	0	0	0	0	0	2	0	0	7	27
Count Total	0	4	16	0	0	0	13	8	0	0	0	0	0	10	0	5	56	0
Peak Hour	**0**	**1**	**10**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**29**	**0**

Two-Hour Count Summaries - Bikes

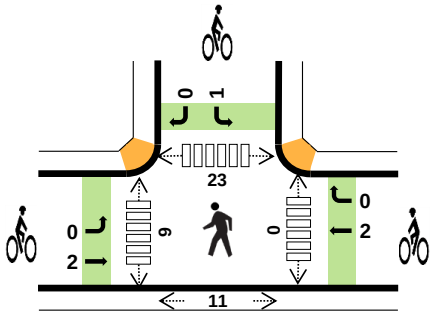
Interval Start	Story Rd			Story Rd			n/a			S Jackson Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Jackson Ave
Story Rd



Date: 01-07-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.2%	0.92
WB	0.4%	0.90
NB	-	-
SB	0.1%	0.97
TOTAL	0.2%	0.95

Two-Hour Count Summaries

Interval Start		Story Rd Eastbound				Story Rd Westbound				n/a Northbound				S Jackson Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		2	56	159	0	5	0	145	34	0	0	0	0	0	245	0	89	735	0
4:15 PM		1	52	154	0	3	0	115	39	0	0	0	0	0	207	0	119	690	0
4:30 PM		1	51	171	0	6	0	143	41	0	0	0	0	0	212	0	101	726	0
4:45 PM		**4**	**53**	**159**	**0**	**8**	**0**	**158**	**46**	**0**	**0**	**0**	**0**	**0**	**260**	**0**	**92**	**780**	2,931
5:00 PM		**2**	**59**	**160**	**0**	**7**	**0**	**132**	**49**	**0**	**0**	**0**	**0**	**0**	**242**	**0**	**114**	**765**	2,961
5:15 PM		**4**	**72**	**181**	**0**	**6**	**0**	**115**	**34**	**0**	**0**	**0**	**0**	**0**	**270**	**0**	**95**	**777**	3,048
5:30 PM		**3**	**64**	**185**	**0**	**7**	**0**	**136**	**62**	**0**	**0**	**0**	**0**	**0**	**278**	**0**	**94**	**829**	**3,151**
5:45 PM		1	49	147	0	5	0	143	51	0	0	0	0	0	247	0	97	740	3,111
Count Total		18	456	1,316	0	47	0	1,087	356	0	0	0	0	0	1,961	0	801	6,042	0
Peak Hour	**All**	**13**	**248**	**685**	**0**	**28**	**0**	**541**	**191**	**0**	**0**	**0**	**0**	**0**	**1,050**	**0**	**395**	**3,151**	**0**
	HV	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**0**
	HV%	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	0	1	*4*	0	0	0	1	*1*	0	7	4	7	*18*
4:15 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	4	8	3	*15*
4:30 PM	0	0	0	0	*0*	0	1	0	0	*1*	1	5	7	5	*18*
4:45 PM	**0**	**2**	**0**	**1**	***3***	**1**	**1**	**0**	**0**	***2***	**0**	**3**	**4**	**4**	*11*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**3**	**2**	*7*
5:15 PM	**1**	**1**	**0**	**0**	***2***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**9**	**1**	*11*
5:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**1**	***2***	**0**	**3**	**7**	**4**	***14***
5:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	5	1	*6*
Count Total	2	8	0	4	*14*	2	3	0	2	*7*	1	25	47	27	*100*
Peak Hr	**2**	**3**	**0**	**2**	***7***	**2**	**2**	**0**	**1**	***5***	**0**	**9**	**23**	**11**	***43***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Story Rd				Story Rd				n/a				S Jackson Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	6
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Count Total	0	1	1	0	0	0	5	3	0	0	0	0	0	3	0	1	14	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**0**

