

# **El Paseo Mixed-Use Development Transportation Analysis**

## **Technical Appendices**

July 26, 2021

## **Appendix A**

### **School VMT Analysis Methodology**



## Technical Memorandum

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**Date:** April 8, 2020

**To:** Ms. Manjit Banwait, City of San Jose

**From:** Ollie Zhou  
Kai-ling Kuo

**Subject:** VMT Analysis Methodology for a K-12 Private School in the El Paseo Development in San Jose, CA

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Hexagon Transportation Consultants, Inc. has conducted a VMT analysis for the proposed K-12 private school in the El Paseo development in San Jose, CA. The purpose of this memorandum is to provide a detailed summary of the VMT methodology and analysis findings.

### Project Description

The proposed project is a mixed-use development at 1312 El Paseo de Saratoga (El Paseo site) and 1777 Saratoga Avenue (Saratoga site) in San Jose, California. The project proposes to demolish the existing commercial buildings and develop the sites with up to 730 residential units, up to 67,500 square feet of retail space, and a K-12 private school. The private school would have a capacity of up to 2,520 students and 500 staff and employees. Approximately 600 students would be boarding students.

### VMT Analysis Methodology

The VMT analysis compares the average per-student VMT generated by the project to the regional average per-student VMT for private schools and public schools. Each step of the analysis is discussed in detail below.

#### Project Conditions VMT

##### Development of a Student Distribution Model

To determine the average per-student VMT for private schools, Hexagon developed a student distribution model using zipcode-level data obtained from the Harker schools. Hexagon developed a regression equation based on the number of households in the higher income quartiles (income above average zonal household income), the average income for the higher income quartiles, and the distance to the school. The equation (shown below) suggests that the student distribution is positively correlated with the affluency of the area and inversely correlated with the travel distance. The equation has a relatively high correlation to the observed student distribution, with an R-squared value of approximately 0.84. The observed average trip length for the Harker schools is calculated using the weighted average of distances from each zipcode area to the school, and is calculated to be approximately 8.95 miles. This can be compared to a value of 8.83 miles calculated with the regression equation. The relatively high R-squared value and the low difference in the estimated versus actual average trip length suggests that the proposed distribution model is reasonably calibrated.

$$TEMP_i = \frac{[HH_{34}_i * (INC_{34}_i - 55,000)^{1.9187}]}{Dist_i^{1.467}}$$

$$Distribution_i = \frac{TEMP_i}{\sum_k TEMP_k}$$

for:

*i* = *i*-th TAZ

*k* = total number of TAZs

*HH*<sub>34</sub> = number of households in income quartiles 3 and 4 (above average income level)

*INC*<sub>34</sub> = average income for households in income quartiles 3 and 4

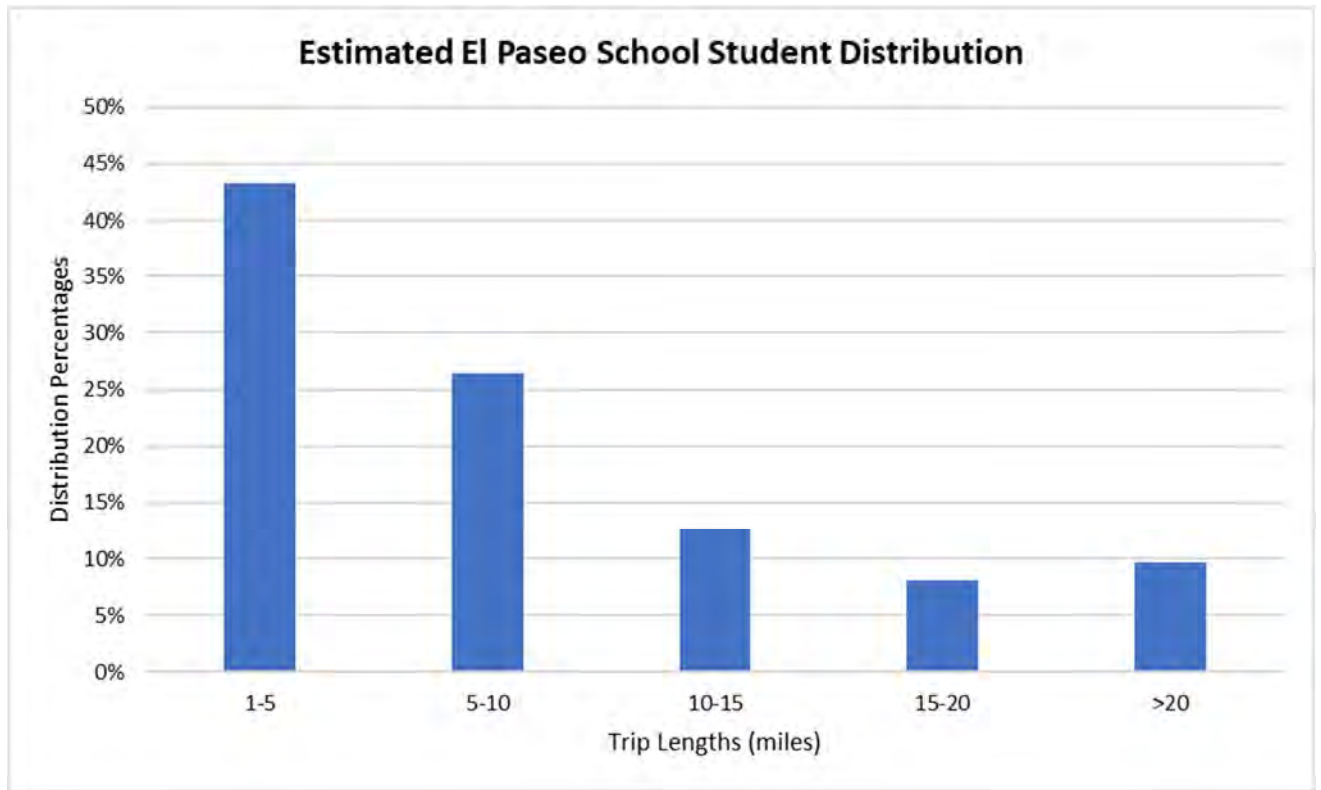
*TEMP* = intermediate unnormalized distribution

*Dist* = Distance from TAZ *i* to school

Note: the equation is only calculated for distances within 1 and 40 miles, and *INC*<sub>34</sub> greater than \$55,000. It is assumed that TAZs that do not meet these criteria would not affect the overall distribution.

**Estimation of Proposed School Trip Length**

The distribution model estimated that the average trip length for the proposed school at the project site would be 8.75 miles per trip. This average trip length is calculated only for the students commuting to school and does not include boarding students. Boarding students are assumed to come from outside of the study region, and since they would not generate trips in the study region under existing conditions or project conditions, they are not included in the analysis. The estimated zonal distribution is shown on Figure 1, and the frequencies are summarized in plot below.



## Existing Conditions VMT

According to the project applicant, it is assumed that of all students that would attend the proposed school (see Figure 1), approximately 78% of the commuting students are currently attending private schools and the remaining 22% of the commuting students are attending public schools.

### Private School Trip Lengths

The project is expected to draw students mostly from the Santa Clara County, Redwood City, and Fremont vicinities. Hexagon researched existing private schools (using [www.niche.com](http://www.niche.com)) within this area and found approximately 200 private schools providing pre-kindergarten, kindergarten, elementary, middle and/or high school education (see Figure 2). Using the TAZ-level land use data, Hexagon applied the private school trip distribution model to each school. Based on the estimated locations of the students that would be attending the proposed school in the El Paseo site, Hexagon estimated the likelihood of each student attending each of the existing 200 private schools, and calculated a weighted average trip length of 8.9 miles per trip.

### Public School Trip Lengths

Hexagon used the San Jose citywide travel demand forecast model to estimate trip distributions for public schools. Based on the estimated locations of the students that would be attending the proposed school, Hexagon estimated the likelihood of each student attending each of the public schools within the model area, and calculated a weighted average trip length of 4.13 miles per trip.

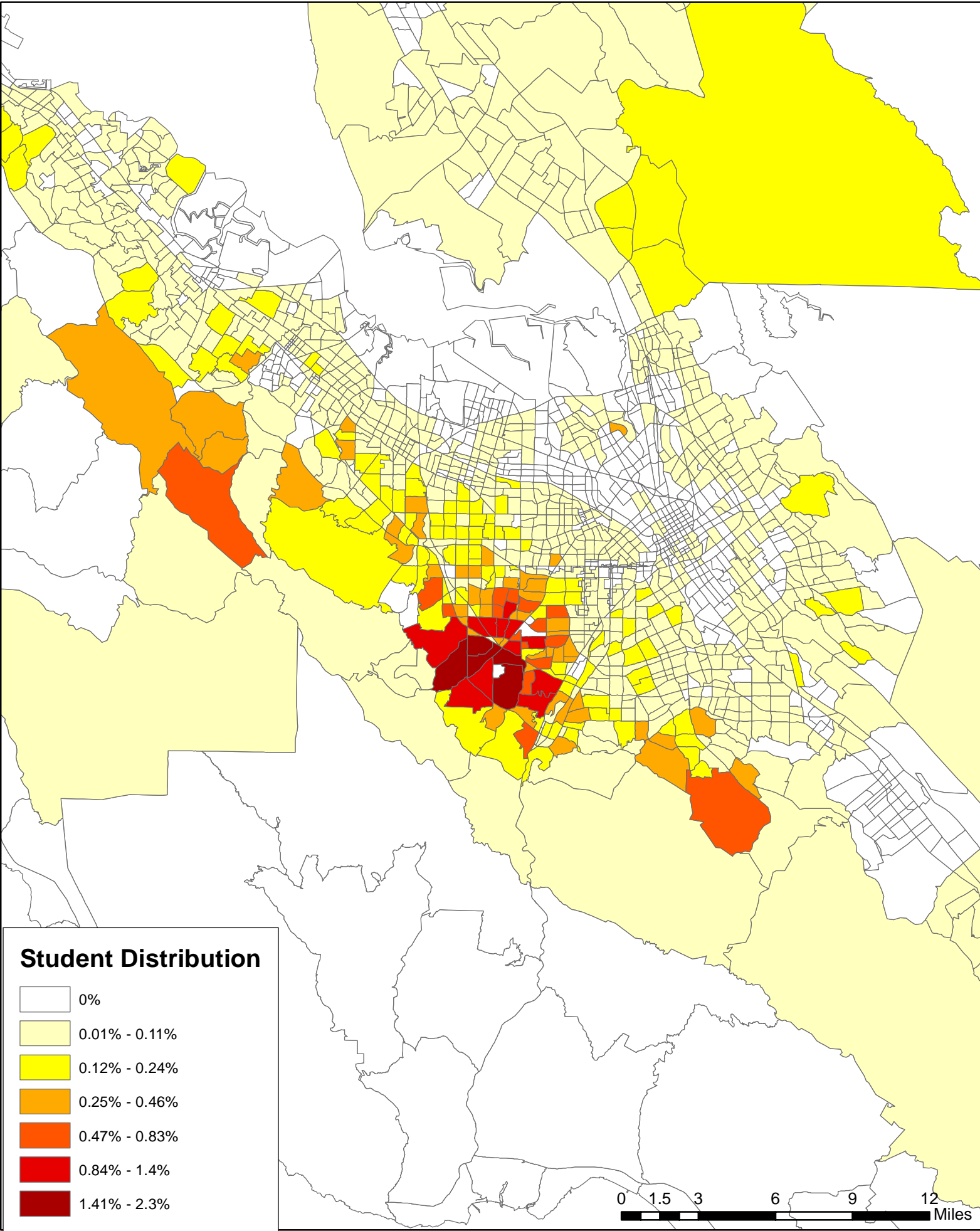
### Average Trip Lengths

With the assumption that 78% of these students are currently attending private schools and the remaining 22% of these students are attending public schools, the weighted average existing trip length for all commuting students that would attend the proposed school is approximately 7.85.

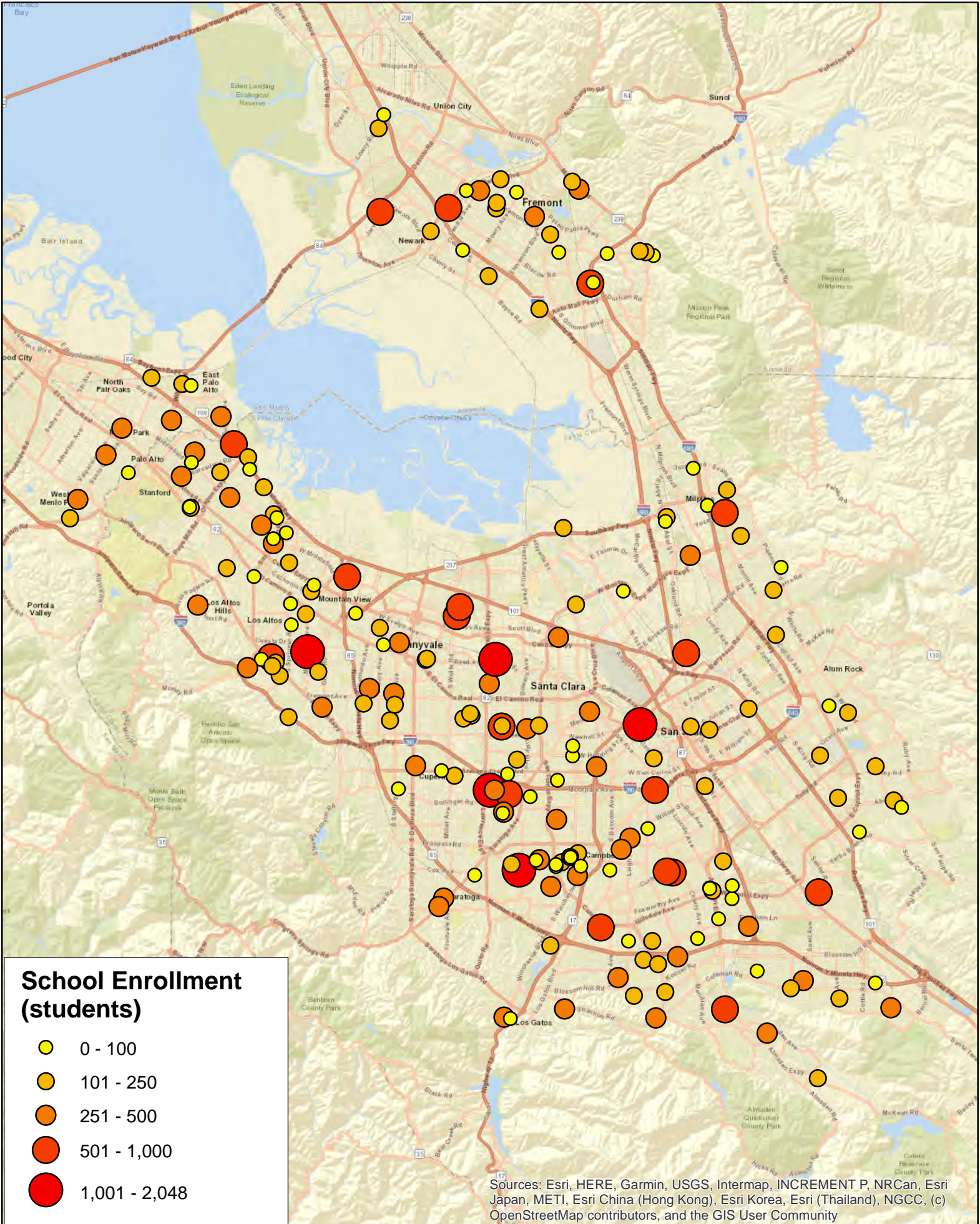
## VMT Evaluation

The per-student VMT generated by the proposed school (8.75) would be approximately 10.3% above the existing per-student VMT (7.85) and would generate a VMT impact. The school would be required to provide mitigation measures to reduce the school VMT by 10.3%.

**Figure 1 - Estimated Student Distribution**



# Figure 2 - Locations of Private Schools



## **Appendix B**

### **San Jose VMT Evaluation Tool Summary Reports**



# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

Name: El Paseo Village - Non-Edu Opt No Mitigation	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 7/13/2021
Parcel: 40333014      Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces      Vehicles: 0      Bicycles: 0	

## LAND USE:

Residential:	Percent of All Residential Units	
Single Family      0 DU	Extremely Low Income ( ≤ 30% MFI)	0 % Affordable
Multi Family      1100 DU	Very Low Income ( > 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal      1100 DU	Low Income ( > 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:      181.6 KSF		
Retail:      76.37 KSF		
Industrial:      0 KSF		

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	7
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.66
With Project Activity Mix Index . . . . .	0.57
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) . . . . .	25
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	32

### Tier 2 - Multimodal Infrastructure

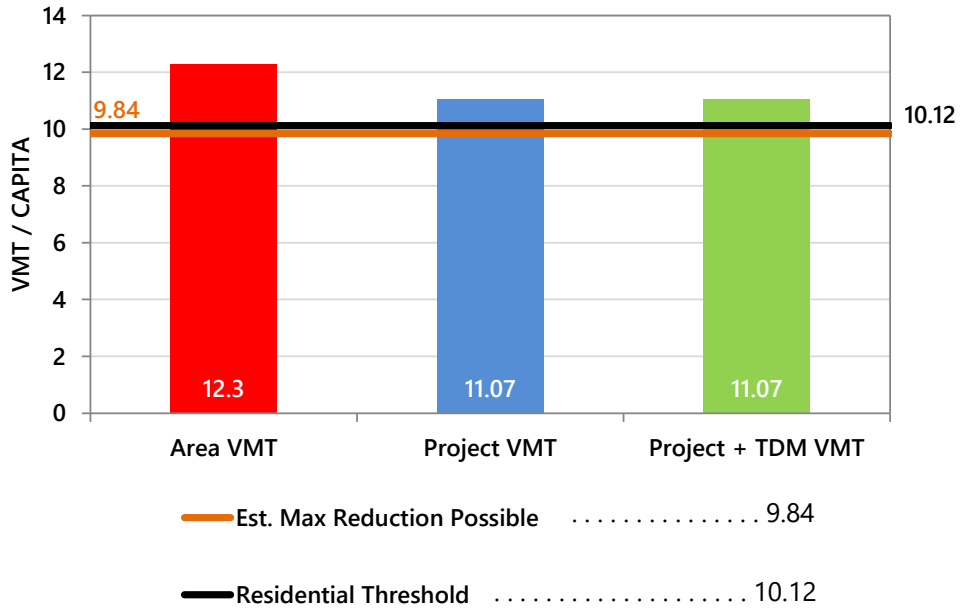
### Tier 3 - Parking

### Tier 4 - TDM Programs

# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

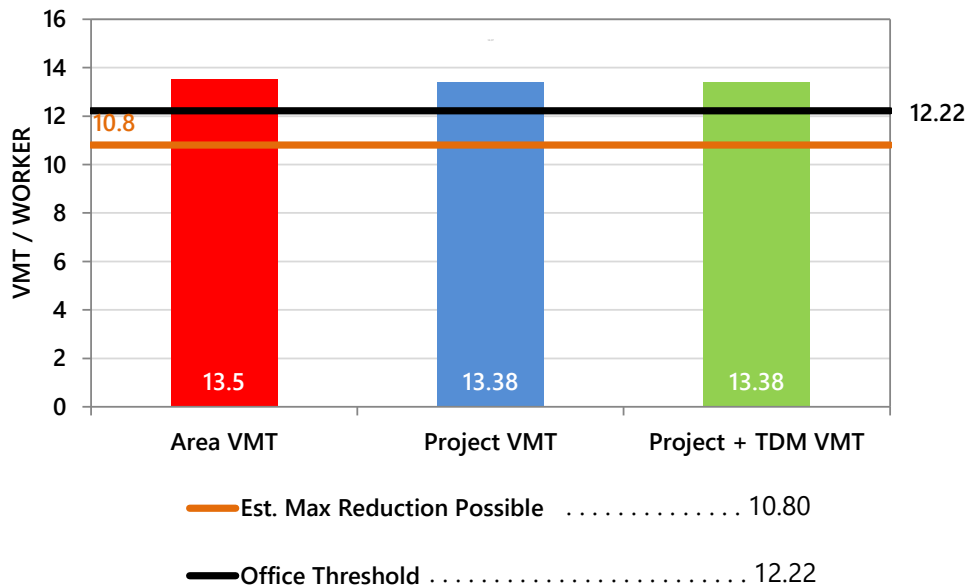
## RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT above the City's threshold.



## 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.



# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

Name: El Paseo Village - Non-Edu Opt w Mitigation	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 7/13/2021
Parcel: 40333014      Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces      Vehicles: 0      Bicycles: 0	

## LAND USE:

Residential:	Percent of All Residential Units	
Single Family      0 DU	Extremely Low Income ( ≤ 30% MFI)	0 % Affordable
Multi Family      1100 DU	Very Low Income ( > 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal      1100 DU	Low Income ( > 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:      181.6 KSF		
Retail:      76.37 KSF		
Industrial:      0 KSF		

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	7
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.66
With Project Activity Mix Index . . . . .	0.57
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) . . . . .	25
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	32

### Tier 2 - Multimodal Infrastructure

Traffic Calming Measures <i>(In Coordination with SJ)</i>	
Are improvements provided beyond the development frontage? . . . . .	Yes
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage? . . . . .	Yes

### Tier 3 - Parking

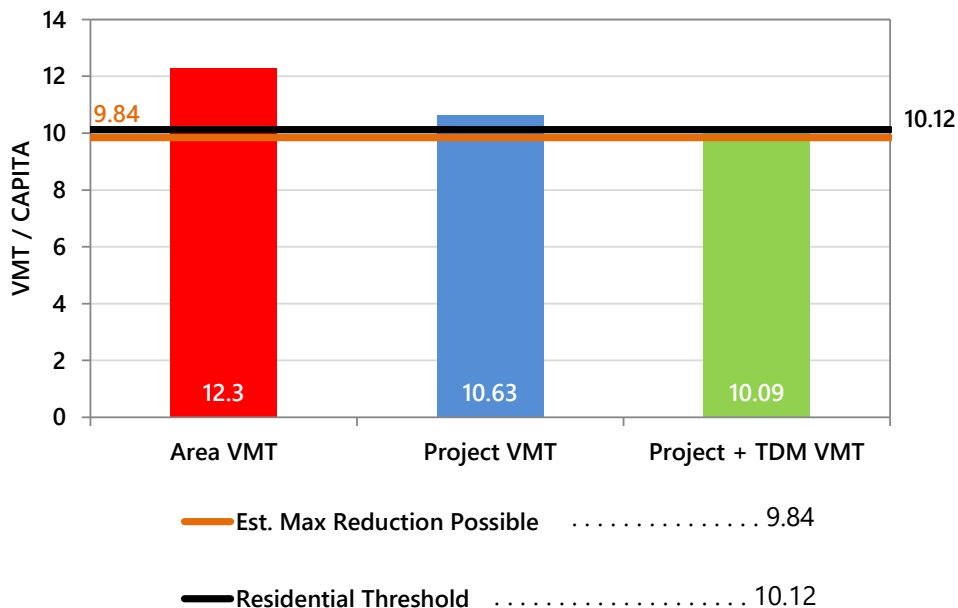
#### Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education	
Percent of Eligible Employees . . . . .	100 %
Telecommuting and Alternative Work Schedule Program	
Alternative Work Schedule . . . . .	4/40 Schedule
Percent of Eligible Employees . . . . .	10 %
Unbundle On-Site Parking Costs	
Monthly Parking Cost . . . . .	110
Does the Surrounding Street Parking have Rpp, Meters, or Time Limits? . . . . .	0

# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

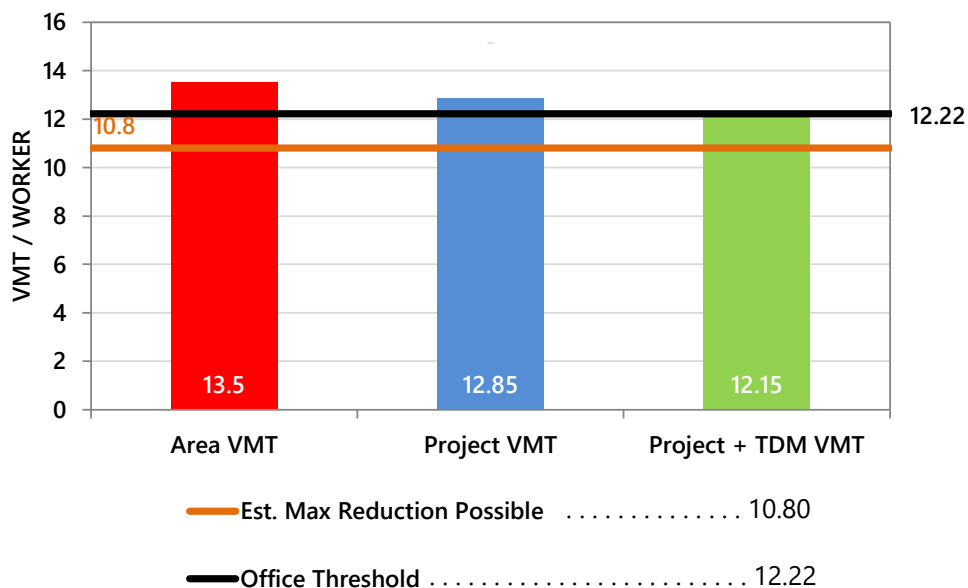
## RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



## EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

Name: El Paseo Village - Education Option No Mitigator	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 7/2/2021
Parcel: 40333014      Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces:      Vehicles: 0      Bicycles: 0	

## LAND USE:

Residential:	Percent of All Residential Units
Single Family      0 DU	Extremely Low Income ( ≤ 30% MFI)      0 % Affordable
Multi Family      730 DU	Very Low Income ( > 30% MFI, ≤ 50% MFI)      0 % Affordable
<u>Subtotal</u> 730 DU	Low Income ( > 50% MFI, ≤ 80% MFI)      0 % Affordable
Office:      0 KSF	
Retail:      67.5 KSF	
Industrial:      0 KSF	

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	6
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.66
With Project Activity Mix Index . . . . .	0.56
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) . . . . .	25
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	26

### Tier 2 - Multimodal Infrastructure

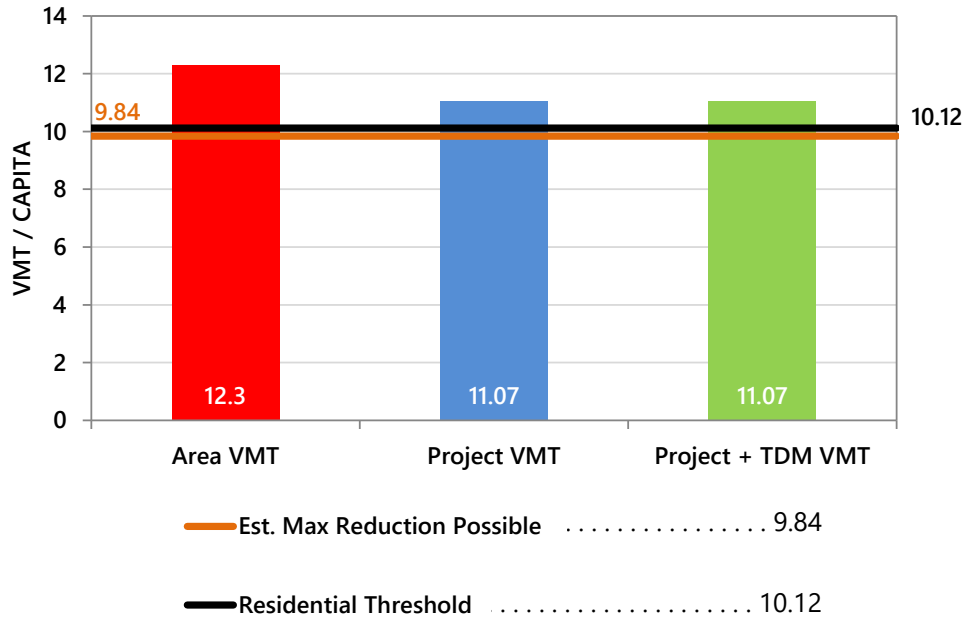
### Tier 3 - Parking

### Tier 4 - TDM Programs

# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT above the City's threshold.



# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

Name: El Paseo Village - Edu Opt w Res Mitigation	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 7/13/2021
Parcel: 40333014      Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces      Vehicles: 0      Bicycles: 0	

## LAND USE:

Residential:	Percent of All Residential Units	
Single Family      0 DU	Extremely Low Income ( ≤ 30% MFI)	0 % Affordable
Multi Family      730 DU	Very Low Income ( > 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal      730 DU	Low Income ( > 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:      0 KSF		
Retail:      67.5 KSF		
Industrial:      0 KSF		

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	6
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.66
With Project Activity Mix Index . . . . .	0.56
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) . . . . .	25
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	26

### Tier 2 - Multimodal Infrastructure

Traffic Calming Measures <i>(In Coordination with SJ)</i>	
Are improvements provided beyond the development frontage? . . . . .	Yes
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage? . . . . .	Yes

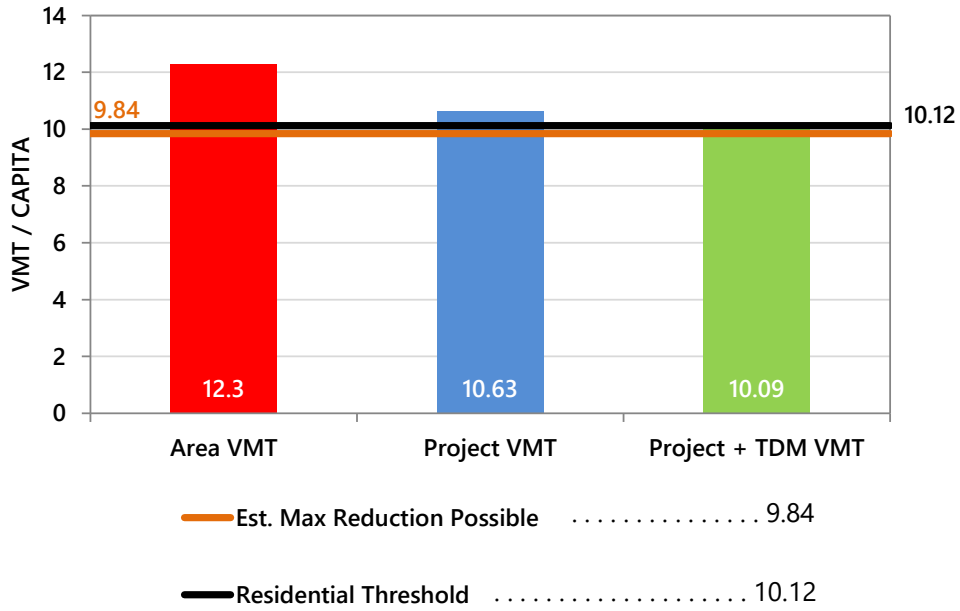
### Tier 3 - Parking

### Tier 4 - TDM Programs

Unbundle On-Site Parking Costs	
Monthly Parking Cost . . . . .	110
Does the Surrounding Street Parking have Rpp, Meters, or Time Limits? . . . . .	0

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.





# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

Name: El Paseo Village - for School Mitigation only	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 7/19/2021
Parcel: 40333014      Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces:      Vehicles: 0      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
<u>Subtotal</u> 0 DU	Low Income ( > 50% MFI, ≤ 80% MFI)	0 %	Affordable
Office:      493 KSF			
Retail:      0 KSF			
Industrial:      0 KSF			

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	4
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.66
With Project Activity Mix Index . . . . .	0.72
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) . . . . .	25
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	41

### Tier 2 - Multimodal Infrastructure

Traffic Calming Measures <i>(In Coordination with SJ)</i>	
Are improvements provided beyond the development frontage? . . . . .	Yes
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage? . . . . .	Yes

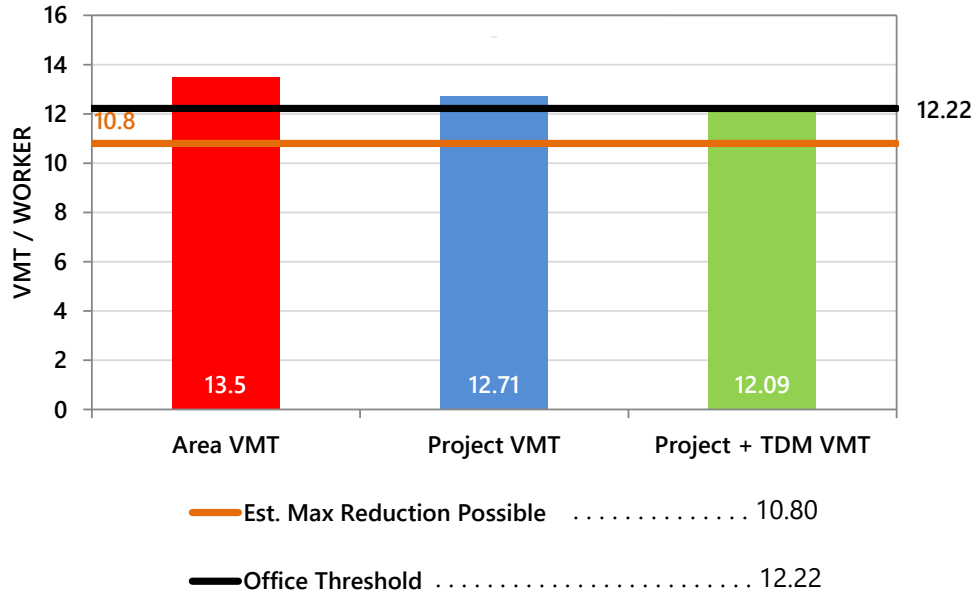
### Tier 3 - Parking

#### Tier 4 - TDM Programs

Commuter Trip Reduction Marketing/ Education	
Percent of Eligible Employees . . . . .	95 %
Ride-Sharing Programs	
Percent of Eligible Employees . . . . .	2 %

**EMPLOYMENT ONLY**

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



## **Appendix C**

### **Volume Summary**

Intersection Number: **1**  
 Trafix Node Number: 3736  
 Intersection Name: Saratoga Ave and Payne Ave  
 Peak Hour: AM  
 Count Date: 09/26/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	776	42	104	0	333	220	1096	0	0	0	0	2571
Approved Project Trips													
SJC ATI	0	1	0	0	0	0	0	9	0	0	0	0	10
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	2	0	0	0	0	0	6	0	0	0	0	8
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	3	0	0	0	0	0	15	0	0	0	0	18
Background Conditions	0	779	42	104	0	333	220	1111	0	0	0	0	2589
Proposed School Project Trips	0	188	0	0	0	0	0	213	0	0	0	0	401
Proposed Residential Project Trips	0	45	0	0	0	0	0	82	0	0	0	0	127
Background + School Project Conditions	0	967	42	104	0	333	220	1324	0	0	0	0	2990
Background + Residential Project Conditions	0	824	42	104	0	333	220	1193	0	0	0	0	2716

Intersection Number: **2**  
 Trafix Node Number: 3560  
 Intersection Name: Saratoga Ave and Graves Ave  
 Peak Hour: AM  
 Count Date: 10/26/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	127	943	24	31	31	30	4	918	75	110	14	176	2483
Approved Project Trips													
SJC ATI	0	1	0	0	0	0	0	17	0	0	0	0	18
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	4	0	0	0	0	0	11	0	0	0	0	15
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	5	0	0	0	0	0	28	0	0	0	0	33
Background Conditions	127	948	24	31	31	30	4	946	75	110	14	176	2516
Proposed School Project Trips	0	187	0	0	0	0	0	212	0	0	0	0	399
Proposed Residential Project Trips	0	44	0	0	0	0	0	81	0	0	0	0	125
Background + School Project Conditions	127	1135	24	31	31	30	4	1158	75	110	14	176	2915
Background + Residential Project Conditions	127	992	24	31	31	30	4	1027	75	110	14	176	2641

Intersection Number: **3**  
 Trafix Node Number: 3090  
 Intersection Name: Saratoga Ave and Prospect Rd/Campbell Ave\*  
 Peak Hour: AM  
 Count Date: 10/11/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	400	680	118	55	805	302	145	712	75	63	440	231	4026
Approved Project Trips													
SJC ATI	0	1	0	0	1	1	2	17	2	0	1	0	25
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	3	0	0	0	0	0	2	0	5
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	8	8	9	0	0	0	9	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	4	0	0	0	0	0	11	0	0	0	0	15
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	2	0	0	0	0	0	1	0	3
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	5	0	0	14	9	11	28	2	0	13	0	82
Background Conditions	400	685	118	55	819	311	156	740	77	63	453	231	4108
Proposed School Project Trips	0	108	79	116	93	-1	6	97	43	33	47	-1	620
Proposed Residential Project Trips	0	40	5	2	0	-1	6	80	22	5	-1	-1	157
Background + School Project Conditions	400	793	197	171	912	310	162	837	120	96	500	230	4728
Background + Residential Project Conditions	400	725	123	57	819	310	162	820	99	68	452	230	4265

Intersection Number: **4**  
 Trafix Node Number: 3464  
 Intersection Name: Saratoga Ave and Mall Entrance  
 Peak Hour: AM  
 Count Date: 02/28/12  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	823	51	42	4	122	117	824	0	0	0	0	1985
Approved Project Trips													
SJC ATI	0	2	0	0	0	0	0	21	0	0	0	0	23
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	8	0	0	0	0	0	9	0	0	0	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	4	0	0	0	0	0	11	0	0	0	0	15
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	14	0	0	0	0	0	41	0	0	0	0	55
Background Conditions	2	837	51	42	4	122	117	865	0	0	0	0	2040
Proposed School Project Trips	13	-21	142	111	0	172	85	9	8	32	0	26	577
Proposed Residential Project Trips	13	-21	46	58	0	20	-8	25	8	31	0	26	198
Background + School Project Conditions	15	816	193	153	4	294	202	874	8	32	0	26	2617
Background + Residential Project Conditions	15	816	97	100	4	142	109	890	8	31	0	26	2238

Intersection Number: **5**  
 Trafix Node Number: 5640  
 Intersection Name: Lawrence Expwy/Quito Rd and Saratoga Ave\*  
 Peak Hour: AM  
 Count Date: 10/03/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	282	220	31	101	702	188	272	880	58	28	617	485	3864
Approved Project Trips													
SJC ATI	0	0	0	0	2	0	1	7	0	0	15	13	38
Westgate West Shopping Center Fitness Facility (San Jose)	2	3	0	0	0	0	0	2	0	0	0	1	8
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	8	0	0	0	0	0	9	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	1	1	0	0	2	2	2	1	0	0	9	5	23
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	21	11	0	0	0	0	0	43	0	0	0	110	185
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	15	0	0	12	2	3	53	0	0	33	129	271
Background Conditions	306	235	31	101	714	190	275	933	58	28	650	614	4135
Proposed School Project Trips	0	0	182	94	90	15	9	41	0	0	207	0	638
Proposed Residential Project Trips	0	0	50	20	27	1	26	54	0	0	26	0	204
Background + School Project Conditions	306	235	213	195	804	205	284	974	58	28	857	614	4773
Background + Residential Project Conditions	306	235	81	121	741	191	301	987	58	28	676	614	4339

Intersection Number: **6**  
 Trafix Node Number: 6  
 Intersection Name: Saratoga Ave and Cox Ave  
 Peak Hour: AM  
 Count Date: 05/02/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	236	802	57	10	137	420	195	614	124	240	90	122	3047
Approved Project Trips													
SJC ATI	0	1	0	0	0	0	0	14	0	0	0	0	15
Westgate West Shopping Center Fitness Facility (San Jose)	0	1	0	0	0	0	0	1	0	0	0	0	2
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	3	14	0	11	4	0	0	0	0	0	32
Palm Villas Dementia Center (Saratoga)	2	0	0	0	1	0	0	0	5	7	1	2	18
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	21	0	0	0	0	0	110	0	0	0	0	131
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	23	3	14	1	11	4	125	5	7	1	2	198
Background Conditions	238	825	60	24	138	431	199	739	129	247	91	124	3245
Proposed School Project Trips	8	83	0	0	0	0	0	176	0	0	0	31	298
Proposed Residential Project Trips	0	27	0	0	0	0	0	27	0	0	0	0	54
Background + School Project Conditions	246	908	60	24	138	431	199	915	129	247	91	155	3543
Background + Residential Project Conditions	238	852	60	24	138	431	199	766	129	247	91	124	3299

Intersection Number: **7**  
 Trafix Node Number: 7  
 Intersection Name: Saratoga Ave and SR 85 NB Ramps  
 Peak Hour: AM  
 Count Date: 05/02/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	498	904	0	236	0	252	0	784	483	0	0	0	3157
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	10	2	0	0	0	0	0	3	0	0	0	0	15
Palm Villas Dementia Center (Saratoga)	2	5	0	2	0	0	0	3	0	0	0	0	12
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	21	0	90	0	0	0	21	0	0	0	0	132
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	28	0	92	0	0	0	27	0	0	0	0	159
Background Conditions	510	932	0	328	0	252	0	811	483	0	0	0	3316
Proposed School Project Trips	0	83	0	95	0	0	0	80	0	0	0	0	258
Proposed Residential Project Trips	1	26	0	19	0	0	0	7	0	0	0	0	53
Background + School Project Conditions	510	1015	0	423	0	252	0	891	483	0	0	0	3574
Background + Residential Project Conditions	511	958	0	347	0	252	0	818	483	0	0	0	3369

Intersection Number: **8**  
 Trafix Node Number: 8  
 Intersection Name: Saratoga Ave and SR 85 SB Ramps  
 Peak Hour: AM  
 Count Date: 05/02/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	736	428	0	0	0	611	1022	0	216	0	207	3220
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	1	1	0	0	0	0	0	0	0	0	3	5
Palm Villas Dementia Center (Saratoga)	0	2	3	0	0	0	0	1	0	0	0	1	7
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	5	15	0	0	0	0	21	0	0	0	0	41
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	8	19	0	0	0	0	22	0	0	0	4	53
Background Conditions	0	744	447	0	0	0	611	1044	0	216	0	211	3273
Proposed School Project Trips	0	15	67	0	0	0	0	71	0	0	0	9	162
Proposed Residential Project Trips	0	1	25	0	0	0	0	3	0	0	0	4	33
Background + School Project Conditions	0	759	514	0	0	0	611	1115	0	216	0	220	3435
Background + Residential Project Conditions	0	745	472	0	0	0	611	1047	0	216	0	215	3306

Intersection Number: **9**  
 Trafix Node Number: 3601  
 Intersection Name: Johnson Ave and Prospect Rd  
 Peak Hour: AM  
 Count Date: 11/05/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	110	0	107	116	906	5	0	0	0	0	590	153	1987
Approved Project Trips													
SJC ATI	0	0	0	0	3	0	0	0	0	0	3	0	6
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	2	0	0	0	0	0	2	0	4
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	5	0	0	0	0	0	5	0	10
Background Conditions	110	0	107	116	911	5	0	0	0	0	595	153	1997
Proposed School Project Trips	0	0	0	0	67	0	0	0	0	0	85	0	152
Proposed Residential Project Trips	0	0	0	0	24	0	0	0	0	0	14	0	38
Background + School Project Conditions	110	0	107	116	978	5	0	0	0	0	680	153	2149
Background + Residential Project Conditions	110	0	107	116	935	5	0	0	0	0	609	153	2035

Intersection Number: **10**  
 Trafix Node Number: 5635  
 Intersection Name: Lawrence Expwy and Prospect Rd\*  
 Peak Hour: AM  
 Count Date: 10/03/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	292	371	129	386	793	82	105	1232	279	138	402	478	4687
Approved Project Trips													
SJC ATI	0	1	0	0	0	0	0	10	5	1	3	2	22
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	3	5	0	3	0	0	0	3	14
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	8	0	0	0	0	0	9	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	2	0	0	0	0	0	6	0	0	0	0	8
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	32	0	0	0	0	0	153	0	0	0	0	185
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	35	0	0	11	5	0	172	5	1	12	5	246
Background Conditions	292	406	129	386	804	87	105	1404	284	139	414	483	4933
Proposed School Project Trips	0	121	58	115	28	0	-2	98	39	61	23	0	541
Proposed Residential Project Trips	0	33	8	24	5	0	-2	57	18	18	-3	0	158
Background + School Project Conditions	292	527	187	501	832	87	103	1502	323	200	437	483	5474
Background + Residential Project Conditions	292	439	137	410	809	87	103	1461	302	157	411	483	5091



Intersection Number: **11**  
 Trafix Node Number: 3746  
 Intersection Name: Mall Entrance and Prospect Rd  
 Peak Hour: AM  
 Count Date: 10/25/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	18	0	55	57	1235	15	5	0	1	5	665	64	2120
Approved Project Trips													
SJC ATI	0	0	0	0	6	0	0	0	0	0	3	0	9
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	2	3	0	0	0	0	0	0	0	0	5
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	8	0	0	0	0	0	9	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	2	0	0	0	0	0	1	0	3
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	2	3	16	0	0	0	0	0	13	0	34
Background Conditions	18	0	57	60	1251	15	5	0	1	5	678	64	2154
Proposed School Project Trips	0	0	0	0	143	0	0	0	0	0	79	0	222
Proposed Residential Project Trips	0	0	0	0	29	0	0	0	0	0	3	0	32
Background + School Project Conditions	18	0	57	60	1394	15	5	0	1	5	757	64	2376
Background + Residential Project Conditions	18	0	57	60	1280	15	5	0	1	5	681	64	2186

Intersection Number: **12**  
 Trafix Node Number: 3375  
 Intersection Name: Mall Entrance and Campbell Ave  
 Peak Hour: AM  
 Count Date: 10/26/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	32	0	12	53	1247	49	38	3	18	26	607	27	2112
Approved Project Trips													
SJC ATI	0	0	0	0	2	0	0	0	0	0	3	0	5
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	3	0	0	0	0	0	2	0	5
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	16	0	0	0	0	0	18	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	2	0	0	0	0	0	1	0	3
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	23	0	0	0	0	0	24	0	47
Background Conditions	32	0	12	53	1270	49	38	3	18	26	631	27	2159
Proposed School Project Trips	0	0	0	0	-1	110	38	0	209	127	5	0	488
Proposed Residential Project Trips	0	0	0	0	-1	11	10	0	2	5	5	0	32
Background + School Project Conditions	32	0	12	53	1269	159	76	3	227	153	636	27	2647
Background + Residential Project Conditions	32	0	12	53	1269	60	48	3	20	31	636	27	2191

Intersection Number: **13**  
 Trafix Node Number: 3089  
 Intersection Name: Campbell Ave and Hamilton Ave\*  
 Peak Hour: AM  
 Count Date: 11/05/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	827	82	38	0	544	477	261	0	2229
Approved Project Trips													
SJC ATI	0	0	0	0	1	0	0	0	1	1	2	0	5
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	2	0	0	0	1	1	1	0	5
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	16	18	0	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	2	0	1	0	3
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	3	0	0	0	20	20	4	0	47
Background Conditions	0	0	0	0	830	82	38	0	564	497	265	0	2276
Proposed School Project Trips	0	0	0	0	83	0	0	0	26	2	41	0	152
Proposed Residential Project Trips	0	0	0	0	11	0	0	0	-1	2	13	0	25
Background + School Project Conditions	0	0	0	0	913	82	38	0	590	499	306	0	2428
Background + Residential Project Conditions	0	0	0	0	841	82	38	0	563	499	278	0	2301

Intersection Number: **14**  
 Trafix Node Number: 3876  
 Intersection Name: Northlawn Dr/Fallbrook Ave and Campbell Ave  
 Peak Hour: AM  
 Count Date: 10/23/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	38	44	45	883	68	57	76	62	30	350	56	1745
Approved Project Trips													
SJC ATI	0	0	0	0	1	0	0	0	0	0	1	0	2
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	1	0	0	0	0	0	1	0	2
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	16	0	0	0	0	0	18	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	2	0	0	0	0	0	1	0	3
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	20	0	0	0	0	0	21	0	41
Background Conditions	36	38	44	45	903	68	57	76	62	30	371	56	1786
Proposed School Project Trips	0	0	0	0	42	0	0	0	0	0	33	0	75
Proposed Residential Project Trips	0	0	0	0	7	0	0	0	0	0	12	0	19
Background + School Project Conditions	36	38	44	45	945	68	57	76	62	30	404	56	1861
Background + Residential Project Conditions	36	38	44	45	910	68	57	76	62	30	383	56	1805