Two-Hour Count Summaries - Bikes

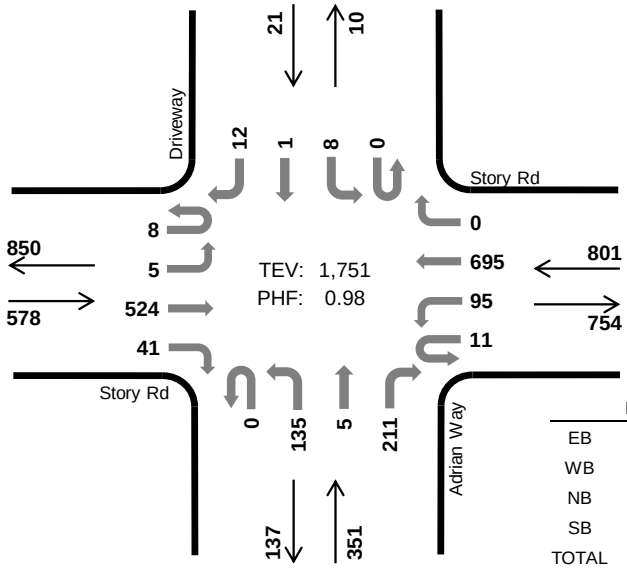
Interval Start	Story Rd			Story Rd			n/a			S Jackson Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**5**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	2	0	0	2	1	0	0	0	2	0	0	7	0
Peak Hour	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

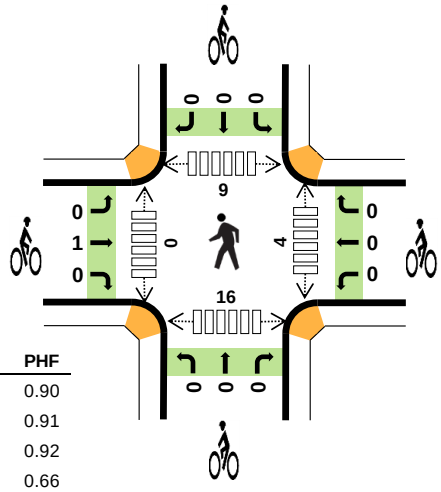
Adrian Way
Story Rd

Date: 01-07-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	1.4%	0.90
WB	1.0%	0.91
NB	0.9%	0.92
SB	4.8%	0.66
TOTAL	1.1%	0.98



Two-Hour Count Summaries

Interval Start		Story Rd Eastbound				Story Rd Westbound				Adrian Way Northbound				Driveway Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	7	67	4	3	24	95	0	0	22	4	79	0	0	0	3	308	0
7:15 AM		2	1	107	10	1	24	143	0	0	34	1	64	0	5	0	4	396	0
7:30 AM		**4**	**1**	**140**	**15**	**2**	**16**	**162**	**0**	**0**	**44**	**0**	**51**	**0**	**3**	**1**	**4**	**443**	0
7:45 AM		**1**	**2**	**105**	**9**	**1**	**31**	**189**	**0**	**0**	**40**	**4**	**50**	**0**	**1**	**0**	**2**	**435**	1,582
8:00 AM		**1**	**1**	**150**	**8**	**5**	**27**	**149**	**0**	**0**	**30**	**0**	**52**	**0**	**2**	**0**	**3**	**428**	1,702
8:15 AM		**2**	**1**	**129**	**9**	**3**	**21**	**195**	**0**	**0**	**21**	**1**	**58**	**0**	**2**	**0**	**3**	**445**	**1,751**
8:30 AM		4	1	109	6	3	15	150	0	0	33	1	31	0	1	1	2	357	1,665
8:45 AM		3	2	116	6	2	18	127	0	0	25	1	25	0	3	0	5	333	1,563
Count Total		17	16	923	67	20	176	1,210	0	0	249	12	410	0	17	2	26	3,145	0
Peak Hour	**All**	**8**	**5**	**524**	**41**	**11**	**95**	**695**	**0**	**0**	**135**	**5**	**211**	**0**	**8**	**1**	**12**	**1,751**	**0**
	HV	**0**	**0**	**8**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**20**	**0**
	HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**1%**	**1%**	**-**	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**8%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	1	0	*7*	0	0	0	0	*0*	0	0	2	0	*2*
7:15 AM	1	3	0	0	*4*	0	0	0	0	*0*	3	0	5	3	*11*
7:30 AM	**1**	**1**	**1**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**3**	**6**	*10*
7:45 AM	**2**	**4**	**1**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**5**	*9*
8:00 AM	**4**	**1**	**1**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
8:15 AM	**1**	**2**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**4**	**3**	***8***
8:30 AM	2	2	2	0	*6*	1	0	0	0	*1*	1	0	3	1	*5*
8:45 AM	1	3	1	0	*5*	0	0	0	0	*0*	0	0	2	2	*4*
Count Total	16	18	7	1	*42*	2	0	0	0	*2*	8	0	21	22	*51*
Peak Hour	**8**	**8**	**3**	**1**	***20***	**1**	**0**	**0**	**0**	***1***	**4**	**0**	**9**	**16**	***29***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Story Rd Eastbound				Story Rd Westbound				Adrian Way Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	1	0	0	2	0	0	1	0	0	0	0	0	0	7	0
7:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	21
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	20
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**20**
8:30 AM	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	6	23
8:45 AM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	5	21
Count Total	0	0	15	1	0	1	17	0	0	2	0	5	0	0	0	1	42	0
Peak Hour	**0**	**0**	**8**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**20**	**0**

Two-Hour Count Summaries - Bikes

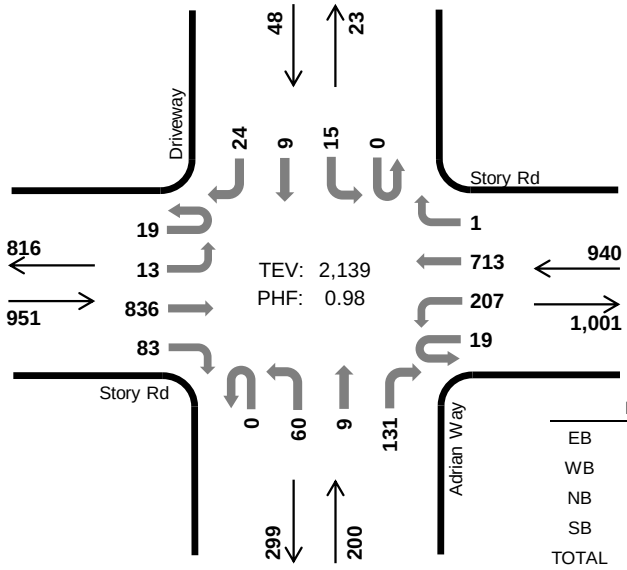
Interval Start	Story Rd Eastbound			Story Rd Westbound			Adrian Way Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