Intersection Number: **15**  
 Traffix Node Number: 3569  
 Intersection Name: San Tomas Aquino Rd and Hamilton Ave  
 Peak Hour: AM  
 Count Date: 03/09/17  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	139	282	87	234	733	106	103	598	39	24	369	160	2874
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	12	0	0	0	0	0	11	0	0	0	0	23
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	1	1	0	0	0	0	2
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	12	0	0	0	0	1	12	0	0	0	0	25
Background Conditions	139	294	87	234	733	106	104	610	39	24	369	160	2899
Proposed School Project Trips	0	0	0	0	83	0	0	0	0	0	41	0	124
Proposed Residential Project Trips	0	0	0	0	11	0	0	0	0	0	13	0	24
Background + School Project Conditions	139	294	87	234	816	106	104	610	39	24	410	160	3023
Background + Residential Project Conditions	139	294	87	234	744	106	104	610	39	24	382	160	2923

Intersection Number: **16**  
 Traffix Node Number: 16  
 Intersection Name: San Tomas Aquino Rd and Campbell Ave  
 Peak Hour: AM  
 Count Date: 12/01/15  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	87	259	122	95	775	208	164	460	173	89	357	110	2899
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	12	0	0	0	18	0	0	0	12	11	16	11	80
100-300 Haymarket (Campbell)	0	0	0	0	0	0	1	1	1	0	0	0	3
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	2	2	0	0	0	0	0	1	5
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	0	0	0	20	2	1	1	13	11	16	12	88
Background Conditions	99	259	122	95	795	210	165	461	186	100	373	122	2987
Proposed School Project Trips	0	0	0	0	42	0	0	0	0	0	33	0	75
Proposed Residential Project Trips	0	0	0	0	7	0	0	0	0	0	12	0	19
Background + School Project Conditions	99	259	122	95	837	210	165	461	186	100	406	122	3062
Background + Residential Project Conditions	99	259	122	95	802	210	165	461	186	100	385	122	3006

Intersection Number: **17**  
 Trafix Node Number: 3358  
 Intersection Name: Quito Rd and Bucknall Rd  
 Peak Hour: AM  
 Count Date: 11/06/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	11	395	77	255	100	145	28	904	1	6	81	37	2040
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	4	0	0	0	0	4
Westgate West Shopping Center Fitness Facility (San Jose)	0	2	0	0	0	0	0	1	0	0	0	0	3
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	3	0	0	0	0	0	4	0	0	0	0	7
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Approved Trips</i>	<i>0</i>	<i>5</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>9</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>14</i>
Background Conditions	11	400	77	255	100	145	28	913	1	6	81	37	2054
Proposed School Project Trips	0	15	0	0	0	0	0	71	0	0	0	0	86
Proposed Residential Project Trips	0	1	0	0	0	0	0	3	0	0	0	0	4
Background + School Project Conditions	11	415	77	255	100	145	28	984	1	6	81	37	2140
Background + Residential Project Conditions	11	401	77	255	100	145	28	916	1	6	81	37	2058

Intersection Number: **18**  
 Trafix Node Number: 18  
 Intersection Name: Quito Rd and Northlawn Dr  
 Peak Hour: AM  
 Count Date: None  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	380	68	159	0	91	25	1111	0	0	0	0	1834
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	8	0	0	0	0	8
Westgate West Shopping Center Fitness Facility (San Jose)	0	3	0	0	0	0	0	2	0	0	0	0	5
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	3	0	0	0	0	0	3	0	0	0	0	6
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Approved Trips</i>	<i>0</i>	<i>6</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>13</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>19</i>
Background Conditions	0	386	68	159	0	91	25	1124	0	0	0	0	1853
Proposed School Project Trips	0	15	0	0	0	0	0	71	0	0	0	0	86
Proposed Residential Project Trips	0	1	0	0	0	0	0	3	0	0	0	0	4
Background + School Project Conditions	0	401	68	159	0	91	25	1195	0	0	0	0	1939
Background + Residential Project Conditions	0	387	68	159	0	91	25	1127	0	0	0	0	1857

Intersection Number: **19**  
 Traffic Node Number: 19  
 Intersection Name: Quito Rd and Cox Ave  
 Peak Hour: AM  
 Count Date: 04/30/19  
 Date of Analysis: 06/29/21  
 Annual Growth Rate: 0%  
 Number of Years: 5

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	61	404	0	0	0	0	0	808	294	160	0	14	1741
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	3	0	0	0	0	0	0	0	1	3	0	4	11
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	1	1	0	0	2
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	0	0	0	0	0	0	0	2	4	0	4	13
Background Conditions	64	404	0	0	0	0	0	808	296	164	0	18	1754
Proposed School Project Trips	0	15	0	0	0	0	0	71	0	0	0	0	86
Proposed Residential Project Trips	0	1	0	0	0	0	0	3	0	0	0	0	4
Background + School Project Conditions	64	419	0	0	0	0	0	879	296	164	0	18	1840
Background + Residential Project Conditions	64	405	0	0	0	0	0	811	296	164	0	18	1758

Intersection Number: **20**  
 Traffic Node Number: 20  
 Intersection Name: Quito Rd and McCoy Ave  
 Peak Hour: AM  
 Count Date: 06/25/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	4	325	68	192	7	10	9	918	51	15	3	4	1606
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	3	0	0	0	0	0	1	0	0	0	0	4
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	3	0	0	0	0	0	1	0	0	0	0	4
Background Conditions	4	328	68	192	7	10	9	919	51	15	3	4	1610
Proposed School Project Trips	0	15	0	0	0	0	0	71	0	0	0	0	86
Proposed Residential Project Trips	0	1	0	0	0	0	0	3	0	0	0	0	4
Background + School Project Conditions	4	343	68	192	7	10	9	990	51	15	3	4	1696
Background + Residential Project Conditions	4	329	68	192	7	10	9	922	51	15	3	4	1614

Intersection Number: **21**  
 Trafix Node Number: 5636  
 Intersection Name: Lawrence Expressway and Calvert Drive/I-280 SB On Ramp\*  
 Peak Hour: AM  
 Count Date: 01/17/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	753	573	0	0	0	527	3413	0	240	201	133	5840
Approved Project Trips													
SJC ATI	0	2	1	0	0	0	5	33	0	1	1	0	43
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	81	0	18	26	0	125
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	29	0	4	5	0	38
Total Approved Trips	0	2	1	0	0	0	5	143	0	23	32	0	206
Background Conditions	0	755	574	0	0	0	532	3556	0	263	233	133	6046
Proposed School Project Trips	0	48	0	0	0	0	0	179	0	88	0	0	315
Proposed Residential Project Trips	0	15	0	0	0	0	0	69	0	19	0	0	103
Background + School Project Conditions	0	803	574	0	0	0	532	3735	0	351	233	133	6361
Background + Residential Project Conditions	0	770	574	0	0	0	532	3625	0	282	233	133	6149

Intersection Number: **22**  
 Trafix Node Number: 5632  
 Intersection Name: Lawrence Expressway and Mitty Way  
 Peak Hour: AM  
 Count Date: 01/17/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	883	167	756	0	115	130	3102	0	0	0	0	5153
Approved Project Trips													
SJC ATI	0	2	1	1	0	0	0	32	0	0	0	0	36
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	1	0	0	0	0	0	1
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	1	3	0	0	0	0	0	4
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	17	1	2	0	2	0	79	0	0	0	0	101
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Approved Trips	0	23	2	3	0	3	4	140	0	0	0	0	175
Background Conditions	0	906	169	759	0	118	134	3242	0	0	0	0	5328
Proposed School Project Trips	0	136	0	0	0	0	0	179	0	0	0	0	315
Proposed Residential Project Trips	0	34	0	0	0	0	0	69	0	0	0	0	103
Background + School Project Conditions	0	1042	169	759	0	118	134	3421	0	0	0	0	5643
Background + Residential Project Conditions	0	940	169	759	0	118	134	3311	0	0	0	0	5431

Intersection Number: **23**  
 Trafix Node Number: 5633  
 Intersection Name: Lawrence Expressway and Bollinger Rd/Moorpark Ave\*  
 Peak Hour: AM  
 Count Date: 09/13/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	491	555	141	3	620	120	93	2122	260	143	379	765	5692
Approved Project Trips													
SJC ATI	0	2	0	0	1	0	1	21	1	1	6	11	44
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	1	2	0	0	0	3
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	1	0	0	0	0	0	3	3	1	0	0	8
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	2	16	1	2	6	0	0	77	84	17	1	0	206
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Approved Trips	2	23	1	2	7	0	1	131	90	19	7	11	294
Background Conditions	493	578	142	5	627	120	94	2253	350	162	386	776	5986
Proposed School Project Trips	0	136	0	0	0	0	0	179	34	43	0	0	392
Proposed Residential Project Trips	0	34	0	0	0	0	0	69	12	7	0	0	122
Background + School Project Conditions	493	714	142	5	627	120	94	2432	384	205	386	776	6378
Background + Residential Project Conditions	493	612	142	5	627	120	94	2322	362	169	386	776	6108

Intersection Number: **24**  
 Trafix Node Number: 5634  
 Intersection Name: Lawrence Expressway and Doyle Rd  
 Peak Hour: AM  
 Count Date: 01/11/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	620	122	752	0	262	159	1773	0	0	0	0	3688
Approved Project Trips													
SJC ATI	0	1	2	11	0	0	0	12	0	0	0	0	26
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	3	0	0	0	0	3
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	2	0	0	0	0	0	6	0	0	0	0	8
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	32	1	8	0	0	0	153	0	0	0	0	194
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Approved Trips	0	39	3	19	0	0	0	203	0	0	0	0	264
Background Conditions	0	659	125	771	0	262	159	1976	0	0	0	0	3952
Proposed School Project Trips	0	179	0	0	0	0	0	213	0	0	0	0	392
Proposed Residential Project Trips	0	41	0	0	0	0	0	81	0	0	0	0	122
Background + School Project Conditions	0	838	125	771	0	262	159	2189	0	0	0	0	4344
Background + Residential Project Conditions	0	700	125	771	0	262	159	2057	0	0	0	0	4074

Intersection Number: **1**  
 Trafix Node Number: 3736  
 Intersection Name: Saratoga Ave and Payne Ave  
 Peak Hour: PM  
 Count Date: 09/26/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1128	107	81	0	248	269	899	0	0	0	0	2732
Approved Project Trips													
SJC ATI	0	10	0	0	0	0	0	2	0	0	0	0	12
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	6	0	0	0	0	0	3	0	0	0	0	9
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	16	0	0	0	0	0	5	0	0	0	0	21
Background Conditions	0	1144	107	81	0	248	269	904	0	0	0	0	2753
Proposed School Project Trips	0	82	0	0	0	-1	-1	56	0	0	0	0	136
Proposed Residential Project Trips	0	80	0	0	0	0	-1	66	0	0	0	0	145
Background + School Project Conditions	0	1226	107	81	0	247	268	960	0	0	0	0	2889
Background + Residential Project Conditions	0	1224	107	81	0	248	268	970	0	0	0	0	2898

Intersection Number: **2**  
 Trafix Node Number: 3560  
 Intersection Name: Saratoga Ave and Graves Ave  
 Peak Hour: PM  
 Count Date: 10/26/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	82	878	132	68	28	82	47	967	83	76	28	158	2629
Approved Project Trips													
SJC ATI	0	20	0	0	0	0	0	4	0	0	0	0	24
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	12	0	0	0	0	0	6	0	0	0	0	18
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	32	0	0	0	0	0	10	0	0	0	0	42
Background Conditions	82	910	132	68	28	82	47	977	83	76	28	158	2671
Proposed School Project Trips	0	80	0	0	0	0	0	54	0	0	0	0	134
Proposed Residential Project Trips	0	79	0	0	0	0	0	65	0	0	0	0	144
Background + School Project Conditions	82	990	132	68	28	82	47	1031	83	76	28	158	2805
Background + Residential Project Conditions	82	989	132	68	28	82	47	1042	83	76	28	158	2815



Intersection Number: **3**  
 Trafix Node Number: 3090  
 Intersection Name: Saratoga Ave and Prospect Rd/Campbell Ave\*  
 Peak Hour: PM  
 Count Date: 11/15/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	246	627	310	134	490	222	234	765	133	128	913	274	4476
Approved Project Trips													
SJC ATI	3	13	4	0	0	0	1	4	1	0	0	0	26
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	7	0	0	0	0	0	3	0	10
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	9	9	8	0	0	0	8	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	12	0	0	0	0	0	6	0	0	0	0	18
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	5	0	0	0	0	0	6	0	11
Vallico Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	25	4	0	21	9	9	10	1	0	17	0	99
Background Conditions	249	652	314	134	511	231	243	775	134	128	930	274	4575
Proposed School Project Trips	0	47	33	24	18	6	4	35	5	35	4	-6	205
Proposed Residential Project Trips	0	68	11	7	0	6	4	63	14	34	-3	-6	198
Background + School Project Conditions	249	699	347	158	529	237	247	810	139	163	934	268	4780
Background + Residential Project Conditions	249	720	325	141	511	237	247	838	148	162	927	268	4773

Intersection Number: **4**  
 Trafix Node Number: 3464  
 Intersection Name: Saratoga Ave and Mall Entrance  
 Peak Hour: PM  
 Count Date: 02/28/12  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	1046	103	105	0	178	227	969	0	0	0	0	2629
Approved Project Trips													
SJC ATI	0	16	0	0	0	0	0	6	0	0	0	0	22
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	9	0	0	0	0	0	8	0	0	0	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	12	0	0	0	0	0	6	0	0	0	0	18
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallico Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	37	0	0	0	0	0	20	0	0	0	0	57
Background Conditions	1	1083	103	105	0	178	227	989	0	0	0	0	2686
Proposed School Project Trips	37	-5	54	14	0	62	-11	13	20	21	0	17	222
Proposed Residential Project Trips	38	-5	73	35	0	26	-15	29	21	21	0	17	240
Background + School Project Conditions	38	1078	157	119	0	240	216	1002	20	21	0	17	2908
Background + Residential Project Conditions	39	1078	176	140	0	204	212	1018	21	21	0	17	2926

Intersection Number: **5**  
 Trafix Node Number: 5640  
 Intersection Name: Lawrence Expwy/Quito Rd and Saratoga Ave\*  
 Peak Hour: PM  
 Count Date: 11/15/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	441	868	110	70	674	298	295	312	88	37	850	314	4357
Approved Project Trips													
SJC ATI	5	9	1	0	13	3	0	0	0	0	4	2	37
Westgate West Shopping Center Finess Facility (San Jose)	1	2	0	0	0	0	0	5	0	0	0	3	11
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	9	0	0	0	0	0	8	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	3	3	0	0	6	6	1	1	0	0	5	3	28
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	105	62	0	0	0	0	0	31	0	0	0	27	225
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	114	76	1	0	28	9	1	37	0	0	17	35	318
Background Conditions	555	944	111	70	702	307	296	349	88	37	867	349	4675
Proposed School Project Trips	0	0	63	8	41	11	1	35	0	0	28	0	187
Proposed Residential Project Trips	0	0	66	-11	33	3	20	68	0	0	27	0	206
Background + School Project Conditions	555	944	174	78	743	318	297	384	88	37	895	349	4862
Background + Residential Project Conditions	555	944	177	59	735	310	316	417	88	37	894	349	4881

Intersection Number: **6**  
 Trafix Node Number: 6  
 Intersection Name: Saratoga Ave and Cox Ave  
 Peak Hour: PM  
 Count Date: 05/02/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	141	1052	80	23	145	240	228	915	283	245	208	144	3704
Approved Project Trips													
SJC ATI	0	9	0	0	0	0	0	3	0	0	0	0	12
Westgate West Shopping Center Finess Facility (San Jose)	0	1	0	0	0	0	0	2	0	0	0	0	3
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	9	8	0	7	11	0	0	0	0	0	35
Palm Villas Dementia Center (Saratoga)	2	0	0	0	1	0	0	0	7	9	2	3	24
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	105	0	0	0	0	0	27	0	0	0	0	132
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	115	9	8	1	7	11	32	7	9	2	3	206
Background Conditions	143	1167	89	31	146	247	239	947	290	254	210	147	3910
Proposed School Project Trips	6	36	0	0	0	0	0	27	0	0	0	1	70
Proposed Residential Project Trips	-1	34	0	0	0	0	0	28	0	0	0	0	61
Background + School Project Conditions	149	1203	89	31	146	247	239	974	290	254	210	148	3980
Background + Residential Project Conditions	142	1201	89	31	146	247	239	975	290	254	210	147	3971

Intersection Number: **7**  
 Trafix Node Number: 7  
 Intersection Name: Saratoga Ave and SR 85 NB Ramps  
 Peak Hour: PM  
 Count Date: 05/01/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	269	1108	0	756	4	667	0	565	237	0	0	0	3606
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	6	1	0	1	0	0	0	11	0	0	0	0	19
Palm Villas Dementia Center (Saratoga)	2	6	0	3	0	0	0	4	0	0	0	0	15
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	105	0	15	0	0	0	12	0	0	0	0	132
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	112	0	19	0	0	0	27	0	0	0	0	166
Background Conditions	277	1220	0	775	4	667	0	592	237	0	0	0	3772
Proposed School Project Trips	0	35	0	25	0	0	0	2	0	0	0	0	62
Proposed Residential Project Trips	5	30	0	25	0	0	0	2	0	0	0	0	62
Background + School Project Conditions	277	1255	0	800	4	667	0	594	237	0	0	0	3834
Background + Residential Project Conditions	282	1250	0	800	4	667	0	594	237	0	0	0	3834

Intersection Number: **8**  
 Trafix Node Number: 8  
 Intersection Name: Saratoga Ave and SR 85 SB Ramps  
 Peak Hour: PM  
 Count Date: 05/01/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1255	504	0	0	0	289	623	0	172	6	152	3001
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	1	0	0	0	0	1	0	0	0	10	12
Palm Villas Dementia Center (Saratoga)	0	2	4	0	0	0	0	2	0	0	0	2	10
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	26	79	0	0	0	0	12	0	0	0	0	117
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	28	84	0	0	0	0	15	0	0	0	12	139
Background Conditions	0	1283	588	0	0	0	289	638	0	172	6	164	3140
Proposed School Project Trips	0	12	23	0	0	0	0	2	0	0	0	0	37
Proposed Residential Project Trips	0	3	26	0	0	0	0	1	0	0	0	2	32
Background + School Project Conditions	0	1295	611	0	0	0	289	640	0	172	6	164	3177
Background + Residential Project Conditions	0	1286	614	0	0	0	289	639	0	172	6	166	3172

Intersection Number: **9**  
 Trafix Node Number: 3601  
 Intersection Name: Johnson Ave and Prospect Rd  
 Peak Hour: PM  
 Count Date: 11/05/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	97	0	227	127	673	6	0	0	0	0	1235	83	2448
Approved Project Trips													
SJC ATI	0	0	0	0	3	0	0	0	0	0	0	0	3
Westgate West Shopping Center Finess Facility (San Jose)	0	0	0	0	1	0	0	0	0	0	4	0	5
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	4	0	0	0	0	0	4	0	8
Background Conditions	97	0	227	127	677	6	0	0	0	0	1239	83	2456
Proposed School Project Trips	0	0	0	-1	20	0	0	0	0	0	23	0	42
Proposed Residential Project Trips	0	0	0	0	20	0	0	0	0	0	23	0	43
Background + School Project Conditions	97	0	227	126	697	6	0	0	0	0	1262	83	2498
Background + Residential Project Conditions	97	0	227	127	697	6	0	0	0	0	1262	83	2499

Intersection Number: **10**  
 Trafix Node Number: 5635  
 Intersection Name: Lawrence Expwy and Prospect Rd\*  
 Peak Hour: PM  
 Count Date: 11/15/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	311	1055	412	227	458	148	112	404	141	329	632	298	4527
Approved Project Trips													
SJC ATI	3	14	4	1	2	0	0	1	0	0	0	0	25
Westgate West Shopping Center Finess Facility (San Jose)	0	0	0	0	2	3	0	8	0	0	0	7	20
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	9	0	0	0	0	0	8	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	6	0	0	0	0	0	4	0	0	0	0	10
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	168	0	0	0	0	0	59	0	0	0	0	227
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	188	4	1	13	3	0	72	0	0	8	7	299
Background Conditions	314	1243	416	228	471	151	112	476	141	329	640	305	4826
Proposed School Project Trips	0	44	38	21	3	0	-9	35	17	18	5	0	172
Proposed Residential Project Trips	0	43	35	17	-2	0	-9	45	21	23	-1	0	172
Background + School Project Conditions	314	1287	454	249	474	151	103	511	158	347	645	305	4998
Background + Residential Project Conditions	314	1286	451	245	469	151	103	521	162	352	639	305	4998

Intersection Number: **11**  
 Traffix Node Number: 3746  
 Intersection Name: Mall Entrance and Prospect Rd  
 Peak Hour: PM  
 Count Date: 10/25/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	106	2	174	135	703	53	6	3	9	5	1035	122	2353
Approved Project Trips													
SJC ATI	0	0	0	0	3	0	0	0	0	0	4	0	7
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	3	0	7	0	0	0	0	0	0	0	10
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	9	0	0	0	0	0	8	0	17
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	5	0	0	0	0	0	6	0	11
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	3	0	24	0	0	0	0	0	18	0	45
Background Conditions	106	2	177	135	727	53	6	3	9	5	1053	122	2398
Proposed School Project Trips	0	0	0	0	24	0	0	0	0	0	34	0	58
Proposed Residential Project Trips	0	0	0	0	16	0	0	0	0	0	26	0	42
Background + School Project Conditions	106	2	177	135	751	53	6	3	9	5	1087	122	2456
Background + Residential Project Conditions	106	2	177	135	743	53	6	3	9	5	1079	122	2440

Intersection Number: **12**  
 Traffix Node Number: 3375  
 Intersection Name: Mall Entrance and Campbell Ave  
 Peak Hour: PM  
 Count Date: 10/26/16  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	157	39	108	81	653	80	104	31	63	94	1225	113	2748
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	5	0	5
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	7	0	0	0	0	0	3	0	10
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	18	0	0	0	0	0	16	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	5	0	0	0	0	0	6	0	11
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	30	0	0	0	0	0	30	0	60
Background Conditions	157	39	108	81	683	80	104	31	63	94	1255	113	2808
Proposed School Project Trips	0	0	0	0	6	14	14	0	42	41	1	0	118
Proposed Residential Project Trips	0	0	0	0	6	9	12	0	7	11	1	0	46
Background + School Project Conditions	157	39	108	81	689	94	118	31	105	135	1256	113	2926
Background + Residential Project Conditions	157	39	108	81	689	89	116	31	70	105	1256	113	2854

Intersection Number: **13**  
 Trafix Node Number: 3089  
 Intersection Name: Campbell Ave and Hamilton Ave\*  
 Peak Hour: PM  
 Count Date: 11/15/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	355	71	72	0	424	929	469	0	2320
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	2	3	0	5
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	4	0	0	0	3	1	2	0	10
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	18	16	0	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	5	0	6	0	11
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	4	0	0	0	26	19	11	0	60
Background Conditions	0	0	0	0	359	71	72	0	450	948	480	0	2380
Proposed School Project Trips	0	0	0	0	13	0	0	0	7	-1	17	0	36
Proposed Residential Project Trips	0	0	0	0	13	0	0	0	2	-1	14	0	28
Background + School Project Conditions	0	0	0	0	372	71	72	0	457	947	497	0	2416
Background + Residential Project Conditions	0	0	0	0	372	71	72	0	452	947	494	0	2408

Intersection Number: **14**  
 Trafix Node Number: 3876  
 Intersection Name: Northlawn Dr/Fallbrook Ave and Campbell Ave  
 Peak Hour: PM  
 Count Date: 10/23/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	11	29	32	22	595	44	62	25	44	62	1111	32	2069
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	2	0	2
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	3	0	0	0	0	0	1	0	4
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	18	0	0	0	0	0	16	0	34
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	5	0	0	0	0	0	6	0	11
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	26	0	0	0	0	0	25	0	51
Background Conditions	11	29	32	22	621	44	62	25	44	62	1136	32	2120
Proposed School Project Trips	0	0	0	0	11	0	0	0	0	0	10	0	21
Proposed Residential Project Trips	0	0	0	0	11	0	0	0	0	0	10	0	21
Background + School Project Conditions	11	29	32	22	632	44	62	25	44	62	1146	32	2141
Background + Residential Project Conditions	11	29	32	22	632	44	62	25	44	62	1146	32	2141

Intersection Number: **15**  
 Trafix Node Number: 3569  
 Intersection Name: San Tomas Aquino Rd and Hamilton Ave  
 Peak Hour: PM  
 Count Date: 03/09/17  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	108	430	224	164	468	158	110	285	48	60	715	111	2881
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	11	0	0	0	0	0	12	0	0	0	0	23
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	3	0	0	0	3	3	3	0	0	0	0	12
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	14	0	0	0	3	3	15	0	0	0	0	35
Background Conditions	108	444	224	164	468	161	113	300	48	60	715	111	2916
Proposed School Project Trips	0	0	0	0	13	0	0	0	0	0	17	0	30
Proposed Residential Project Trips	0	0	0	0	13	0	0	0	0	0	14	0	27
Background + School Project Conditions	108	444	224	164	481	161	113	300	48	60	732	111	2946
Background + Residential Project Conditions	108	444	224	164	481	161	113	300	48	60	729	111	2943

Intersection Number: **16**  
 Trafix Node Number: 16  
 Intersection Name: San Tomas Aquino Rd and Campbell Ave  
 Peak Hour: PM  
 Count Date: 12/01/15  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	130	340	191	87	660	222	184	267	150	174	895	135	3435
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	11	0	0	0	16	0	0	0	11	12	18	12	80
100-300 Haymarket (Campbell)	0	1	0	0	0	1	1	1	1	1	0	0	6
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	5	4	0	3	0	0	0	6	18
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	11	1	0	0	21	5	1	4	12	13	18	18	104
Background Conditions	141	341	191	87	681	227	185	271	162	187	913	153	3539
Proposed School Project Trips	0	0	0	0	11	0	0	0	0	0	10	0	21
Proposed Residential Project Trips	0	0	0	0	11	0	0	0	0	0	10	0	21
Background + School Project Conditions	141	341	191	87	692	227	185	271	162	187	923	153	3560
Background + Residential Project Conditions	141	341	191	87	692	227	185	271	162	187	923	153	3560

Intersection Number: **17**  
 Trafix Node Number: 3358  
 Intersection Name: Quito Rd and Bucknall Rd  
 Peak Hour: PM  
 Count Date: 11/06/14  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	15	964	136	91	65	96	57	477	7	13	119	39	2079
Approved Project Trips													
SJC ATI	0	6	0	0	0	0	0	0	0	0	0	0	6
Westgate West Shopping Center Fitness Facility (San Jose)	0	1	0	0	0	0	0	3	0	0	0	0	4
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	9	0	0	0	0	0	2	0	0	0	0	11
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	16	0	0	0	0	0	5	0	0	0	0	21
Background Conditions	15	980	136	91	65	96	57	482	7	13	119	39	2100
Proposed School Project Trips	0	11	0	0	0	0	0	1	0	0	0	0	12
Proposed Residential Project Trips	0	3	0	0	0	0	0	0	0	0	0	0	3
Background + School Project Conditions	15	991	136	91	65	96	57	483	7	13	119	39	2112
Background + Residential Project Conditions	15	983	136	91	65	96	57	482	7	13	119	39	2103

Intersection Number: **18**  
 Trafix Node Number: 18  
 Intersection Name: Quito Rd and Northlawn Dr  
 Peak Hour: PM  
 Count Date: None  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1072	110	61	0	65	46	598	0	0	0	0	1952
Approved Project Trips													
SJC ATI	0	12	0	0	0	0	0	0	0	0	0	0	12
Westgate West Shopping Center Fitness Facility (San Jose)	0	2	0	0	0	0	0	5	0	0	0	0	7
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	9	0	0	0	0	0	2	0	0	0	0	11
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	23	0	0	0	0	0	7	0	0	0	0	30
Background Conditions	0	1095	110	61	0	65	46	605	0	0	0	0	1982
Proposed School Project Trips	0	11	0	0	0	0	0	1	0	0	0	0	12
Proposed Residential Project Trips	0	3	0	0	0	0	0	0	0	0	0	0	3
Background + School Project Conditions	0	1106	110	61	0	65	46	606	0	0	0	0	1994
Background + Residential Project Conditions	0	1098	110	61	0	65	46	605	0	0	0	0	1985



Intersection Number: **19**  
 Trafix Node Number: 19  
 Intersection Name: Quito Rd and Cox Ave  
 Peak Hour: PM  
 Count Date: 04/30/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	45	1057	0	0	0	0	0	474	175	309	0	25	2085
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	9	0	0	0	0	0	0	0	3	2	0	2	16
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	1	2	0	0	3
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	9	0	0	0	0	0	0	0	4	4	0	2	19
Background Conditions	54	1057	0	0	0	0	0	474	179	313	0	27	2104
Proposed School Project Trips	0	11	0	0	0	0	0	1	0	0	0	0	12
Proposed Residential Project Trips	0	3	0	0	0	0	0	0	0	0	0	0	3
Background + School Project Conditions	54	1068	0	0	0	0	0	475	179	313	0	27	2116
Background + Residential Project Conditions	54	1060	0	0	0	0	0	474	179	313	0	27	2107

Intersection Number: **20**  
 Trafix Node Number: 20  
 Intersection Name: Quito Rd and McCoy Ave  
 Peak Hour: PM  
 Count Date: 06/25/19  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	12	890	177	78	3	11	14	486	13	22	3	7	1716
Approved Project Trips													
SJC ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	2	0	0	0	0	0	3	0	0	0	0	5
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	0	0	0	0	0	0
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	2	0	0	0	0	0	3	0	0	0	0	5
Background Conditions	12	892	177	78	3	11	14	489	13	22	3	7	1721
Proposed School Project Trips	0	12	0	0	0	0	0	2	0	0	0	0	14
Proposed Residential Project Trips	0	3	0	0	0	0	0	1	0	0	0	0	4
Background + School Project Conditions	12	904	177	78	3	11	14	491	13	22	3	7	1735
Background + Residential Project Conditions	12	895	177	78	3	11	14	490	13	22	3	7	1725

Intersection Number: **21**  
 Traffix Node Number: 5636  
 Intersection Name: Lawrence Expressway and Calvert Drive/I-280 SB On Ramp\*  
 Peak Hour: PM  
 Count Date: 11/15/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2329	872	0	0	0	148	1142	0	956	455	134	6036
Approved Project Trips													
SJC ATI	0	32	9	0	0	0	0	6	0	1	0	0	48
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	0	0	0	0	0	0	31	0	0	95	103	229
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	0	0	0	0	0	0	4	0	28	35	0	67
Total Approved Trips	0	32	9	0	0	0	0	41	0	29	130	103	344
Background Conditions	0	2361	881	0	0	0	148	1183	0	985	585	237	6380
Proposed School Project Trips	0	35	0	0	0	0	0	46	0	36	0	0	117
Proposed Residential Project Trips	0	33	0	0	0	0	0	52	0	34	0	0	119
Background + School Project Conditions	0	2396	881	0	0	0	148	1229	0	1021	585	237	6497
Background + Residential Project Conditions	0	2394	881	0	0	0	148	1235	0	1019	585	237	6499

Intersection Number: **22**  
 Traffix Node Number: 5632  
 Intersection Name: Lawrence Expressway and Mitty Way  
 Peak Hour: PM  
 Count Date: 01/17/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2834	476	242	0	71	122	1070	0	0	0	0	4815
Approved Project Trips													
SJC ATI	0	33	0	2	0	5	0	4	0	0	0	0	44
Westgate West Shopping Center Fitness Facility (San Jose)	0	0	0	0	0	0	4	0	0	0	0	0	4
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	0	0	0	0	3	2	0	0	0	0	0	5
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	91	5	1	0	1	0	30	0	0	0	0	128
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	28	0	0	0	0	0	4	0	0	0	0	32
Total Approved Trips	0	152	5	3	0	9	6	38	0	0	0	0	213
Background Conditions	0	2986	481	245	0	80	128	1108	0	0	0	0	5028
Proposed School Project Trips	0	71	0	0	0	0	0	46	0	0	0	0	117
Proposed Residential Project Trips	0	67	0	0	0	0	0	52	0	0	0	0	119
Background + School Project Conditions	0	3057	481	245	0	80	128	1154	0	0	0	0	5145
Background + Residential Project Conditions	0	3053	481	245	0	80	128	1160	0	0	0	0	5147

Intersection Number: **23**  
 Traffix Node Number: 5633  
 Intersection Name: Lawrence Expressway and Bollinger Rd/Moorpark Ave\*  
 Peak Hour: PM  
 Count Date: 11/15/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	554	1923	376	137	474	133	126	722	237	368	679	294	6023
Approved Project Trips													
SJC ATI	6	28	4	1	5	1	0	2	0	1	2	1	51
Westgate West Shopping Center Finess Facility (San Jose)	0	0	0	0	0	0	0	4	4	0	0	0	8
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	3	0	0	0	0	0	2	2	3	0	0	10
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	1	86	5	1	2	0	0	29	33	89	5	0	251
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	28	0	0	0	0	0	4	0	0	0	0	32
Total Approved Trips	7	145	9	2	7	1	0	41	39	93	7	1	352
Background Conditions	561	2068	385	139	481	134	126	763	276	461	686	295	6375
Proposed School Project Trips	0	71	0	0	0	0	-1	46	10	12	0	0	138
Proposed Residential Project Trips	0	67	0	0	0	0	0	52	10	12	0	0	141
Background + School Project Conditions	561	2139	385	139	481	134	125	809	286	473	686	295	6513
Background + Residential Project Conditions	561	2135	385	139	481	134	126	815	286	473	686	295	6516

Intersection Number: **24**  
 Traffix Node Number: 5634  
 Intersection Name: Lawrence Expressway and Doyle Rd  
 Peak Hour: PM  
 Count Date: 01/11/18  
 Date of Analysis: 06/29/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1664	654	264	0	118	138	918	0	0	0	0	3756
Approved Project Trips													
SJC ATI	0	21	9	0	0	0	0	2	0	0	0	0	32
Westgate West Shopping Center Finess Facility (San Jose)	0	0	0	0	0	0	0	8	0	0	0	0	8
1625 W. Campbell Ave Daycare (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
100-300 Haymarket (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Quito Village Development (Saratoga)	0	6	0	0	0	0	0	4	0	0	0	0	10
Palm Villas Dementia Center (Saratoga)	0	0	0	0	0	0	0	0	0	0	0	0	0
Grocery Outlet in San Tomas Plaza (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Vallco Special Area Specific Plan (Cupertino)	0	168	7	3	0	0	0	59	0	0	0	0	237
Office at 5403 Stevens Creek Blvd (Santa Clara)	0	28	0	0	0	0	0	4	0	0	0	0	32
Total Approved Trips	0	223	16	3	0	0	0	77	0	0	0	0	319
Background Conditions	0	1887	670	267	0	118	138	995	0	0	0	0	4075
Proposed School Project Trips	0	82	0	0	0	0	0	56	0	0	0	0	138
Proposed Residential Project Trips	0	78	0	0	0	0	0	62	0	0	0	0	140
Background + School Project Conditions	0	1969	670	267	0	118	138	1051	0	0	0	0	4213
Background + Residential Project Conditions	0	1965	670	267	0	118	138	1057	0	0	0	0	4215

## **Appendix D**

### **San Jose ATI and Saratoga/Campbell Project Lists**

**AM PROJECT TRIPS**

02/28/2020

**Intersection of** : Saratoga Av & Campbell Av / Prospect Rd

**Traffic Node Number** : 3090

Permit No./Proposed Land Use/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
NSJ LEGACY	2	17	2	0	1	0	0	1	0	0	1	0
NORTH SAN JOSE												
<b>TOTAL:</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

	LEFT	THRU	RIGHT
<b>NORTH</b>	0	1	0
<b>EAST</b>	0	1	0
<b>SOUTH</b>	2	17	2
<b>WEST</b>	0	1	0

**PM PROJECT TRIPS**

02/28/2020

**Intersection of** : Saratoga Av & Campbell Av / Prospect Rd

**Traffic Node Number** : 3090

Permit No./Proposed Land Use/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
NSJ LEGACY	1	4	1	4	13	3	0	0	0	0	0	0

NORTH SAN JOSE

**TOTAL:**      1          4          1          4          13          3          0          0          0          0          0          0

	LEFT	THRU	RIGHT
<b>NORTH</b>	4	13	3
<b>EAST</b>	0	0	0
<b>SOUTH</b>	1	4	1
<b>WEST</b>	0	0	0

**AM PROJECT TRIPS**

02/28/2020

**Intersection of** : Lawrence Ex & Prospect Rd

**Traffic Node Number** : 5635

Permit No./Proposed Land Use/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
NSJ LEGACY	5	10	0	0	1	0	2	3	1	0	0	0
NORTH SAN JOSE												
<b>TOTAL:</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

	LEFT	THRU	RIGHT
<b>NORTH</b>	0	1	0
<b>EAST</b>	0	0	0
<b>SOUTH</b>	5	10	0
<b>WEST</b>	2	3	1

**PM PROJECT TRIPS**

02/28/2020

**Intersection of** : Lawrence Ex & Prospect Rd

**Traffic Node Number** : 5635

Permit No./Proposed Land Use/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
NSJ LEGACY	0	1	0	4	14	3	0	0	0	0	2	1
NORTH SAN JOSE												
<b>TOTAL:</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>

	LEFT	THRU	RIGHT
<b>NORTH</b>	4	14	3
<b>EAST</b>	0	2	1
<b>SOUTH</b>	0	1	0
<b>WEST</b>	0	0	0



**AM PROJECT TRIPS**

02/28/2020

**Intersection of** : Lawrence Ex & Quito Rd & Saratoga Av

**Traffic Node Number** : 5640

Permit No./Proposed Land Use/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
NSJ LEGACY	0	7	1	0	0	0	13	15	0	0	2	0
NORTH SAN JOSE												
<b>TOTAL:</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

	LEFT	THRU	RIGHT
<b>NORTH</b>	0	0	0
<b>EAST</b>	0	2	0
<b>SOUTH</b>	0	7	1
<b>WEST</b>	13	15	0

**PM PROJECT TRIPS**

02/28/2020

**Intersection of** : Lawrence Ex & Quito Rd & Saratoga Av

**Traffic Node Number** : 5640

Permit No./Proposed Land Use/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
NSJ LEGACY	0	0	0	1	9	5	2	4	0	3	13	0
NORTH SAN JOSE												
<b>TOTAL:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>0</b>

	LEFT	THRU	RIGHT
<b>NORTH</b>	1	9	5
<b>EAST</b>	3	13	0
<b>SOUTH</b>	0	0	0
<b>WEST</b>	2	4	0

## Approved Developments for El Paseo Mixed-Use Development

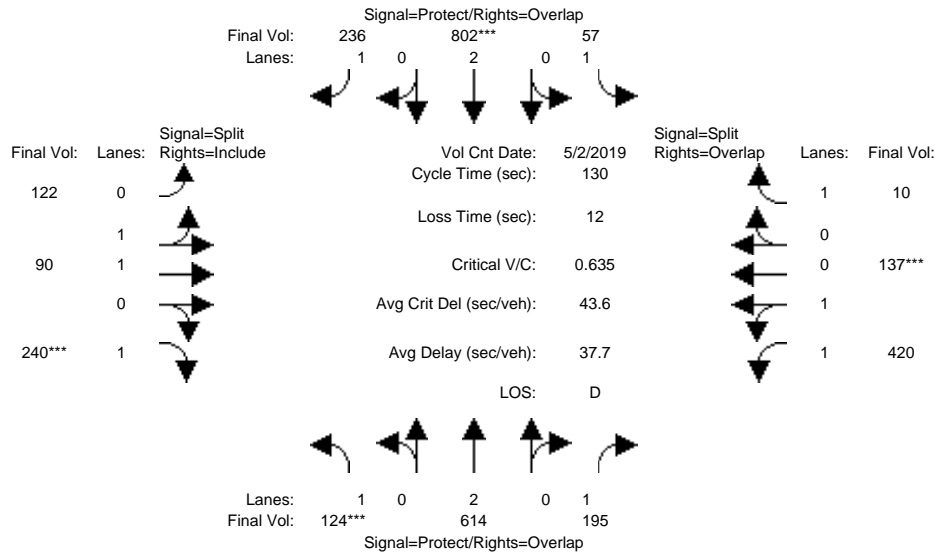
Project Name/Address	Project Description
<b><u>Approved Developments</u></b>	
Daycare Facility Expansion 1625 W. Campbell Avenue (Campbell)	Commercial day care center capacity increase from 60 to 100 children
100-300 Haymarket Court (formerly 880/910 Harriet Avenue) (Campbell)	6 single-family homes and 3 accessory dwelling units
Grocery Outlet in San Tomas Plaza at northeast corner of San Tomas Aquino Road/Campbell Avenue (Campbell)	Changes in tenant space in the plaza: CVS moved to a smaller space at the former Ace Hardware store. Grocery Outlet is moving into the former CVS space.
Quito Village Development 18764 Cox Avenue (Saratoga)	91 residential units, 4,999 square feet of commercial uses, and 76,529 square feet of open space.
Palm Villas Saratoga Saratoga Creek Drive (Saratoga)	A Residential Care Facility for the Elderly (RCFE) providing 24 hour care for up to 48 guests.
Vallco Special Area Specific Plan (Cupertino)	The Specific Plan would redevelop the existing shopping mall with a mix of uses including commercial, office, hotel, residential, open space, a transit hub, rooftop garden, civic uses, a Science, Technology, Engineering, and Math (STEM) lab, and associated parking.
Office at 5403 Stevens Creek Blvd (Santa Clara)	Phase 2 of the office development (187,500 square feet)
<b><u>Pending Developments</u></b>	
Saratoga & Avalon Expansion 700 Saratoga Avenue (San Jose)	Addition of 300 apartment units from the existing 873 units, 17,800 s.f. of retail
Source: Cities of Saratoga, Campbell Cupertino, and Santa Clara Planning Departments, December 2020.	

## **Appendix E**

### **Level of Service Calculations**

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #6: Saratoga/Cox



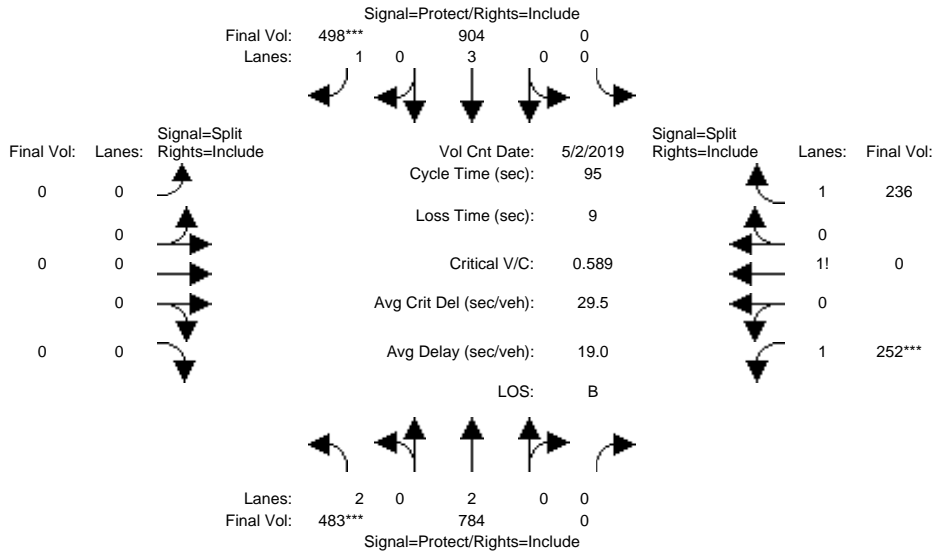
Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2019 << 8:00-9:00 AM												
Base Vol:	124	614	195	57	802	236	122	90	240	420	137	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	614	195	57	802	236	122	90	240	420	137	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	614	195	57	802	236	122	90	240	420	137	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	614	195	57	802	236	122	90	240	420	137	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	614	195	57	802	236	122	90	240	420	137	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	614	195	57	802	236	122	90	240	420	137	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.51	0.49	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2677	873	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.11	0.03	0.21	0.13	0.07	0.05	0.14	0.16	0.16	0.01
Crit Moves:	****			****			****			****		
Green Time:	14.5	43.3	75.5	14.4	43.2	71.3	28.1	28.1	28.1	32.1	32.1	46.6
Volume/Cap:	0.63	0.48	0.19	0.29	0.63	0.25	0.32	0.22	0.63	0.63	0.63	0.02
Delay/Veh:	61.9	34.8	13.0	53.9	37.8	15.4	43.2	42.0	49.8	45.2	45.2	26.9
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:	61.9	34.8	13.0	53.9	37.8	15.4	43.2	42.0	49.8	45.2	45.2	26.9
LOS by Move:	E	C	B	D	D	B	D	D	D	D	D	C
HCM2kAvgQ:	5	9	4	2	14	5	5	3	10	11	11	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Saratoga/SR 85 NB Ramps

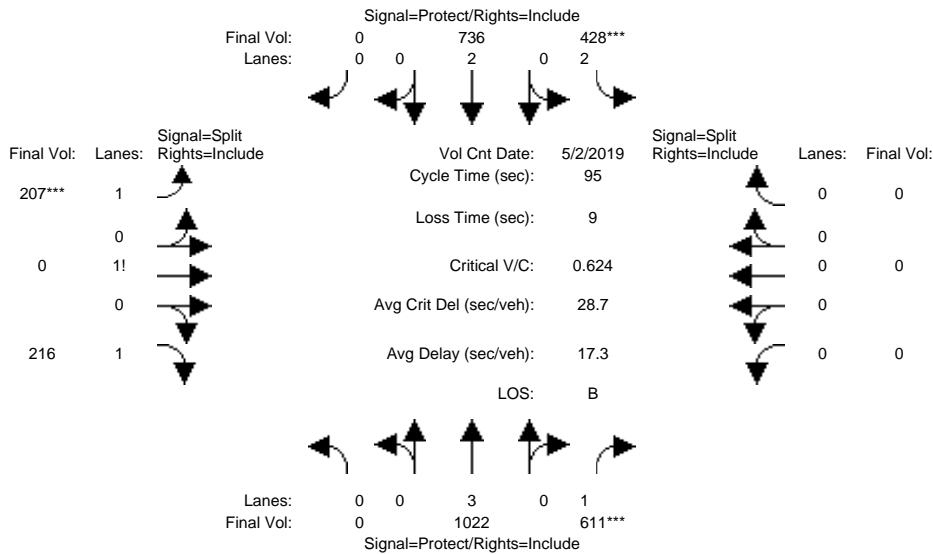


Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2019 << 7:30-8:30 AM												
Base Vol:	483	784	0	0	904	498	0	0	0	252	0	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	784	0	0	904	498	0	0	0	252	0	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	784	0	0	904	498	0	0	0	252	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	784	0	0	904	498	0	0	0	252	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	784	0	0	904	498	0	0	0	252	0	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	483	784	0	0	904	498	0	0	0	252	0	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.52	0.00	1.48
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2654	0	2596
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.00	0.00	0.16	0.28	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	24.7	70.7	0.0	0.0	45.9	45.9	0.0	0.0	0.0	15.3	0.0	15.3
Volume/Cap:	0.59	0.28	0.00	0.00	0.33	0.59	0.00	0.00	0.00	0.59	0.00	0.56
Delay/Veh:	31.8	4.0	0.0	0.0	15.1	18.8	0.0	0.0	0.0	38.0	0.0	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	4.0	0.0	0.0	15.1	18.8	0.0	0.0	0.0	38.0	0.0	37.6
LOS by Move:	C	A	A	A	B	B	A	A	A	D	A	D
HCM2kAvgQ:	7	4	0	0	5	11	0	0	0	6	0	5