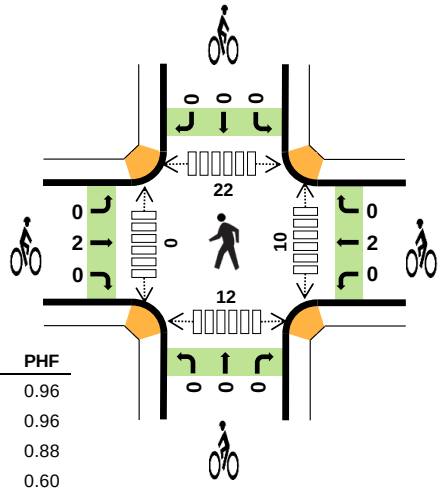
Adrian Way
Story Rd

Date: 01-07-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour



	HV %:	PHF
EB	0.2%	0.96
WB	0.3%	0.96
NB	0.5%	0.88
SB	0.0%	0.60
TOTAL	0.3%	0.98



Two-Hour Count Summaries

Interval Start		Story Rd Eastbound				Story Rd Westbound				Adrian Way Northbound				Driveway Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		3	6	192	28	5	45	177	1	0	16	2	34	0	2	0	8	519	0
4:15 PM		4	1	197	20	5	67	163	4	0	17	1	26	0	1	2	3	511	0
4:30 PM		4	6	192	21	4	58	183	2	0	19	0	29	0	5	2	5	530	0
4:45 PM		**5**	**3**	**190**	**22**	**5**	**52**	**187**	**0**	**0**	**15**	**2**	**25**	**0**	**4**	**2**	**8**	**520**	2,080
5:00 PM		**7**	**1**	**202**	**30**	**3**	**61**	**181**	**0**	**0**	**11**	**4**	**36**	**0**	**3**	**0**	**4**	**543**	2,104
5:15 PM		**3**	**3**	**227**	**15**	**7**	**52**	**157**	**1**	**0**	**20**	**1**	**29**	**0**	**6**	**5**	**9**	**535**	2,128
5:30 PM		**4**	**6**	**217**	**16**	**4**	**42**	**188**	**0**	**0**	**14**	**2**	**41**	**0**	**2**	**2**	**3**	**541**	**2,139**
5:45 PM		1	8	176	18	3	62	185	0	0	17	1	27	0	3	1	11	513	2,132
Count Total		31	34	1,593	170	36	439	1,421	8	0	129	13	247	0	26	14	51	4,212	0
Peak Hour	**All**	**19**	**13**	**836**	**83**	**19**	**207**	**713**	**1**	**0**	**60**	**9**	**131**	**0**	**15**	**9**	**24**	**2,139**	**0**
	HV	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
	HV%	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	0	4	8	*14*
4:15 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	6	0	*6*
4:30 PM	1	0	0	1	*2*	0	0	0	0	*0*	1	2	7	1	*11*
4:45 PM	**0**	**2**	**0**	**0**	***2***	**1**	**1**	**0**	**0**	***2***	**5**	**0**	**6**	**4**	*15*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**7**	**4**	*14*
5:15 PM	**1**	**1**	**1**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**5**	**1**	*6*
5:30 PM	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**4**	**3**	***9***
5:45 PM	0	1	1	0	*2*	0	0	0	0	*0*	3	0	6	2	*11*
Count Total	3	6	3	1	*13*	2	2	0	0	*4*	16	2	45	23	*86*
Peak Hour	**2**	**3**	**1**	**0**	***6***	**2**	**2**	**0**	**0**	***4***	**10**	**0**	**22**	**12**	***44***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Story Rd Eastbound				Story Rd Westbound				Adrian Way Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	7
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	6
Count Total	0	0	2	1	0	0	6	0	0	2	1	0	0	0	0	1	13	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Story Rd Eastbound			Story Rd Westbound			Adrian Way Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	0	0	2	0	0	0	0	0	0	0	4	0
Peak Hour	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix D – San Jose Approved Trip Inventory

AM APPROVED TRIPS

03/05/2019

Intersection of: 680/JACKSON

Traffix Node Number: 3212

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	3	0	0	0	0	0	0	2	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	0	0	0	0	0	2	0	0	0
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	30	0	0	27	0	8	0	0	0	0	0
TOTAL:	**0**	**33**	**0**	**0**	**27**	**0**	**8**	**0**	**4**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	27	0
EAST	0	0	0
SOUTH	0	33	0
WEST	8	0	4

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	0	0	0	0	0	1	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	6	0	0	0	0	0	0	7	0	0	0
H13-032 ROCKETSHIP SCHOOL JACKSON AVENUE 70 S JACKSON AVE	0	10	0	0	14	0	10	0	0	0	0	0
TOTAL:	**0**	**16**	**0**	**0**	**14**	**0**	**10**	**0**	**8**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	14	0
EAST	0	0	0
SOUTH	0	16	0
WEST	10	0	8

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEB EDP ZONE B EVERGREEN	0	0	0	0	0	0	0	2	0	0	4	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEO EDP ZONE O EVERGREEN	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEQ EDP ZONE Q EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EDPZONES EDP ZONE S EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	0	0	0	0	0	0	0	1	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	0	0	0	0	2	0	0	1	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	11	0
SOUTH	0	0	0
WEST	0	5	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEB EDP ZONE B EVERGREEN	0	0	0	0	0	0	0	4	0	0	2	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEO EDP ZONE O EVERGREEN	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEQ EDP ZONE Q EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EDPZONES EDP ZONE S EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	2	0	0	0	0	7	0	2	7	0
TOTAL:	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**16**	**0**	**2**	**10**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	10	0
SOUTH	0	0	2
WEST	0	16	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEA EDP ZONE A EVERGREEN	0	0	0	0	0	0	0	0	0	0	1	0
EDPZONEB EDP ZONE B EVERGREEN	0	0	0	0	0	0	0	2	0	0	4	0
EDPZONEJ EDP ZONE J EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEO EDP ZONE O EVERGREEN	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEQ EDP ZONE Q EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EDPZONES EDP ZONE S EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	2	0	0	0	0	0	0	1	3
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	0	0	2	0	0	0	3	0	0	1	0

TOTAL:	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**12**	**3**

	LEFT	THRU	RIGHT
NORTH	4	0	0
EAST	0	12	3
SOUTH	0	0	0
WEST	0	6	0

PM APPROVED TRIPS

03/05/2019

Intersection of: JACKSON/STORY

Traffix Node Number: 3598

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEA EDP ZONE A EVERGREEN	0	0	0	0	0	0	0	1	0	0	0	0
EDPZONEB EDP ZONE B EVERGREEN	0	0	0	0	0	0	0	4	0	0	2	0
EDPZONEJ EDP ZONE J EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEO EDP ZONE O EVERGREEN	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEQ EDP ZONE Q EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EDPZONES EDP ZONE S EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	0	0	1	0	0	0	0	0	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RETAIL)	0	0	0	8	0	0	0	9	0	0	9	7
EEHDP (RETAIL)												
EVERGREEN												
TOTAL:	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**19**	**0**	**0**	**12**	**7**

	LEFT	THRU	RIGHT
NORTH	9	0	0
EAST	0	12	7
SOUTH	0	0	0
WEST	0	19	0

Appendix E – SimTraffic Intersection Queue Analysis

Intersection: 1: Story Road & Jackson Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	UL	T	T	TR	L	LTR
Maximum Queue (ft)	215	109	93	49	16	88	92	80	52	71
Average Queue (ft)	134	47	48	19	1	64	60	59	42	39
95th Queue (ft)	203	90	82	43	6	72	84	71	54	50
Link Distance (ft)		1414	1414	1414		55	55	55	35	35
Upstream Blk Time (%)						28	9	22	46	30
Queuing Penalty (veh)						92	31	72	115	74
Storage Bay Dist (ft)	200				150					
Storage Blk Time (%)	1					28				
Queuing Penalty (veh)	1					2				

Intersection: 5: Story Road & Project Dwy 2

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	113	70	182	82
Average Queue (ft)	61	17	91	27
95th Queue (ft)	101	55	188	56
Link Distance (ft)	1264	1264	1264	43
Upstream Blk Time (%)				4
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Jackson Avenue & Project Dwy 1

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	62	35	114	119
Average Queue (ft)	31	9	59	52
95th Queue (ft)	57	34	101	112
Link Distance (ft)	28	35	1357	1357
Upstream Blk Time (%)	25	1		
Queuing Penalty (veh)	0	2		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 388

Intersection: 1: Story Road & Jackson Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	UL	T	T	TR	L	LTR
Maximum Queue (ft)	225	568	532	204	54	84	70	68	79	80
Average Queue (ft)	186	250	225	79	20	64	61	53	53	51
95th Queue (ft)	262	490	460	163	51	71	80	65	75	68
Link Distance (ft)		1414	1414	1414		55	55	55	35	35
Upstream Blk Time (%)					0	55	28	19	48	41
Queuing Penalty (veh)					0	140	71	48	351	297
Storage Bay Dist (ft)	200				150					
Storage Blk Time (%)	28	1			0	55				
Queuing Penalty (veh)	63	2			0	15				

Intersection: 5: Story Road & Project Dwy 2

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	30	223	206	156	56
Average Queue (ft)	0	122	78	44	26
95th Queue (ft)	0	181	174	124	43
Link Distance (ft)	55	1264	1264	1264	43
Upstream Blk Time (%)					2
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Jackson Avenue & Project Dwy 1

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	67	35	578	547
Average Queue (ft)	32	5	306	333
95th Queue (ft)	49	24	458	475
Link Distance (ft)	28	35	1357	1357
Upstream Blk Time (%)	100	0		
Queuing Penalty (veh)	0	1		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 988

Intersection: 1: Story Road & Jackson Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	UL	T	T	TR	L	LTR
Maximum Queue (ft)	214	86	71	47	54	65	90	79	67	68
Average Queue (ft)	143	43	42	11	6	63	61	59	42	42
95th Queue (ft)	209	79	74	32	31	66	80	73	57	58
Link Distance (ft)		1414	1414	1414		55	55	55	35	35
Upstream Blk Time (%)					0	30	13	23	41	27
Queuing Penalty (veh)					0	100	43	75	102	67
Storage Bay Dist (ft)	200				150					
Storage Blk Time (%)	2				0	30				
Queuing Penalty (veh)	2				0	2				