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #8: Saratoga/SR 85 SB Ramps



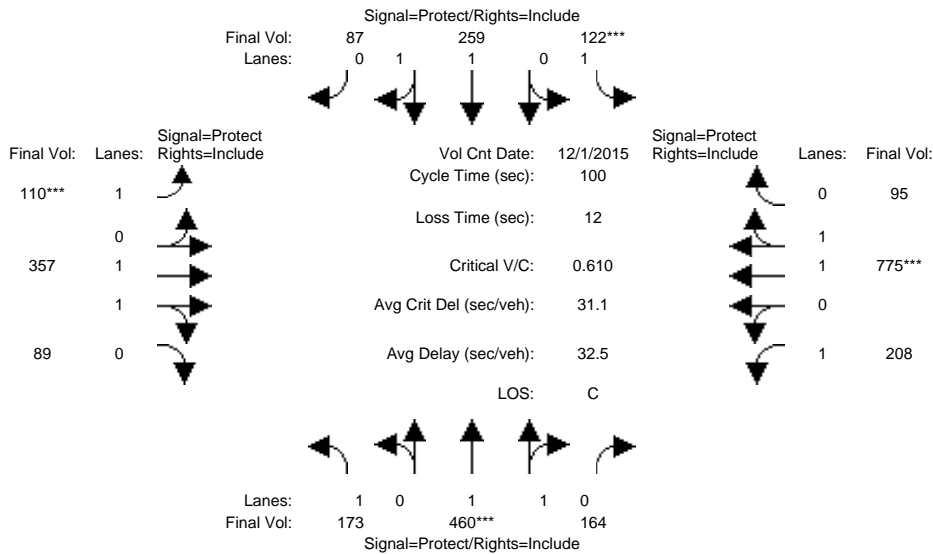
Street Name:	Saratoga						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2019 << 7:30-8:30 AM												
Base Vol:	0	1022	611	428	736	0	207	0	216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1022	611	428	736	0	207	0	216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1022	611	428	736	0	207	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1022	611	428	736	0	207	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1022	611	428	736	0	207	0	216	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1022	611	428	736	0	207	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.49	0.00	1.51	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2606	0	2644	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.35	0.14	0.19	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	53.0	53.0	20.6	73.6	0.0	12.4	0.0	12.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.32	0.63	0.63	0.25	0.00	0.61	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	11.4	15.6	35.5	3.0	0.0	40.6	0.0	41.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	15.6	35.5	3.0	0.0	40.6	0.0	41.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	5	14	7	3	0	5	0	5	0	0	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino				Campbell							
Approach:	North Bound			South Bound			East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2015 << (growth rate applied to count)												
Base Vol:	173	460	164	122	259	87	110	357	89	208	775	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	460	164	122	259	87	110	357	89	208	775	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	460	164	122	259	87	110	357	89	208	775	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	460	164	122	259	87	110	357	89	208	775	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	460	164	122	259	87	110	357	89	208	775	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	460	164	122	259	87	110	357	89	208	775	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.48	0.52	1.00	1.59	0.41	1.00	1.78	0.22
Final Sat.:	1750	2727	972	1750	2769	930	1750	2961	738	1750	3296	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.07	0.09	0.09	0.06	0.12	0.12	0.12	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.4	27.7	27.7	11.4	19.7	19.7	10.3	24.6	24.6	24.3	38.6	38.6
Volume/Cap:	0.51	0.61	0.61	0.61	0.48	0.48	0.61	0.49	0.49	0.49	0.61	0.61
Delay/Veh:	37.3	32.5	32.5	47.5	36.1	36.1	48.9	32.7	32.7	33.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	32.5	32.5	47.5	36.1	36.1	48.9	32.7	32.7	33.4	25.4	25.4
LOS by Move:	D	C	C	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	6	9	9	5	5	5	4	6	6	6	11	11

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



El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Quito/Northlawn

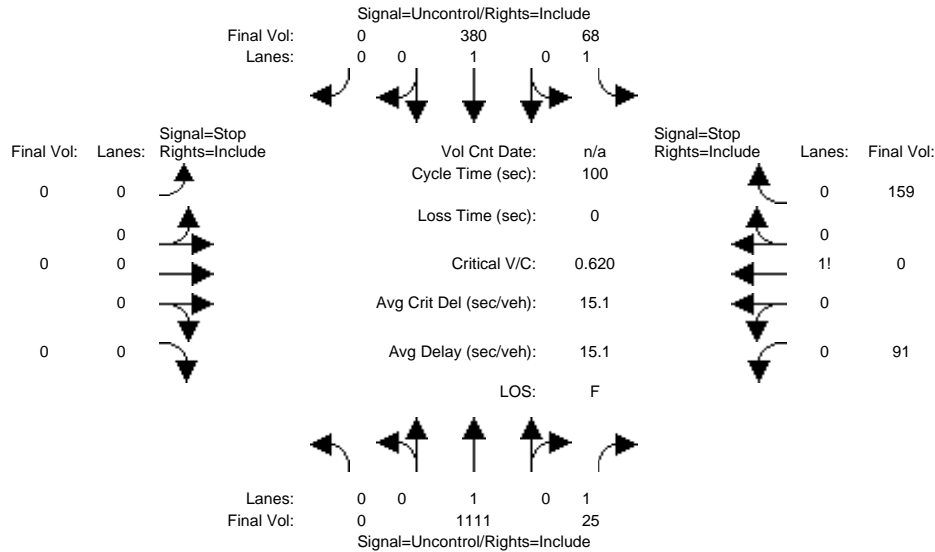


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R), Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume), and Critical Gap Module (Critical Gp, FollowUpTim).

Capacity Module table with columns for Movement (LT, LTR, RT) and rows for Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap.

Level Of Service Module table with columns for Movement (LT, LTR, RT) and rows for 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

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Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 1111	25 68 380	0 0 0 0	91 0 159
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	107.4

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

Signal Warrant Rule #1: [vehicle-hours=7.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=250]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1834]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	1 0 1 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 1111	25 68 380	0 0 0 0	91 0 159

Major Street Volume: 1584

Minor Approach Volume: 250

Minor Approach Volume Threshold: 126

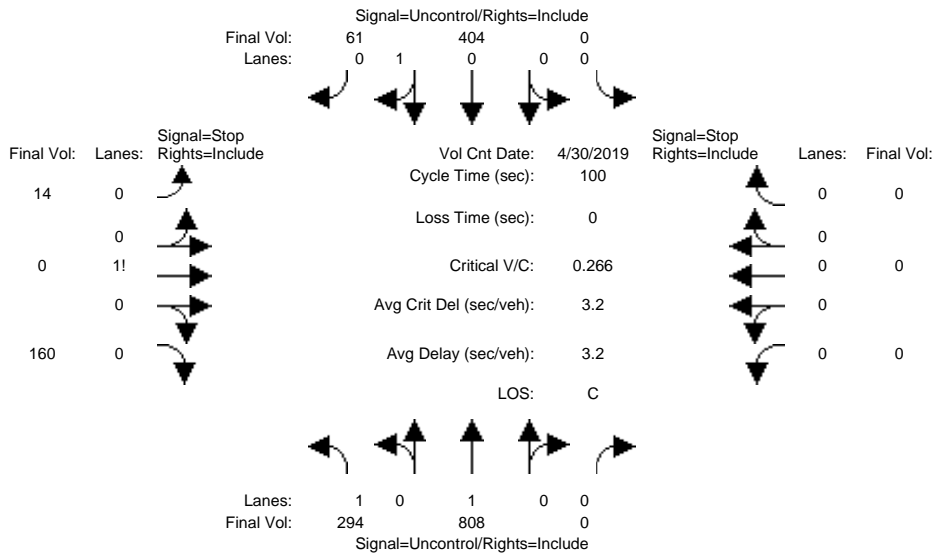
SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development  
 San Jose, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing AM

Intersection #19: Quito/Cox



Street Name:	Quito				Cox							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 30 Apr 2019 << 7:45-8:45 AM												
Base Vol:	294	808	0	0	404	61	14	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	808	0	0	404	61	14	0	160	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	808	0	0	404	61	14	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	808	0	0	404	61	14	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	294	808	0	0	404	61	14	0	160	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	465	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1831	1831	435	xxxx	xxxx	xxxxxx
Potent Cap.:	1107	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	85	77	626	xxxx	xxxx	xxxxxx
Move Cap.:	1107	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	68	57	626	xxxx	xxxx	xxxxxx
Total Cap:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	141	127	xxxxxx	69	112	xxxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.26	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	491	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	16.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report

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 Intersection #19 Quito/Cox  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	294	808	0	0	404	61	14	0	160	0	0	0
ApproachDel:	xxxxxx			xxxxxx			16.3			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=0.8]

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

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1741]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	294	808	0	0	404	61	14	0	160	0	0	0

Major Street Volume: 1567

Minor Approach Volume: 174

Minor Approach Volume Threshold: 130

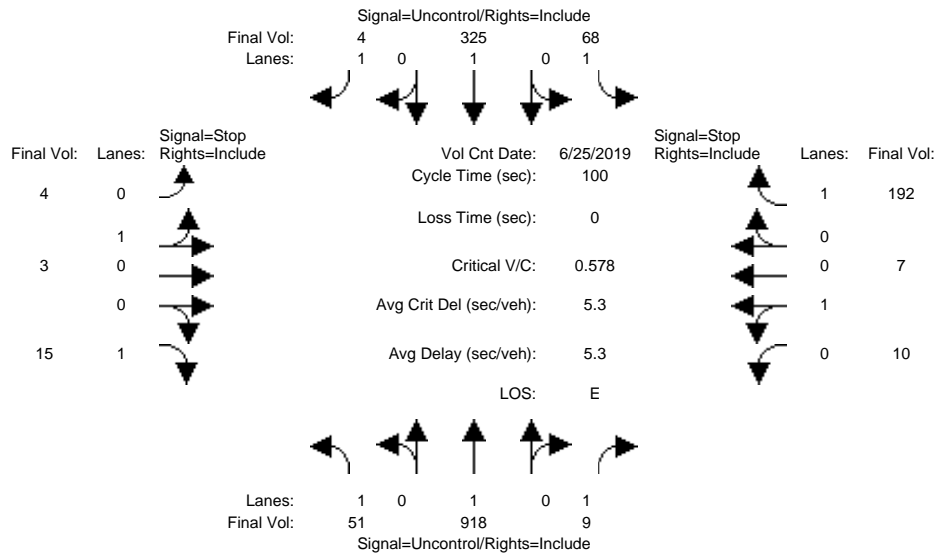
SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development  
 San Jose, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing AM

Intersection #20: Quito/McCoy



Street Name:	Quito				McCoy							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 25 Jun 2019 << 8:00-9:00 AM	51	918	9	68	325	4	4	3	15	10	7	192
Base Vol:	51	918	9	68	325	4	4	3	15	10	7	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	918	9	68	325	4	4	3	15	10	7	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	918	9	68	325	4	4	3	15	10	7	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	918	9	68	325	4	4	3	15	10	7	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	918	9	68	325	4	4	3	15	10	7	192
Critical Gap Module:	Critical Gp: 4.1 xxxx xxxxx			4.1 xxxx xxxxx			7.1 6.5		6.2 7.1 6.5		6.2	
FollowUpTim:	2.2 xxxx xxxxx			2.2 xxxx xxxxx			3.5 4.0		3.3 3.5 4.0		3.3	
Capacity Module:	Cnflct Vol: 329 xxxx xxxxx			927 xxxx xxxxx			1585 1490		325 1492 1485		918	
Potent Cap.:	1242 xxxx xxxxx			746 xxxx xxxxx			89 125		721 103 126		332	
Move Cap.:	1242 xxxx xxxxx			746 xxxx xxxxx			32 109		721 89 110		332	
Volume/Cap:	0.04 xxxx xxxxx			0.09 xxxx xxxxx			0.12 0.03		0.02 0.11 0.06		0.58	
Level Of Service Module:	2Way95thQ: 0.1 xxxx xxxxx			0.3 xxxx xxxxx			xxxx xxxx		0.1 xxxx xxxx		3.4	
Control Del:	8.0 xxxx xxxxx			10.3 xxxx xxxxx			xxxxxx xxxx		10.1 xxxxx xxxx		29.7	
LOS by Move:	A * *			B * *			* * B		* * D			
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			46 xxxx xxxxx		96 xxxx xxxxx			
SharedQueue:	xxxxxx xxxxx			xxxxxx xxxxx			0.5 xxxxx xxxxx		0.6 xxxxx xxxxx			
Shrd ConDel:	xxxxxx xxxxx			xxxxxx xxxxx			96.9 xxxxx xxxxx		50.2 xxxxx xxxxx			
Shared LOS:	* * *			* * *			F * *		F * *			
ApproachDel:	xxxxxxx			xxxxxxx			37.7		31.4			
ApproachLOS:	*			*			E		D			

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

Peak Hour Delay Signal Warrant Report

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Intersection #20 Quito/McCoy

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 918 9	68 325 4	4 3 15	10 7 192
ApproachDel:	xxxxxx	xxxxxx	37.7	31.4

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=22]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1606]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.8]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=209]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1606]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #20 Quito/McCoy  
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Future Volume Alternative: Peak Hour Warrant NOT Met

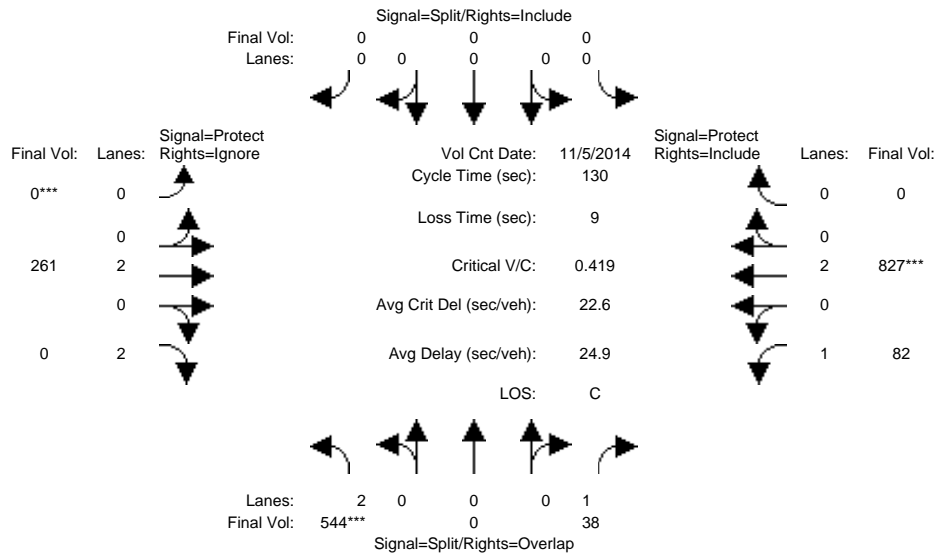
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 918 9	68 325 4	4 3 15	10 7 192
Major Street Volume:	1375			
Minor Approach Volume:	209			
Minor Approach Volume Threshold:	237			

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

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El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #3089: Campbell/Hamilton



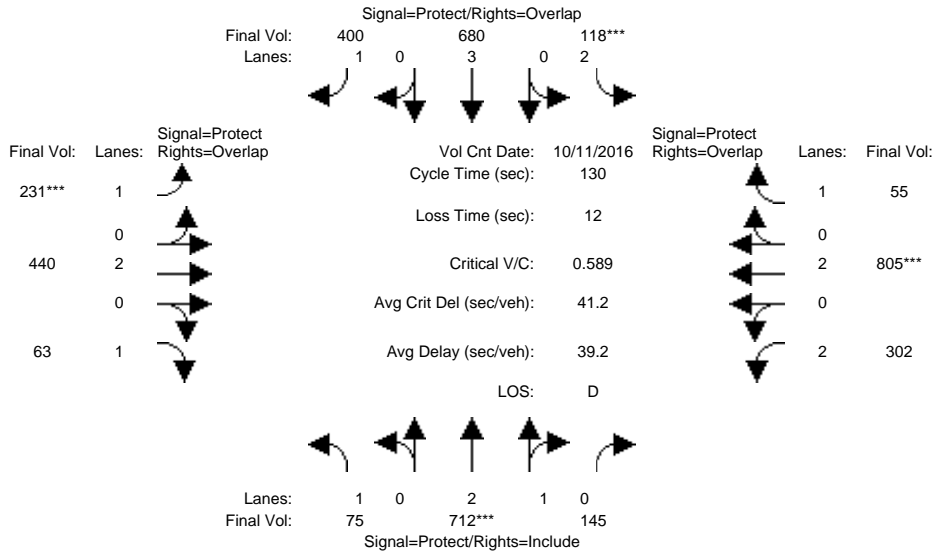
Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2014 << 8:00-9:00 (growth rate applied to count)												
Base Vol:	544	0	38	0	0	0	0	261	477	82	827	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:	544	0	38	0	0	0	0	261	477	82	827	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	0	38	0	0	0	0	261	477	82	827	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	544	0	38	0	0	0	0	261	0	82	827	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	0	38	0	0	0	0	261	0	82	827	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	544	0	38	0	0	0	0	261	0	82	827	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.00	0.05	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	53.5	0.0	81.3	0.0	0.0	0.0	0.0	39.7	0.0	27.8	67.5	0.0
Volume/Cap:	0.42	0.00	0.03	0.00	0.00	0.00	0.00	0.22	0.00	0.22	0.42	0.00
Delay/Veh:	27.4	0.0	9.3	0.0	0.0	0.0	0.0	33.8	0.0	42.5	19.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	0.0	9.3	0.0	0.0	0.0	0.0	33.8	0.0	42.5	19.4	0.0
LOS by Move:	C	A	A	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	9	0	1	0	0	0	0	4	0	3	10	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3090: Saratoga/Campbell



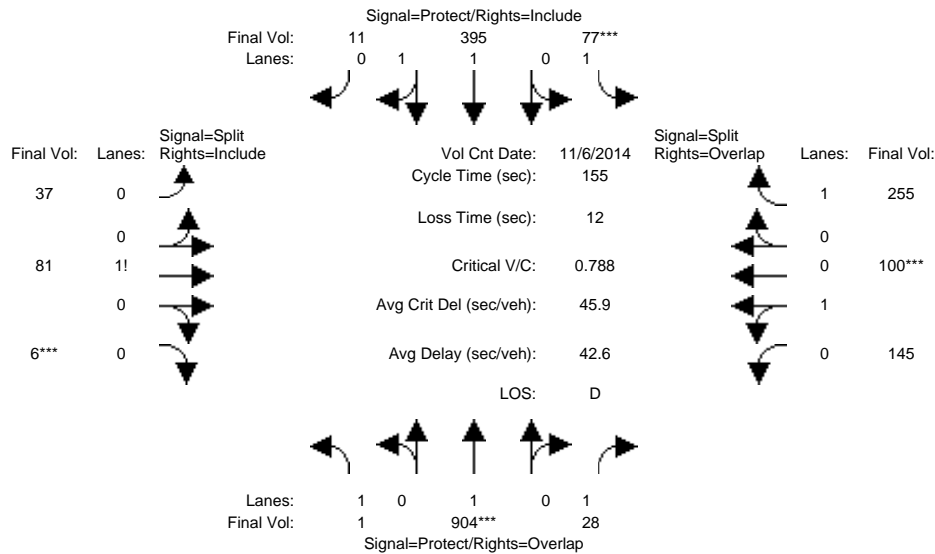
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 << 7:35-8:35 (growth rate applied to count)												
Base Vol:	75	712	145	118	680	400	231	440	63	302	805	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	712	145	118	680	400	231	440	63	302	805	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	712	145	118	680	400	231	440	63	302	805	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	712	145	118	680	400	231	440	63	302	805	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	712	145	118	680	400	231	440	63	302	805	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	712	145	118	680	400	231	440	63	302	805	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.47	0.53	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4651	947	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.04	0.12	0.23	0.13	0.12	0.04	0.10	0.21	0.03
Crit Moves:	****			****			****			****		
Green Time:	13.1	33.8	33.8	8.3	29.0	58.1	29.1	41.5	54.6	34.4	46.8	55.1
Volume/Cap:	0.43	0.59	0.59	0.59	0.53	0.51	0.59	0.36	0.09	0.36	0.59	0.07
Delay/Veh:	56.6	42.7	42.7	63.8	45.0	26.3	47.4	34.2	22.7	39.2	34.5	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	42.7	42.7	63.8	45.0	26.3	47.4	34.2	22.7	39.2	34.5	22.3
LOS by Move:	E	D	D	E	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	3	8	12	9	6	2	6	13	1

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



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Intersection #3358: BUCKNALL/QUITO

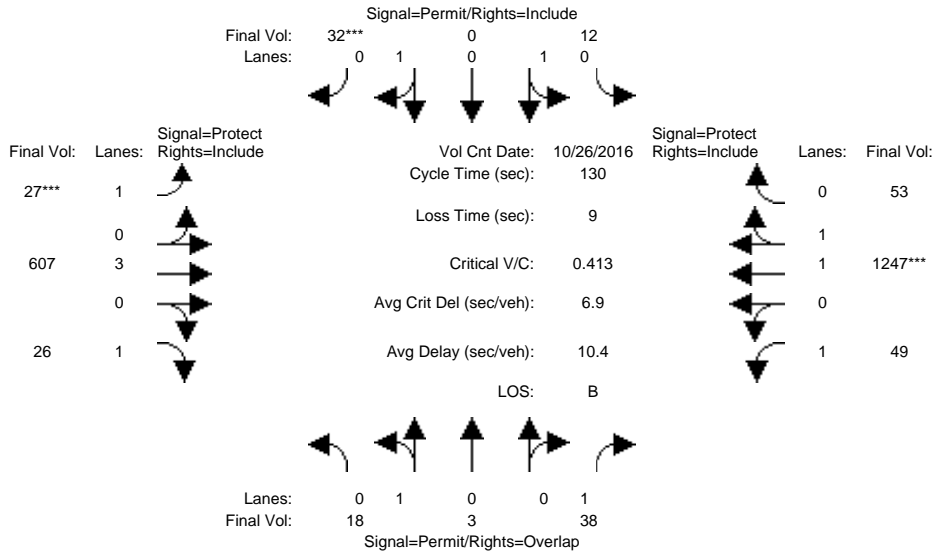


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2014 << 7:30-8:30 (growth rate applied to count)												
Base Vol:	1	904	28	77	395	11	37	81	6	145	100	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	904	28	77	395	11	37	81	6	145	100	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	904	28	77	395	11	37	81	6	145	100	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	904	28	77	395	11	37	81	6	145	100	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	904	28	77	395	11	37	81	6	145	100	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	904	28	77	395	11	37	81	6	145	100	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.94	0.06	0.30	0.65	0.05	0.59	0.41	1.00
Final Sat.:	1750	1900	1750	1750	3600	100	522	1143	85	1065	735	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.02	0.04	0.11	0.11	0.07	0.07	0.07	0.14	0.14	0.15
Crit Moves:	****			****				****		****		
Green Time:	29.8	93.6	120.4	8.7	72.5	72.5	13.9	13.9	13.9	26.8	26.8	35.4
Volume/Cap:	0.00	0.79	0.02	0.79	0.23	0.23	0.79	0.79	0.79	0.79	0.79	0.64
Delay/Veh:	50.6	26.9	3.9	105.8	24.8	24.8	91.8	91.8	91.8	74.0	74.0	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	26.9	3.9	105.8	24.8	24.8	91.8	91.8	91.8	74.0	74.0	57.4
LOS by Move:	D	C	A	F	C	C	F	F	F	E	E	E
HCM2kAvgQ:	0	33	0	6	6	6	8	8	8	13	13	12

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

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Intersection #3375: Westgate/Campbell