Intersection: 5: Story Road & Project Dwy 2

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	116	119	173	82
Average Queue (ft)	66	29	82	31
95th Queue (ft)	113	82	159	64
Link Distance (ft)	1264	1264	1264	43
Upstream Blk Time (%)				11
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Jackson Avenue & Project Dwy 1

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	62	68	142	156
Average Queue (ft)	29	17	53	50
95th Queue (ft)	51	50	99	106
Link Distance (ft)	28	35	1357	1357
Upstream Blk Time (%)	22	1		
Queuing Penalty (veh)	0	2		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 393

Intersection: 1: Story Road & Jackson Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	UL	T	T	TR	L	LTR
Maximum Queue (ft)	224	511	481	339	54	77	70	75	90	90
Average Queue (ft)	161	176	153	69	27	64	66	57	48	49
95th Queue (ft)	241	350	300	144	58	70	72	72	68	72
Link Distance (ft)		1414	1414	1414		55	55	55	35	35
Upstream Blk Time (%)					2	56	27	26	46	37
Queuing Penalty (veh)					0	144	70	68	334	272
Storage Bay Dist (ft)	200				150					
Storage Blk Time (%)	15	0			2	56				
Queuing Penalty (veh)	36	0			4	16				

Intersection: 5: Story Road & Project Dwy 2

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	206	181	182	76
Average Queue (ft)	120	78	67	27
95th Queue (ft)	193	168	156	55
Link Distance (ft)	1264	1264	1264	43
Upstream Blk Time (%)				3
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Jackson Avenue & Project Dwy 1

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	43	30	436	443
Average Queue (ft)	28	2	268	295
95th Queue (ft)	47	15	387	421
Link Distance (ft)	28	35	1357	1357
Upstream Blk Time (%)	100	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 944

Intersection: 1: Story Road & Jackson Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	UL	T	T	TR	L	LTR
Maximum Queue (ft)	225	420	395	50	54	67	70	78	50	55
Average Queue (ft)	160	99	83	14	12	64	56	60	39	41
95th Queue (ft)	234	280	249	39	39	66	82	74	49	54
Link Distance (ft)		1414	1414	1414		55	55	55	35	35
Upstream Blk Time (%)					0	32	12	26	45	33
Queuing Penalty (veh)					0	109	39	88	115	85
Storage Bay Dist (ft)	200				150					
Storage Blk Time (%)	10				0	32				
Queuing Penalty (veh)	15				0	4				

Intersection: 5: Story Road & Project Dwy 2

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	137	160	222	76
Average Queue (ft)	64	27	94	41
95th Queue (ft)	109	87	195	64
Link Distance (ft)	1264	1264	1264	43
Upstream Blk Time (%)				20
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Jackson Avenue & Project Dwy 1

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	48	35	140	163
Average Queue (ft)	38	15	78	81
95th Queue (ft)	53	43	132	142
Link Distance (ft)	28	35	1357	1357
Upstream Blk Time (%)	56	1		
Queuing Penalty (veh)	0	3		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 459

Intersection: 1: Story Road & Jackson Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	UL	T	T	TR	L	LTR
Maximum Queue (ft)	224	345	326	199	54	88	70	94	75	78
Average Queue (ft)	175	166	137	75	20	66	64	55	49	48
95th Queue (ft)	245	309	248	153	55	77	78	74	68	65
Link Distance (ft)		1414	1414	1414		55	55	55	35	35
Upstream Blk Time (%)					0	52	34	27	45	39
Queuing Penalty (veh)					0	137	89	71	331	282
Storage Bay Dist (ft)	200				150					
Storage Blk Time (%)	15	0			0	52				
Queuing Penalty (veh)	34	1			1	16				

Intersection: 5: Story Road & Project Dwy 2

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	202	180	186	58
Average Queue (ft)	107	70	78	33
95th Queue (ft)	177	153	158	62
Link Distance (ft)	1264	1264	1264	43
Upstream Blk Time (%)				9
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Jackson Avenue & Project Dwy 1

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	43	31	384	486
Average Queue (ft)	39	4	244	272
95th Queue (ft)	40	22	336	391
Link Distance (ft)	28	35	1357	1357
Upstream Blk Time (%)	100	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 961