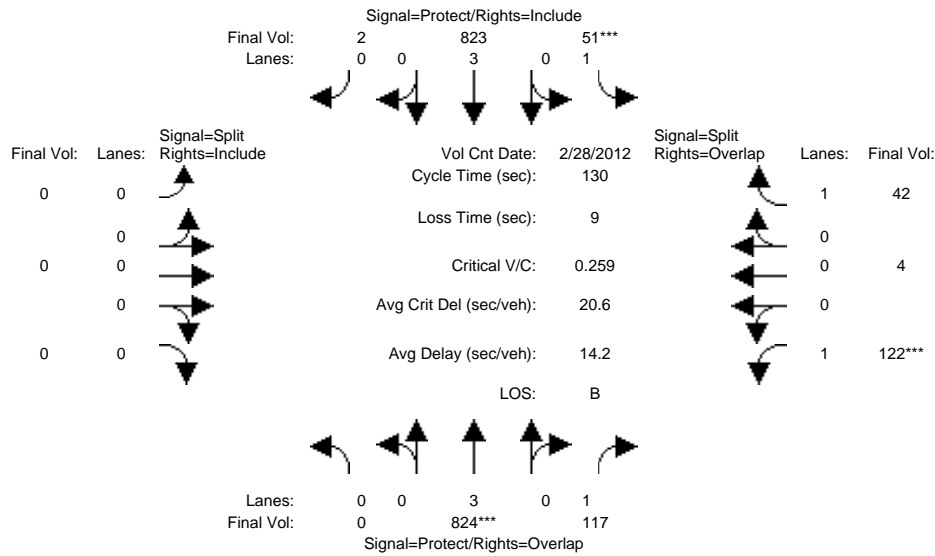
Street Name:	Westgate Entrance						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 7:15-8:15 (growth rate applied to count)												
Base Vol:	18	3	38	12	0	32	27	607	26	49	1247	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3	38	12	0	32	27	607	26	49	1247	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	3	38	12	0	32	27	607	26	49	1247	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	3	38	12	0	32	27	607	26	49	1247	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3	38	12	0	32	27	607	26	49	1247	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	3	38	12	0	32	27	607	26	49	1247	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	1.00	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.86	0.14	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	1.92	0.08
Final Sat.:	1543	257	1750	1800	0	1800	1750	5700	1750	1750	3549	151
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.00	0.02	0.02	0.11	0.01	0.03	0.35	0.35
Crit Moves:					****	****				****		
Green Time:	10.0	10.0	47.3	10.0	0.0	10.0	7.0	73.7	73.7	37.3	104	104.0
Volume/Cap:	0.15	0.15	0.06	0.09	0.00	0.23	0.29	0.19	0.03	0.10	0.44	0.44
Delay/Veh:	56.5	56.5	26.9	55.8	0.0	57.0	60.8	13.7	12.4	34.1	4.1	4.1
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:	56.5	56.5	26.9	55.8	0.0	57.0	60.8	13.7	12.4	34.1	4.1	4.1
LOS by Move:	E	E	C	E	A	E	E	B	B	C	A	A
HCM2kAvgQ:	1	1	1	1	0	1	1	4	0	1	8	8

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

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Intersection #3464: Saratoga/El Paseo de Saratoga

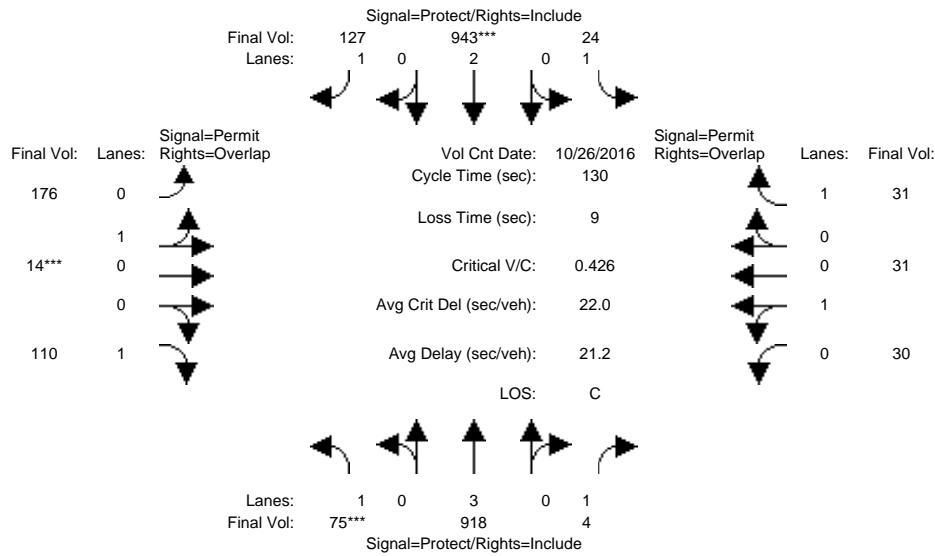


Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2012 << 8:00-9:00 (growth rate applied to count)												
Base Vol:	0	824	117	51	823	2	0	0	0	122	4	42
Growth Adj:	1.00	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	824	117	51	823	2	0	0	0	122	4	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	824	117	51	823	2	0	0	0	122	4	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	824	117	51	823	2	0	0	0	122	4	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	117	51	823	2	0	0	0	122	4	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	824	117	51	823	2	0	0	0	122	4	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	3.00	1.00	1.00	2.99	0.01	0.00	0.00	0.00	1.00	0.09	0.91
Final Sat.:	0	5700	1750	1750	5586	14	0	0	0	1800	157	1643
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.07	0.03	0.15	0.15	0.00	0.00	0.00	0.07	0.03	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	72.4	106.4	14.6	87.0	87.0	0.0	0.0	0.0	34.0	34.0	48.6
Volume/Cap:	0.00	0.26	0.08	0.26	0.22	0.22	0.00	0.00	0.00	0.26	0.10	0.07
Delay/Veh:	0.0	14.9	2.3	53.5	8.4	8.4	0.0	0.0	0.0	38.3	36.4	26.2
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	14.9	2.3	53.5	8.4	8.4	0.0	0.0	0.0	38.3	36.4	26.2
LOS by Move:	A	B	A	D	A	A	A	A	A	D	D	C
HCM2kAvgQ:	0	5	1	2	4	4	0	0	0	4	1	1

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

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Existing AM

Intersection #3560: Saratoga/Graves



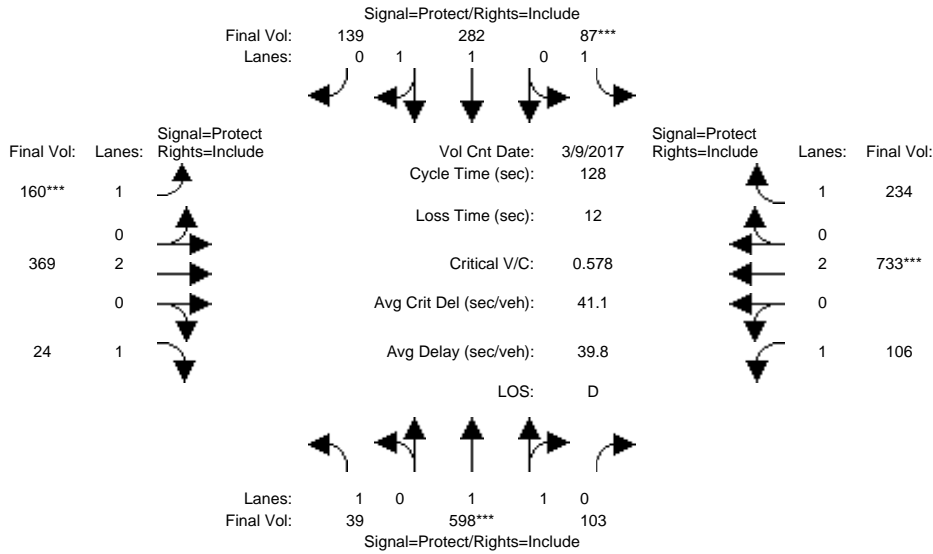
Street Name:	Saratoga						Graves					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 7:40-8:40 (growth rate applied to count)												
Base Vol:	75	918	4	24	943	127	176	14	110	30	31	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	918	4	24	943	127	176	14	110	30	31	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	918	4	24	943	127	176	14	110	30	31	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	918	4	24	943	127	176	14	110	30	31	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	918	4	24	943	127	176	14	110	30	31	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	918	4	24	943	127	176	14	110	30	31	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.93	0.07	1.00	0.49	0.51	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1667	133	1750	885	915	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.01	0.25	0.07	0.11	0.11	0.06	0.03	0.03	0.02
Crit Moves:	****			****			****					
Green Time:	13.1	66.5	66.5	22.2	75.7	75.7	32.2	32.2	45.3	32.2	32.2	54.5
Volume/Cap:	0.43	0.31	0.00	0.08	0.43	0.12	0.43	0.43	0.18	0.14	0.14	0.04
Delay/Veh:	56.6	18.5	15.5	45.4	15.2	12.3	41.8	41.8	29.6	38.2	38.2	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	18.5	15.5	45.4	15.2	12.3	41.8	41.8	29.6	38.2	38.2	22.4
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	7	0	1	10	2	7	7	3	2	2	1

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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Existing AM

Intersection #3569: San Tomas Aquino/Hamilton

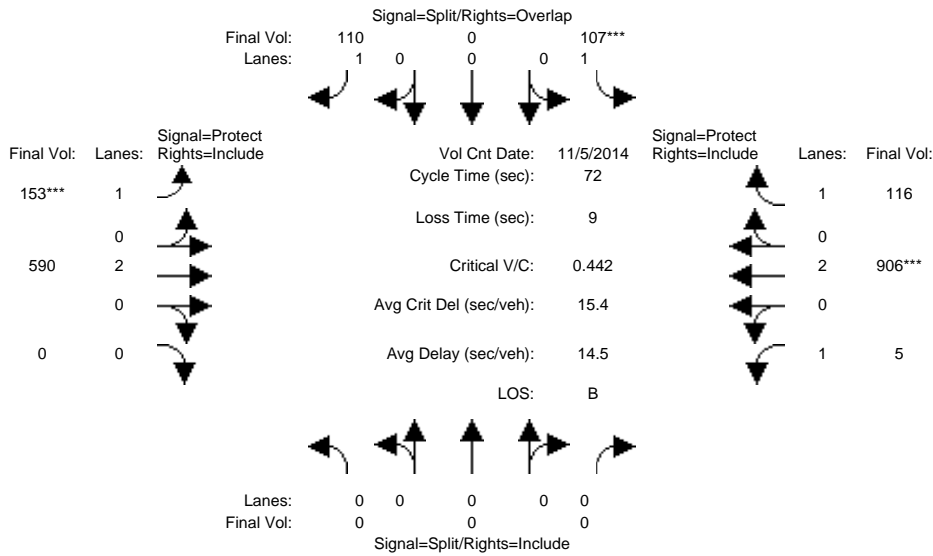


Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 7:30-8:30 (growth rate applied to count)												
Base Vol:	39	598	103	87	282	139	160	369	24	106	733	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	598	103	87	282	139	160	369	24	106	733	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	598	103	87	282	139	160	369	24	106	733	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	598	103	87	282	139	160	369	24	106	733	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	598	103	87	282	139	160	369	24	106	733	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	598	103	87	282	139	160	369	24	106	733	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.70	0.30	1.00	1.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3156	544	1750	2477	1221	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.11	0.11	0.09	0.10	0.01	0.06	0.19	0.13
Crit Moves:	****			****			****			****		
Green Time:	17.2	42.0	42.0	11.0	35.8	35.8	20.3	38.8	38.8	24.2	42.7	42.7
Volume/Cap:	0.17	0.58	0.58	0.58	0.41	0.41	0.58	0.32	0.05	0.32	0.58	0.40
Delay/Veh:	50.6	37.7	37.7	71.4	38.7	38.7	58.4	35.2	31.7	47.3	37.1	34.8
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:	50.6	37.7	37.7	71.4	38.7	38.7	58.4	35.2	31.7	47.3	37.1	34.8
LOS by Move:	D	D	D	E	D	D	E	D	C	D	D	C
HCM2kAvgQ:	2	12	12	4	7	7	6	1	4	12	8	

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

El Paseo Mixed Use Development  
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Existing AM

Intersection #3601: Johnson/Prospect

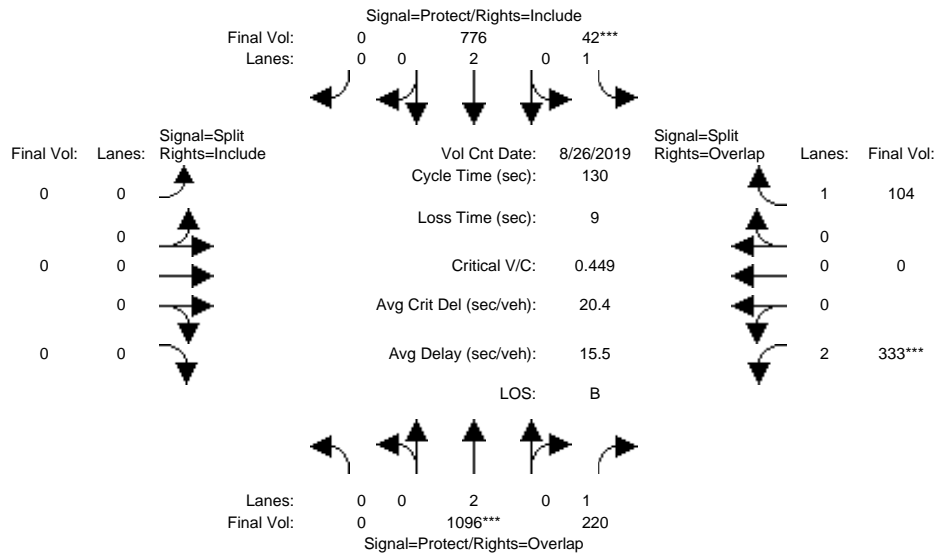


Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2014 << 8:00-9:00 (growth rate applied to count)												
Base Vol:	0	0	0	107	0	110	153	590	0	5	906	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	110	153	590	0	5	906	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	107	0	110	153	590	0	5	906	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	110	153	590	0	5	906	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	110	153	590	0	5	906	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	107	0	110	153	590	0	5	906	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.09	0.16	0.00	0.00	0.24	0.07
Crit Moves:				****		****				****		
Green Time:	0.0	0.0	0.0	10.0	0.0	24.2	14.2	32.6	0.0	20.4	38.8	38.8
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.19	0.44	0.34	0.00	0.01	0.44	0.12
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	17.6	29.5	13.3	0.0	18.6	10.8	8.5
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	34.1	0.0	17.6	29.5	13.3	0.0	18.6	10.8	8.5
LOS by Move:	A	A	A	C	A	B	C	B	A	B	B	A
HCM2kAvgQ:	0	0	0	3	0	2	4	4	0	0	6	1

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

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Intersection #3736: Saratoga/Payne

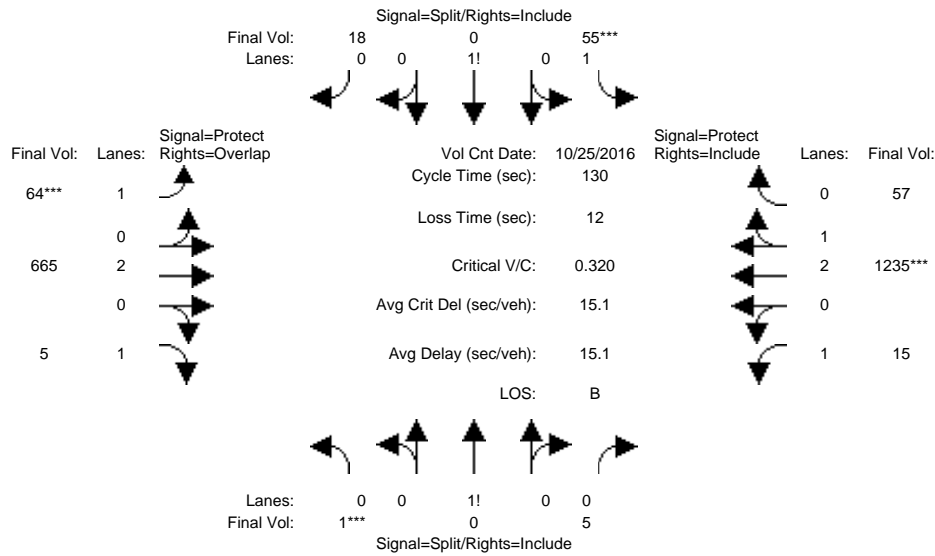


Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 26 Aug 2019 << 7:35-8:35											
Base Vol:	0	1096	220	42	776	0	0	0	0	333	0	104
Growth Adj:	1.00	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	1096	220	42	776	0	0	0	0	333	0	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1096	220	42	776	0	0	0	0	333	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1096	220	42	776	0	0	0	0	333	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1096	220	42	776	0	0	0	0	333	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1096	220	42	776	0	0	0	0	333	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.13	0.02	0.20	0.00	0.00	0.00	0.00	0.11	0.00	0.06
Crit Moves:	****			****			****					
Green Time:	0.0	83.4	114.0	7.0	90.4	0.0	0.0	0.0	0.0	30.6	0.0	37.6
Volume/Cap:	0.00	0.45	0.14	0.45	0.29	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Delay/Veh:	0.0	11.9	1.2	63.0	7.6	0.0	0.0	0.0	0.0	42.9	0.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	1.2	63.0	7.6	0.0	0.0	0.0	0.0	42.9	0.0	35.1
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	1	2	6	0	0	0	0	7	0	3

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

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Intersection #3746: Prospect/Westgate West



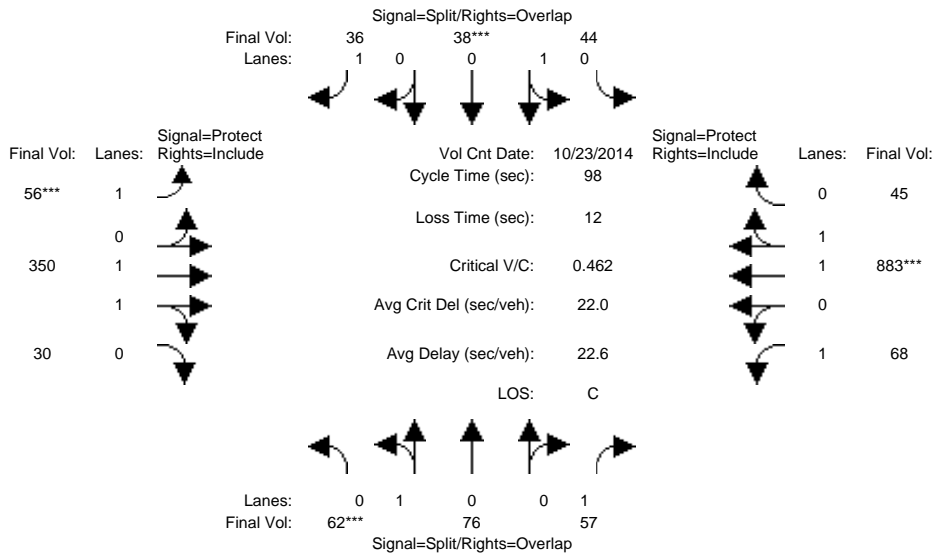
Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:30 (growth rate applied to count)												
Base Vol:	1	0	5	55	0	18	64	665	5	15	1235	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	55	0	18	64	665	5	15	1235	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	5	55	0	18	64	665	5	15	1235	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	5	55	0	18	64	665	5	15	1235	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	5	55	0	18	64	665	5	15	1235	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	5	55	0	18	64	665	5	15	1235	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	0.00	0.83	1.60	0.00	0.40	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	292	0	1458	2808	0	692	1750	3800	1750	1750	5353	247
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.17	0.00	0.01	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.6	0.0	10.6	13.3	74.5	84.5	22.9	84.1	84.1
Volume/Cap:	0.04	0.00	0.04	0.24	0.00	0.32	0.36	0.31	0.00	0.05	0.36	0.36
Delay/Veh:	55.7	0.0	55.7	56.4	0.0	57.1	55.6	14.4	8.0	44.5	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	0.0	55.7	56.4	0.0	57.1	55.6	14.4	8.0	44.5	10.6	10.6
LOS by Move:	E	A	E	E	A	E	E	B	A	D	B	B
HCM2kAvgQ:	0	0	0	2	0	2	3	7	0	1	8	8

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



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Intersection #3876: Fallbrook/Campbell

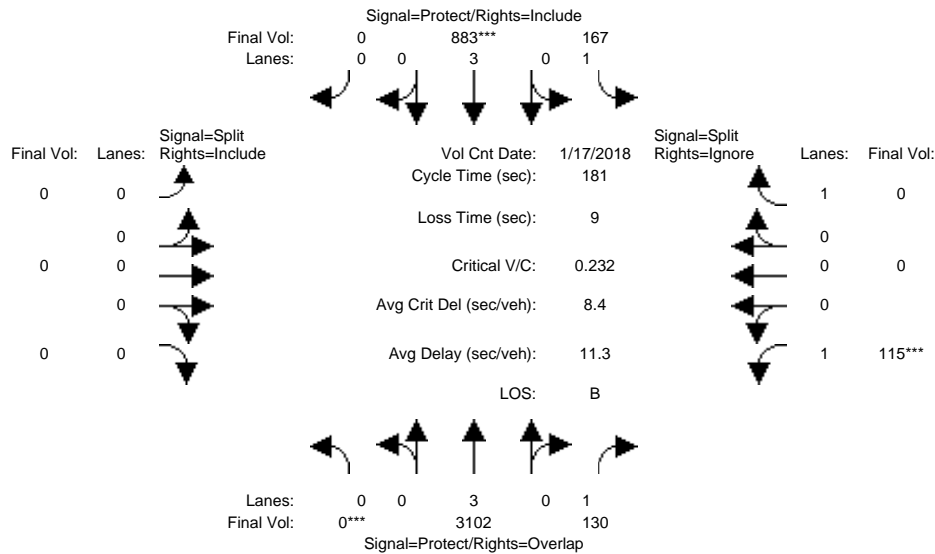


Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 7:30-8:30 (growth rate applied to count)												
Base Vol:	62	76	57	44	38	36	56	350	30	68	883	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	76	57	44	38	36	56	350	30	68	883	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	76	57	44	38	36	56	350	30	68	883	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	76	57	44	38	36	56	350	30	68	883	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	76	57	44	38	36	56	350	30	68	883	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	76	57	44	38	36	56	350	30	68	883	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	0.55	1.00	0.54	0.46	1.00	1.00	1.84	0.16	1.00	1.90	0.10
Final Sat.:	809	991	1750	966	834	1750	1750	3408	292	1750	3520	179
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.05	0.02	0.03	0.10	0.10	0.04	0.25	0.25
Crit Moves:	****			****		****				****		
Green Time:	16.2	16.2	40.7	10.0	10.0	17.0	7.0	35.3	35.3	24.5	52.8	52.8
Volume/Cap:	0.47	0.47	0.08	0.45	0.45	0.12	0.45	0.29	0.29	0.16	0.47	0.47
Delay/Veh:	42.2	42.2	17.5	49.1	49.1	35.0	54.8	22.9	22.9	29.4	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	42.2	17.5	49.1	49.1	35.0	54.8	22.9	22.9	29.4	14.7	14.7
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2kAvgQ:	4	4	1	3	3	1	2	4	4	2	9	9

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

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Intersection #5632: LAWRENCE/MITTY



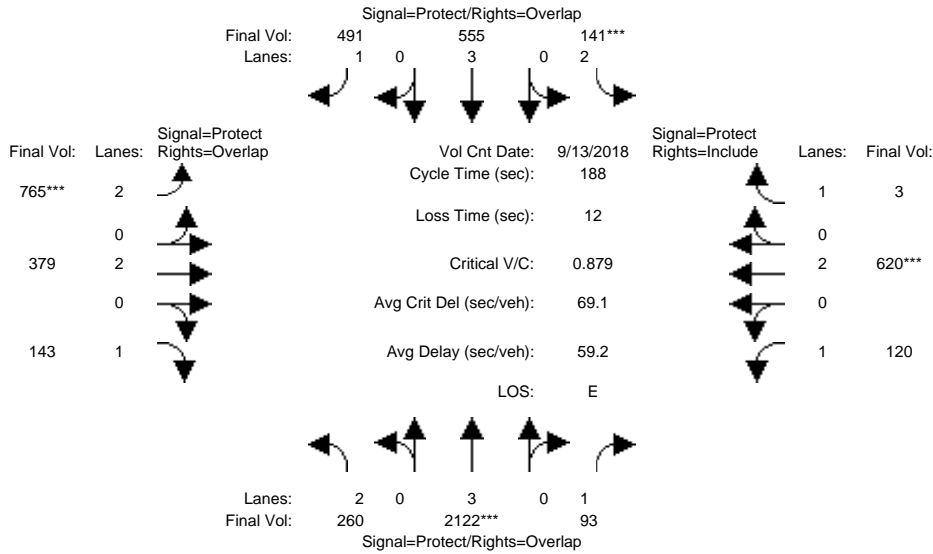
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	114	114	22	146	0	0	0	0	24	0	24
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8
Volume Module: >> Count Date: 17 Jan 2018 << 7:30-8:30 (growth rate applied to count)												
Base Vol:	0	3102	130	167	883	0	0	0	0	115	0	756
Growth Adj:	1.00	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	3102	130	167	883	0	0	0	0	115	0	756
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3102	130	167	883	0	0	0	0	115	0	756
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3102	130	167	883	0	0	0	0	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3102	130	167	883	0	0	0	0	115	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	3102	130	167	883	0	0	0	0	115	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.07	0.10	0.15	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	122	148.4	23.6	146	0.0	0.0	0.0	0.0	26.0	0.0	0.0
Volume/Cap:	0.00	0.80	0.09	0.73	0.19	0.00	0.00	0.00	0.00	0.46	0.00	0.00
Delay/Veh:	0.0	8.6	0.0	87.1	0.0	0.0	0.0	0.0	0.0	72.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.0	87.1	0.0	0.0	0.0	0.0	0.0	72.4	0.0	0.0
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	20	0	10	0	0	0	0	0	7	0	0

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

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Existing AM

Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



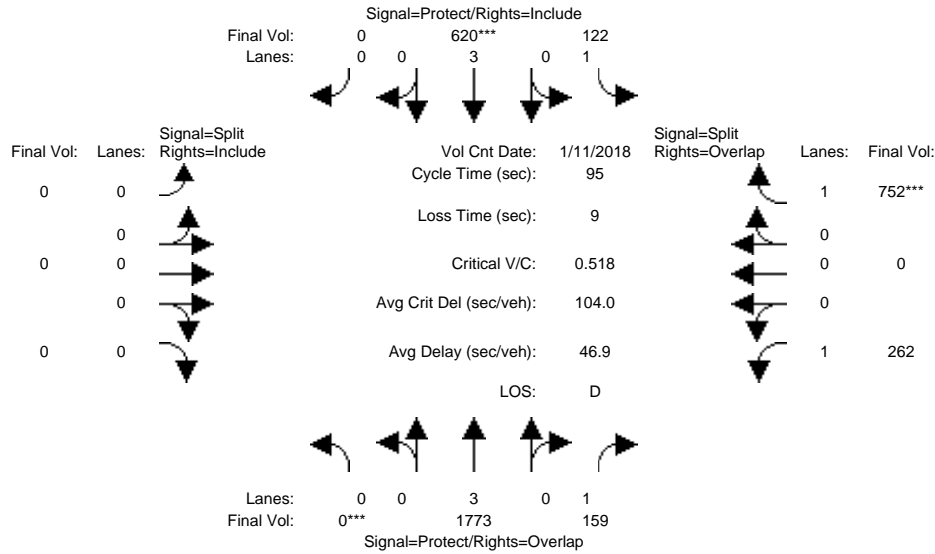
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	14	62	62	44	62	62	16	40	40
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7
Volume Module: >> Count Date: 13 Sep 2018 << 7:35-8:35AM (growth rate applied to count)												
Base Vol:	260	2122	93	141	555	491	765	379	143	120	620	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2122	93	141	555	491	765	379	143	120	620	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2122	93	141	555	491	765	379	143	120	620	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2122	93	141	555	491	765	379	143	120	620	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2122	93	141	555	491	765	379	143	120	620	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2122	93	141	555	491	765	379	143	120	620	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.05	0.04	0.10	0.28	0.24	0.10	0.08	0.07	0.16	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.8	73.8	91.9	14.0	68.1	116.2	48.2	70.1	89.8	18.1	40.0	40.0
Volume/Cap:	0.79	0.95	0.11	0.60	0.27	0.45	0.95	0.27	0.17	0.71	0.77	0.01
Delay/Veh:	93.7	59.4	20.4	88.6	39.6	10.4	88.7	41.2	28.0	95.9	74.1	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.7	59.4	20.4	88.6	39.6	10.4	88.7	41.2	28.0	95.9	74.1	58.4
LOS by Move:	F	E	C	F	D	B	F	D	C	F	E	E
HCM2kAvgQ:	9	41	2	5	6	9	30	7	5	9	18	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #5634: LAWRENCE/DOYLE

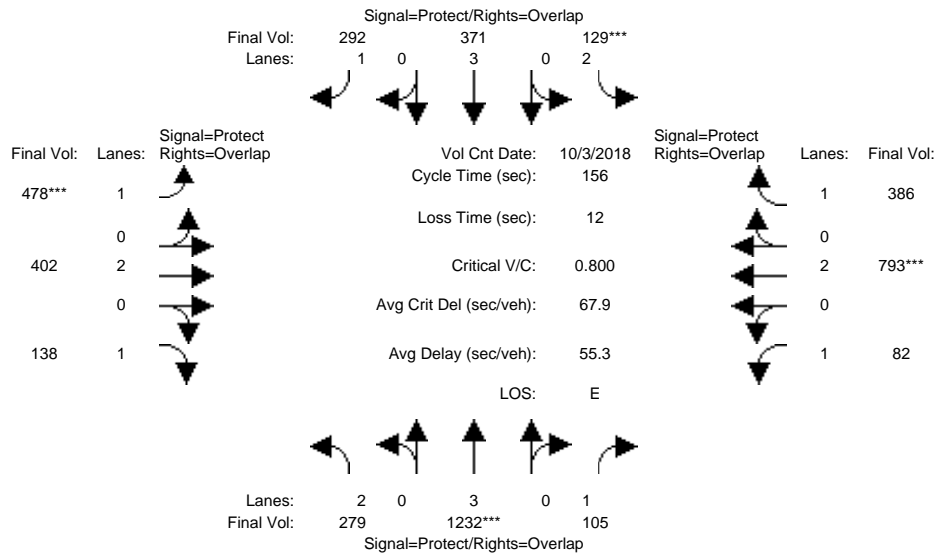


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	51	51	11	67	0	0	0	0	17	0	17
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8
Volume Module: >> Count Date: 11 Jan 2018 << 7:30-8:30 (growth rate applied to count)												
Base Vol:	0	1773	159	122	620	0	0	0	0	262	0	752
Growth Adj:	1.00	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	1773	159	122	620	0	0	0	0	262	0	752
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1773	159	122	620	0	0	0	0	262	0	752
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1773	159	122	620	0	0	0	0	262	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1773	159	122	620	0	0	0	0	262	0	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1773	159	122	620	0	0	0	0	262	0	752
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.07	0.11	0.00	0.00	0.00	0.00	0.15	0.00	0.43
Crit Moves:	****			****						****		
Green Time:	0.0	55.1	74.1	11.9	67.0	0.0	0.0	0.0	0.0	19.0	0.0	30.9
Volume/Cap:	0.00	0.54	0.12	0.56	0.15	0.00	0.00	0.00	0.00	0.75	0.00	1.32
Delay/Veh:	0.0	7.7	0.0	42.3	1.1	0.0	0.0	0.0	0.0	44.4	0.0	188.8
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	7.7	0.0	42.3	1.1	0.0	0.0	0.0	0.0	44.4	0.0	188.8
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	7	0	4	1	0	0	0	0	10	0	50

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

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Existing AM

Intersection #5635: Lawrence Expwy/Prospect



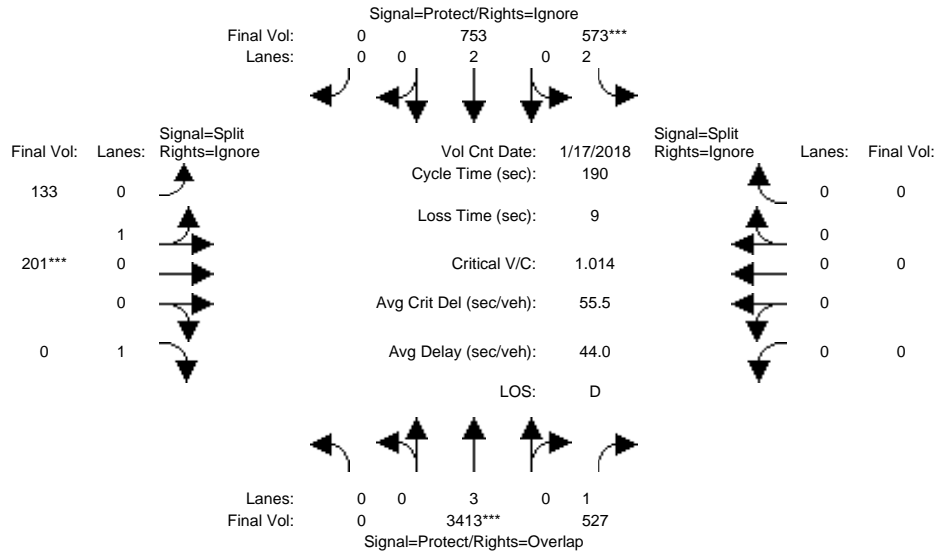
Street Name:	Lawrence Expwy						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	47	47	15	44	44	27	55	55	16	44	44
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0
Volume Module: >> Count Date: 3 Oct 2018 << 7:45-8:45 AM												
Base Vol:	279	1232	105	129	371	292	478	402	138	82	793	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1232	105	129	371	292	478	402	138	82	793	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1232	105	129	371	292	478	402	138	82	793	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1232	105	129	371	292	478	402	138	82	793	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1232	105	129	371	292	478	402	138	82	793	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	279	1232	105	129	371	292	478	402	138	82	793	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.06	0.04	0.07	0.17	0.27	0.11	0.08	0.05	0.21	0.22
Crit Moves:	****			****			****			****		
Green Time:	18.0	47.0	65.5	15.0	44.0	82.0	38.0	63.5	81.5	18.5	44.0	59.0
Volume/Cap:	0.77	0.72	0.14	0.43	0.23	0.32	1.12	0.26	0.15	0.40	0.74	0.58
Delay/Veh:	76.5	49.3	24.5	67.4	43.1	15.5	139.9	30.7	19.4	64.8	53.6	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	49.3	24.5	67.4	43.1	15.5	139.9	30.7	19.4	64.8	53.6	40.0
LOS by Move:	E	D	C	E	D	B	F	C	B	E	D	D
HCM2kAvgQ:	8	16	2	3	4	6	33	6	4	4	17	15

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

El Paseo Mixed Use Development  
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Existing AM

Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



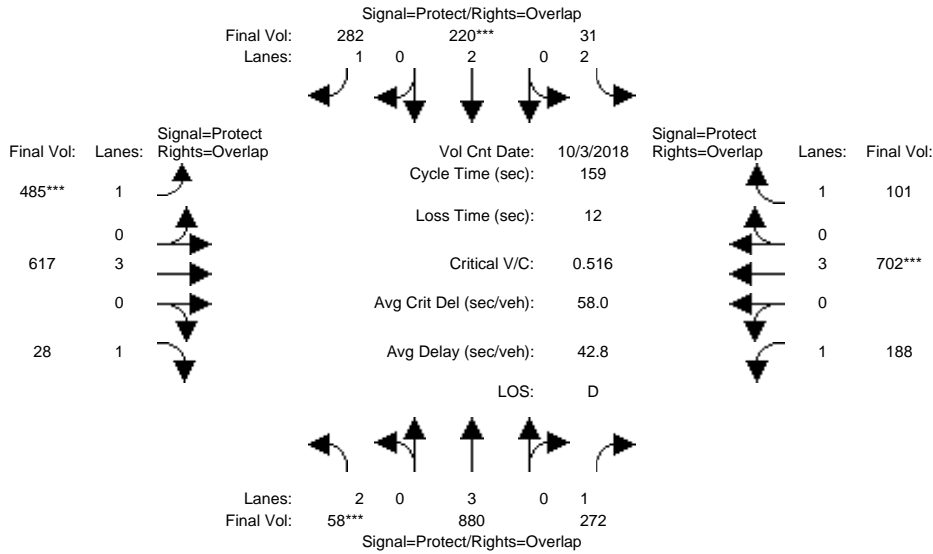
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	115	115	31	150	0	28	28	28	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Jan 2018 << 7:45-8:45 (growth rate applied to count)												
Base Vol:	0	3413	527	573	753	0	133	201	240	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3413	527	573	753	0	133	201	240	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3413	527	573	753	0	133	201	240	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3413	527	573	753	0	133	201	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3413	527	573	753	0	133	201	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3413	527	573	753	0	133	201	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.40	0.60	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	717	1083	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.30	0.18	0.20	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.0	32.7	148	0.0	33.3	33.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.99	0.50	1.06	0.25	0.00	1.06	1.06	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.6	12.3	133.5	0.0	0.0	145.0	145	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.6	12.3	133.5	0.0	0.0	145.0	145	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B	F	A	A	F	F	A	A	A	A
HCM2kAvgQ:	0	66	10	26	0	0	27	27	0	0	0	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #5640: Lawrence Expwy/Saratoga

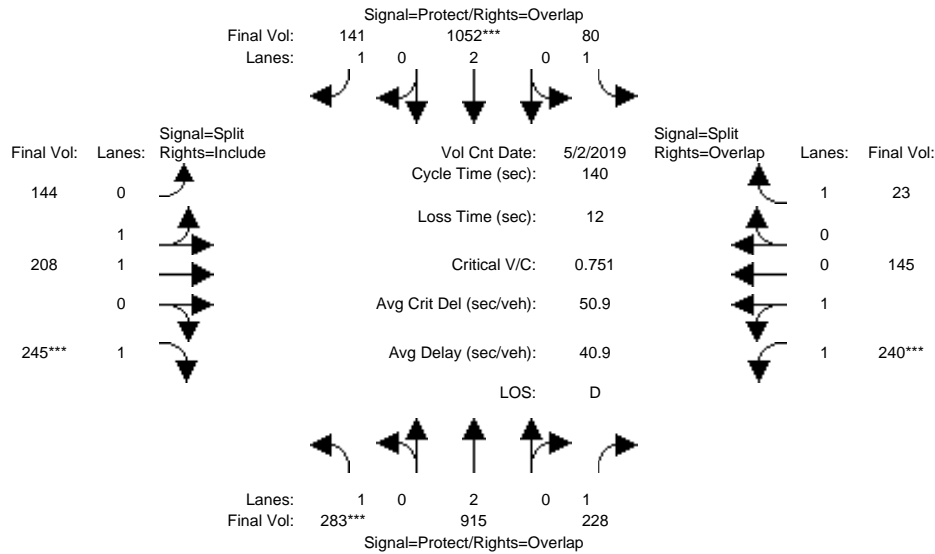


Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	58	58	3	52	52	38	55	55	19	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module: >> Count Date:	3 Oct 2018 << 7:45-8:45 AM											
Base Vol:	58	880	272	31	220	282	485	617	28	188	702	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	880	272	31	220	282	485	617	28	188	702	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	880	272	31	220	282	485	617	28	188	702	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	880	272	31	220	282	485	617	28	188	702	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	880	272	31	220	282	485	617	28	188	702	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	880	272	31	220	282	485	617	28	188	702	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.16	0.01	0.06	0.16	0.28	0.11	0.02	0.11	0.12	0.06
Crit Moves:	****			****		****				****		
Green Time:	10.0	59.0	80.8	3.0	52.0	101.0	49.0	63.2	73.2	21.8	36.0	39.0
Volume/Cap:	0.29	0.42	0.31	0.51	0.18	0.25	0.90	0.27	0.03	0.78	0.54	0.24
Delay/Veh:	71.9	34.5	17.4	84.6	36.9	6.2	70.6	32.4	23.6	81.6	54.7	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	34.5	17.4	84.6	36.9	6.2	70.6	32.4	23.6	81.6	54.7	48.3
LOS by Move:	E	C	B	F	D	A	E	C	C	F	D	D
HCM2kAvgQ:	2	9	6	1	3	3	26	6	1	11	10	4

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

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Level Of Service Computation Report  
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Existing PM

Intersection #6: Saratoga/Cox



Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East 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: >> Count Date: 2 May 2019 << 4:45-5:45 PM												
Base Vol:	283	915	228	80	1052	141	144	208	245	240	145	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:	283	915	228	80	1052	141	144	208	245	240	145	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	915	228	80	1052	141	144	208	245	240	145	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:	283	915	228	80	1052	141	144	208	245	240	145	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	915	228	80	1052	141	144	208	245	240	145	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
Final Volume:	283	915	228	80	1052	141	144	208	245	240	145	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.84	1.16	1.00	1.26	0.74	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1513	2185	1750	2213	1337	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.13	0.05	0.28	0.08	0.10	0.10	0.14	0.11	0.11	0.01
Crit Moves:	****			****			****	****				
Green Time:	30.1	67.7	87.9	14.0	51.6	77.7	26.1	26.1	26.1	20.2	20.2	34.3
Volume/Cap:	0.75	0.50	0.21	0.46	0.75	0.15	0.51	0.51	0.75	0.75	0.75	0.05
Delay/Veh:	59.7	24.8	11.3	61.2	40.9	15.2	51.9	51.9	63.3	63.6	63.6	40.5
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:	59.7	24.8	11.3	61.2	40.9	15.2	51.9	51.9	63.3	63.6	63.6	40.5
LOS by Move:	E	C	B	E	D	B	D	D	E	E	E	D
HCM2kAvgQ:	13	13	4	4	21	3	7	7	12	10	10	1

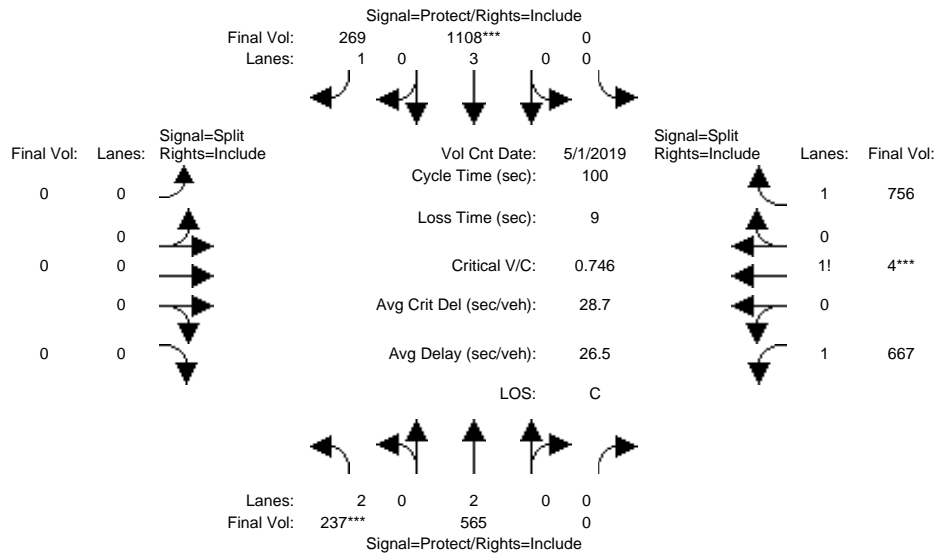
Note: Queue reported is the number of cars per lane.



El Paseo Mixed Use Development  
San Jose, CA  
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Existing PM

Intersection #7: Saratoga/SR 85 NB Ramps

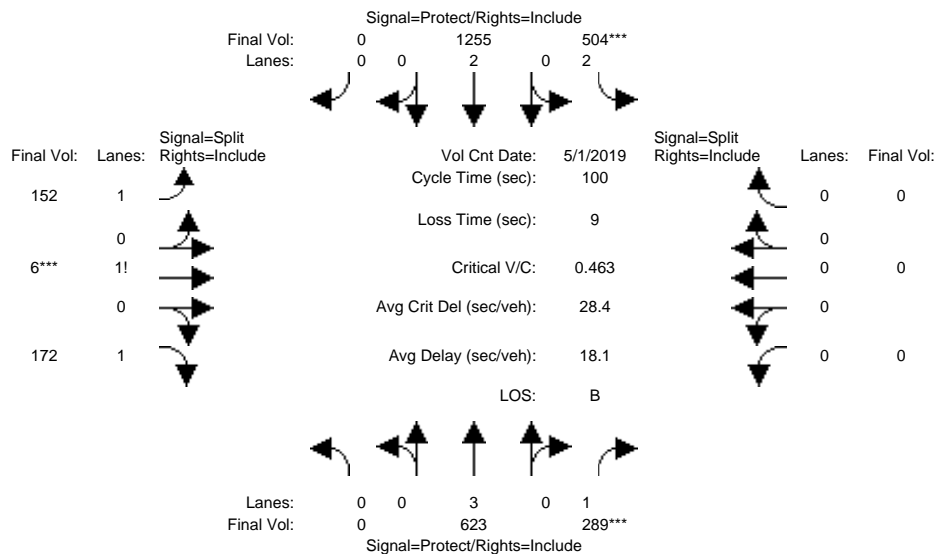


Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2019 << 5:00-6:00 PM												
Base Vol:	237	565	0	0	1108	269	0	0	0	667	4	756
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	565	0	0	1108	269	0	0	0	667	4	756
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	565	0	0	1108	269	0	0	0	667	4	756
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	565	0	0	1108	269	0	0	0	667	4	756
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	565	0	0	1108	269	0	0	0	667	4	756
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	565	0	0	1108	269	0	0	0	667	4	756
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.46	0.01	1.53
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2566	10	2675
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.00	0.19	0.15	0.00	0.00	0.00	0.26	0.41	0.28
Crit Moves:	****			****						****		
Green Time:	10.1	36.2	0.0	0.0	26.1	26.1	0.0	0.0	0.0	54.8	54.8	54.8
Volume/Cap:	0.75	0.41	0.00	0.00	0.75	0.59	0.00	0.00	0.00	0.47	0.75	0.52
Delay/Veh:	53.0	24.1	0.0	0.0	36.0	34.3	0.0	0.0	0.0	13.9	18.9	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	24.1	0.0	0.0	36.0	34.3	0.0	0.0	0.0	13.9	18.9	14.4
LOS by Move:	D	C	A	A	D	C	A	A	A	B	B	B
HCM2kAvgQ:	5	6	0	0	10	7	0	0	0	9	19	10

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

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San Jose, CA  
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Intersection #8: Saratoga/SR 85 SB Ramps

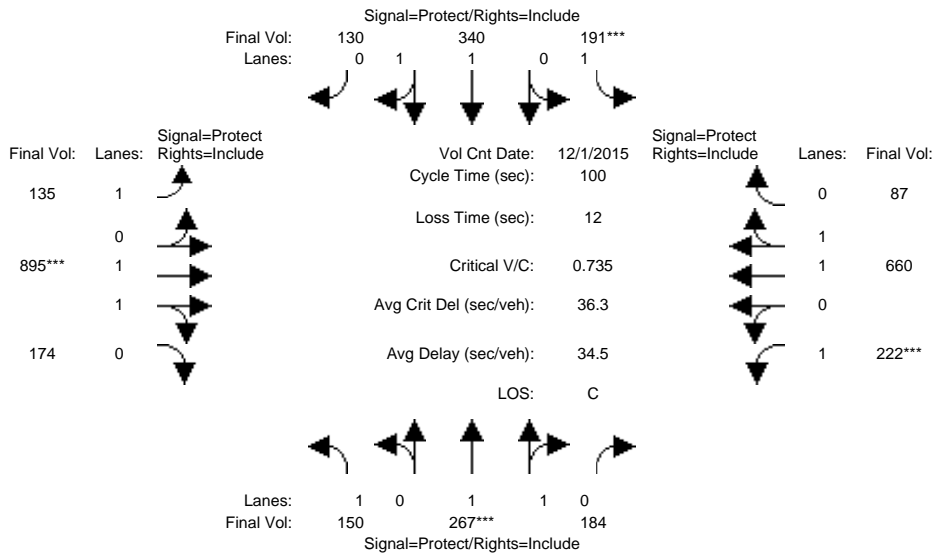


Street Name:	Saratoga					SR 85 SB Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2019 << 5:00-6:00 PM												
Base Vol:	0	623	289	504	1255	0	152	6	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	623	289	504	1255	0	152	6	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	623	289	504	1255	0	152	6	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	623	289	504	1255	0	152	6	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	289	504	1255	0	152	6	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	623	289	504	1255	0	152	6	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.45	0.04	1.51	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2542	63	2646	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.17	0.16	0.33	0.00	0.06	0.10	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	35.7	35.7	34.6	70.3	0.0	20.7	20.7	20.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.46	0.46	0.47	0.00	0.29	0.46	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	23.3	25.3	25.8	6.7	0.0	33.5	35.2	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	25.3	25.8	6.7	0.0	33.5	35.2	33.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	5	8	7	8	0	3	5	3	0	0	0

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

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San Jose, CA  
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Level Of Service Computation Report  
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Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2015 << (growth rate applied to count)												
Base Vol:	150	267	184	191	340	130	135	895	174	222	660	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	267	184	191	340	130	135	895	174	222	660	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	267	184	191	340	130	135	895	174	222	660	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	267	184	191	340	130	135	895	174	222	660	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	267	184	191	340	130	135	895	174	222	660	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	267	184	191	340	130	135	895	174	222	660	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.16	0.84	1.00	1.43	0.57	1.00	1.67	0.33	1.00	1.76	0.24
Final Sat.:	1750	2189	1509	1750	2676	1023	1750	3097	602	1750	3269	431
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.11	0.13	0.13	0.08	0.29	0.29	0.13	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	12.7	16.6	16.6	14.8	18.8	18.8	15.6	39.3	39.3	17.3	40.9	40.9
Volume/Cap:	0.68	0.74	0.74	0.74	0.68	0.68	0.49	0.74	0.74	0.74	0.49	0.49
Delay/Veh:	49.8	44.2	44.2	51.1	40.5	40.5	40.0	27.9	27.9	48.3	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	44.2	44.2	51.1	40.5	40.5	40.0	27.9	27.9	48.3	22.1	22.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	6	8	8	8	8	8	4	14	14	9	9	9

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

El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Quito/Northlawn

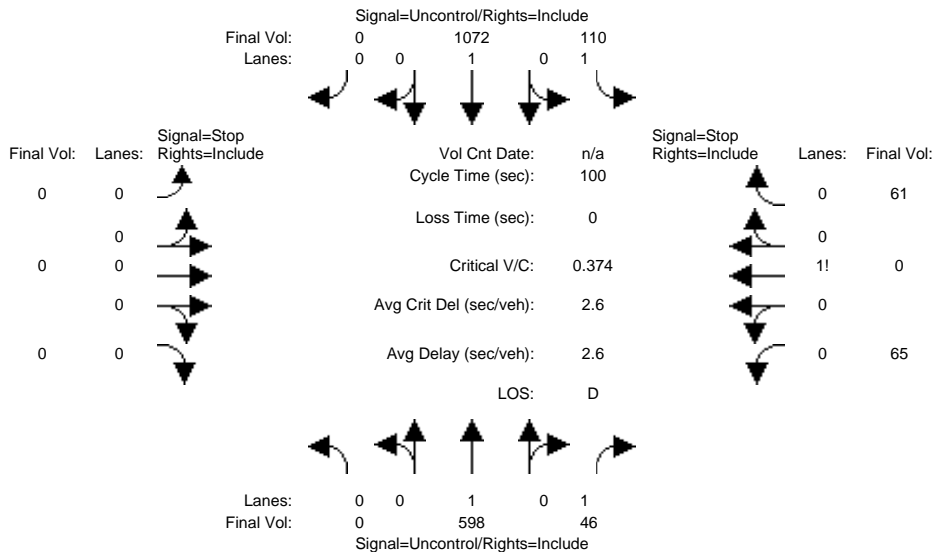


Table with columns for Street Name (Quito, Northlawn), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume), Critical Gap Module (Critical Gp, FollowUpTim), Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap), and Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	598	46	110	1072	0	0	0	0	65	0	61							
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		32.2												

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=126]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=1952]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	598	46	110	1072	0	0	0	0	65	0	61							

Major Street Volume: 1826  
Minor Approach Volume: 126  
Minor Approach Volume Threshold: 77 [less than minimum of 100]

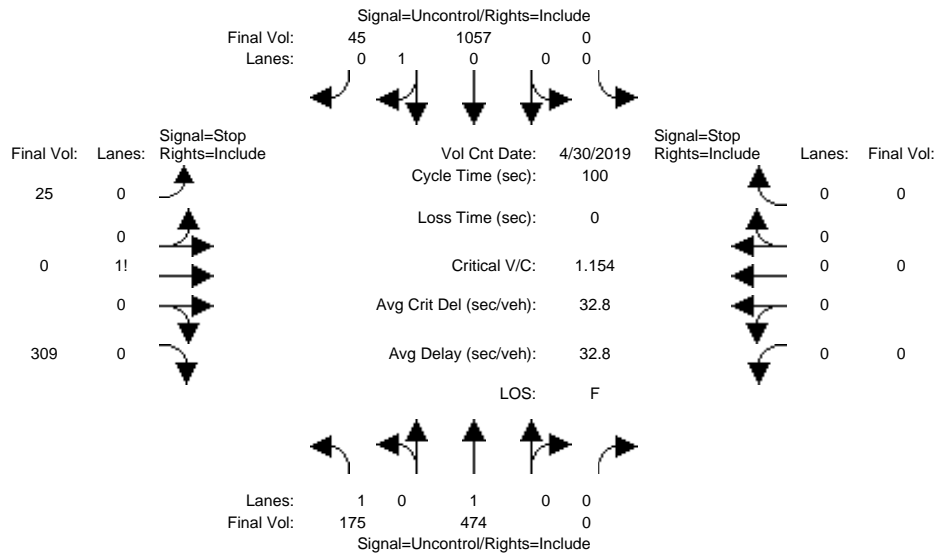
SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development  
 San Jose, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing PM

Intersection #19: Quito/Cox



Street Name:	Quito						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 30 Apr 2019 << 5:00-6:00 PM												
Base Vol:	175	474	0	0	1057	45	25	0	309	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	474	0	0	1057	45	25	0	309	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	474	0	0	1057	45	25	0	309	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	474	0	0	1057	45	25	0	309	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	175	474	0	0	1057	45	25	0	309	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	1102	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1904	1904	1080	xxxx	xxxx	xxxxxx
Potent Cap.:	641	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	77	70	268	xxxx	xxxx	xxxxxx
Move Cap.:	641	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	60	51	268	xxxx	xxxx	xxxxxx
Total Cap:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	175	156	xxxxxx	0	92	xxxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.14	0.00	1.15	xxxx	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	257	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	17.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	198	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			198.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #19 Quito/Cox  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	175 474 0	0 1057 45	25 0 309	0 0 0
ApproachDel:	xxxxxx	xxxxxx	198.3	xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=18.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=334]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2085]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	175 474 0	0 1057 45	25 0 309	0 0 0

Major Street Volume: 1751

Minor Approach Volume: 334

Minor Approach Volume Threshold: 92 [less than minimum of 100]

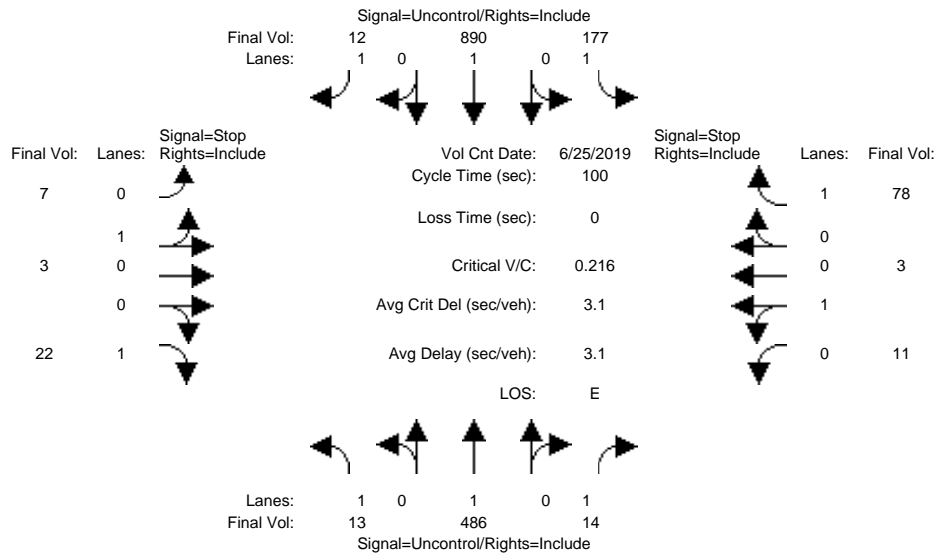
SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development  
 San Jose, CA  
 Hexagon Transportation Consultants, Inc.  
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 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing PM

Intersection #20: Quito/McCoy



Street Name:	Quito				McCoy							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 25 Jun 2019 << 4:45-5:45 PM	13	486	14	177	890	12	7	3	22	11	3	78
Base Vol:	13	486	14	177	890	12	7	3	22	11	3	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	486	14	177	890	12	7	3	22	11	3	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	486	14	177	890	12	7	3	22	11	3	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	486	14	177	890	12	7	3	22	11	3	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	486	14	177	890	12	7	3	22	11	3	78
Critical Gap Module:	4.1 xxxx xxxxx		4.1 xxxx xxxxx		7.1 6.5 6.2		7.1 6.5 6.2					
FollowUpTim:	2.2 xxxx xxxxx		2.2 xxxx xxxxx		3.5 4.0 3.3		3.5 4.0 3.3					
Capacity Module:	902 xxxx xxxxx		500 xxxx xxxxx		1804 1770 890		1775 1768 486					
Potent Cap.:	762 xxxx xxxxx		1075 xxxx xxxxx		62 84 345		65 84 585					
Move Cap.:	762 xxxx xxxxx		1075 xxxx xxxxx		45 69 345		51 69 585					
Volume/Cap:	0.02 xxxx xxxxx		0.16 xxxx xxxxx		0.16 0.04 0.06		0.22 0.04 0.13					
Level Of Service Module:	2Way95thQ: 0.1 xxxx xxxxx		0.6 xxxx xxxxx		xxxx xxxx 0.2 xxxx xxxxx		0.5					
Control Del:	9.8 xxxx xxxxx		9.0 xxxx xxxxx		xxxxxx xxxx 16.2 xxxxxx xxxxx		12.1					
LOS by Move:	A * RT		A * * C		* * B							
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxxx		xxxx xxxx xxxxx		50 xxxx xxxxx		54 xxxx xxxxx					
SharedQueue:	xxxxxx xxxxx		xxxxxx xxxxx		0.7 xxxx xxxxx		0.9 xxxx xxxxx					
Shrd ConDel:	xxxxxx xxxxx		xxxxxx xxxxx		93.5 xxxx xxxxx		93.5 xxxx xxxxx					
Shared LOS:	* * *		* * *		F * * F		* *					
ApproachDel:	xxxxxxx		xxxxxxx		40.3		24.5					
ApproachLOS:	*		*		E		C					

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #20 Quito/McCoy  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 486 14	177 890 12	7 3 22	11 3 78
ApproachDel:	xxxxxx	xxxxxx	40.3	24.5

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=32]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1716]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.6]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=92]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1716]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #20 Quito/McCoy  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 486 14	177 890 12	7 3 22	11 3 78
Major Street Volume:	1592			
Minor Approach Volume:	92			
Minor Approach Volume Threshold:	174			

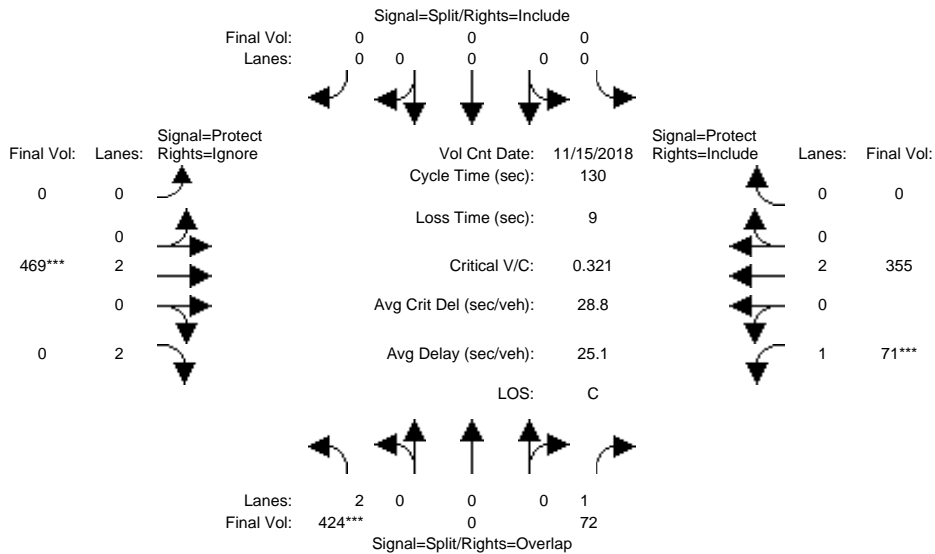
SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3089: Campbell/Hamilton

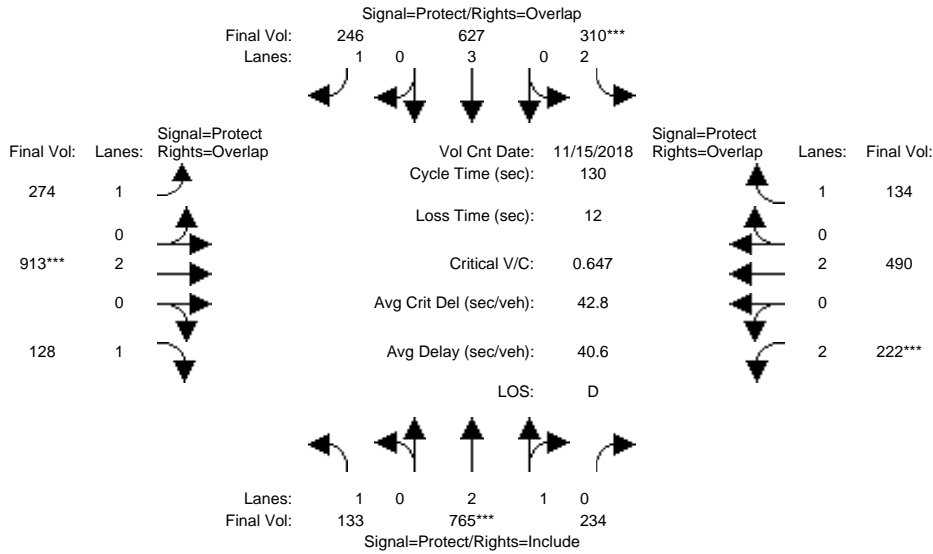


Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	424	0	72	0	0	0	0	469	929	71	355	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:	424	0	72	0	0	0	0	469	929	71	355	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	0	72	0	0	0	0	469	929	71	355	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	424	0	72	0	0	0	0	469	0	71	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	0	72	0	0	0	0	469	0	71	355	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	424	0	72	0	0	0	0	469	0	71	355	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.00	0.04	0.09	0.00
Crit Moves:	****						****		****			
Green Time:	54.5	0.0	71.0	0.0	0.0	0.0	0.0	50.0	0.0	16.4	66.5	0.0
Volume/Cap:	0.32	0.00	0.08	0.00	0.00	0.00	0.00	0.32	0.00	0.32	0.18	0.00
Delay/Veh:	25.4	0.0	14.0	0.0	0.0	0.0	0.0	28.2	0.0	52.5	17.2	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:	25.4	0.0	14.0	0.0	0.0	0.0	0.0	28.2	0.0	52.5	17.2	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	7	0	1	0	0	0	0	6	0	3	4	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #3090: Saratoga/Campbell



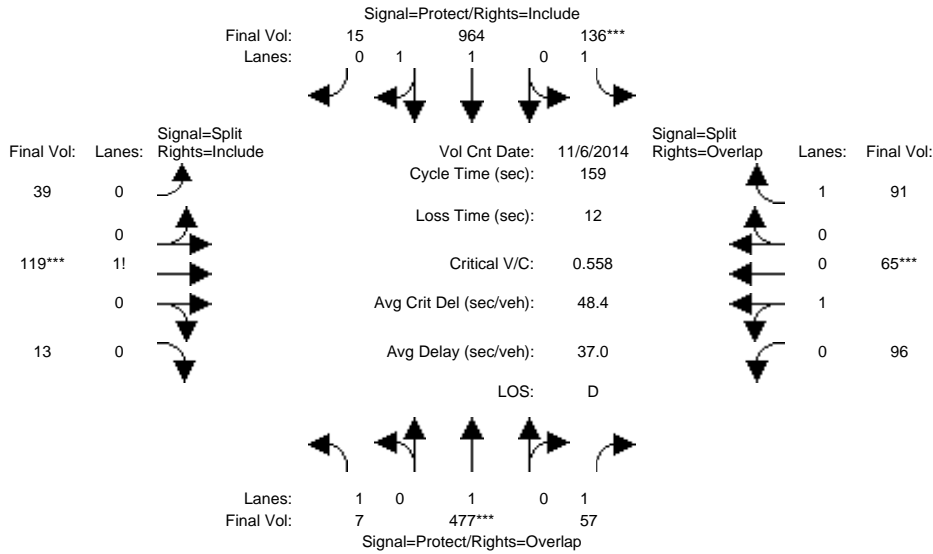
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	133	765	234	310	627	246	274	913	128	222	490	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	765	234	310	627	246	274	913	128	222	490	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	765	234	310	627	246	274	913	128	222	490	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	765	234	310	627	246	274	913	128	222	490	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	765	234	310	627	246	274	913	128	222	490	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	765	234	310	627	246	274	913	128	222	490	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.27	0.73	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4287	1311	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.10	0.11	0.14	0.16	0.24	0.07	0.07	0.13	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.7	35.8	35.8	19.8	32.9	67.1	34.2	48.2	71.0	14.2	28.2	47.9
Volume/Cap:	0.43	0.65	0.65	0.65	0.43	0.27	0.59	0.65	0.13	0.65	0.59	0.21
Delay/Veh:	48.9	42.5	42.5	54.9	41.0	17.9	43.9	34.9	14.5	59.8	47.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	42.5	42.5	54.9	41.0	17.9	43.9	34.9	14.5	59.8	47.0	28.2
LOS by Move:	D	D	D	D	D	B	D	C	B	E	D	C
HCM2kAvgQ:	5	12	12	7	7	6	10	15	3	5	9	4

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3358: BUCKNALL/QUITO



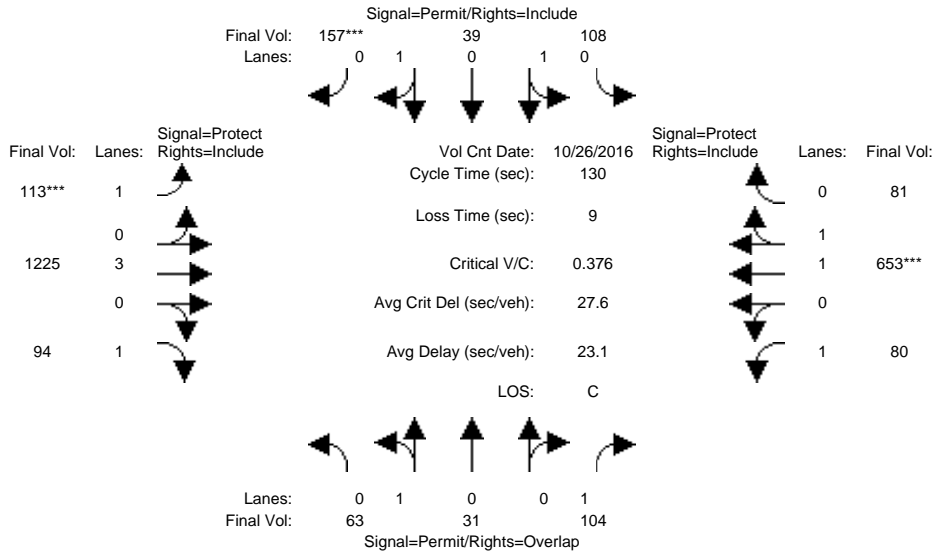
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2014 << 5:00-6:00 (growth rate applied to count)												
Base Vol:	7	477	57	136	964	15	39	119	13	96	65	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	477	57	136	964	15	39	119	13	96	65	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	477	57	136	964	15	39	119	13	96	65	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	477	57	136	964	15	39	119	13	96	65	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	477	57	136	964	15	39	119	13	96	65	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	477	57	136	964	15	39	119	13	96	65	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.23	0.69	0.08	0.60	0.40	1.00
Final Sat.:	1750	1900	1750	1750	3643	57	399	1218	133	1073	727	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.03	0.08	0.26	0.26	0.10	0.10	0.10	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.4	71.5	97.0	22.1	80.3	80.3	27.8	27.8	27.8	25.5	25.5	47.6
Volume/Cap:	0.05	0.56	0.05	0.56	0.52	0.52	0.56	0.56	0.56	0.56	0.56	0.17
Delay/Veh:	67.1	33.0	12.5	66.7	26.8	26.8	62.2	62.2	62.2	64.0	64.0	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:	67.1	33.0	12.5	66.7	26.8	26.8	62.2	62.2	62.2	64.0	64.0	41.3
LOS by Move:	E	C	B	E	C	C	E	E	E	E	E	D
HCM2kAvgQ:	0	17	1	7	16	16	9	9	9	8	8	3

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3375: Westgate/Campbell



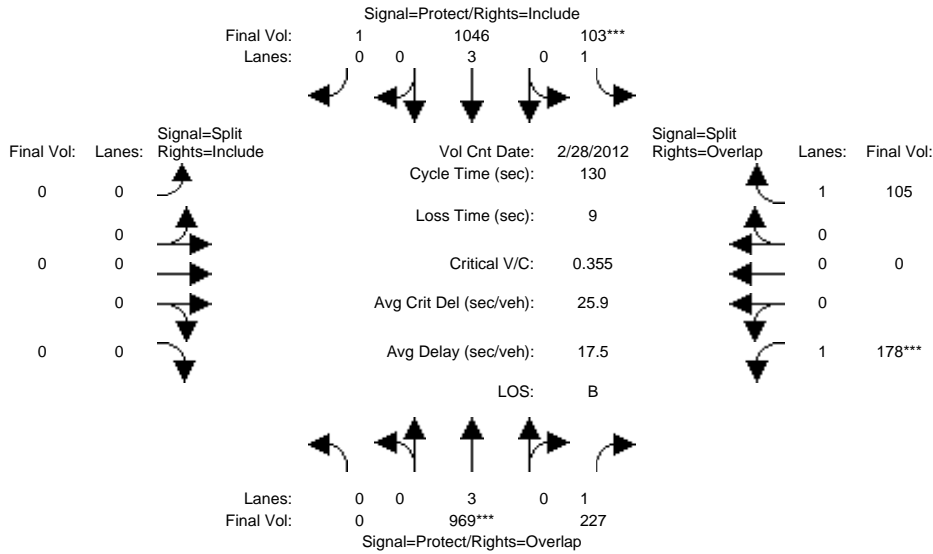
Street Name:	Westgate Entrance						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 26 Oct 2016 << 4:55-5:55 (growth rate applied to count)											
Base Vol:	63	31	104	108	39	157	113	1225	94	80	653	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	31	104	108	39	157	113	1225	94	80	653	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	31	104	108	39	157	113	1225	94	80	653	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	31	104	108	39	157	113	1225	94	80	653	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	31	104	108	39	157	113	1225	94	80	653	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	31	104	108	39	157	113	1225	94	80	653	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.67	0.33	1.00	0.73	0.27	1.00	1.00	3.00	1.00	1.00	1.77	0.23
Final Sat.:	1206	594	1750	1322	478	1800	1750	5700	1750	1750	3291	408
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.06	0.08	0.08	0.09	0.06	0.21	0.05	0.05	0.20	0.20
Crit Moves:						****	****				****	
Green Time:	30.1	30.1	48.3	30.1	30.1	30.1	22.3	72.7	72.7	18.2	68.6	68.6
Volume/Cap:	0.23	0.23	0.16	0.35	0.35	0.38	0.38	0.38	0.10	0.33	0.38	0.38
Delay/Veh:	40.7	40.7	27.4	42.0	42.0	42.3	48.5	16.2	13.4	51.2	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	40.7	27.4	42.0	42.0	42.3	48.5	16.2	13.4	51.2	18.2	18.2
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	5	5	6	4	9	2	3	9	9

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3464: Saratoga/El Paseo de Saratoga



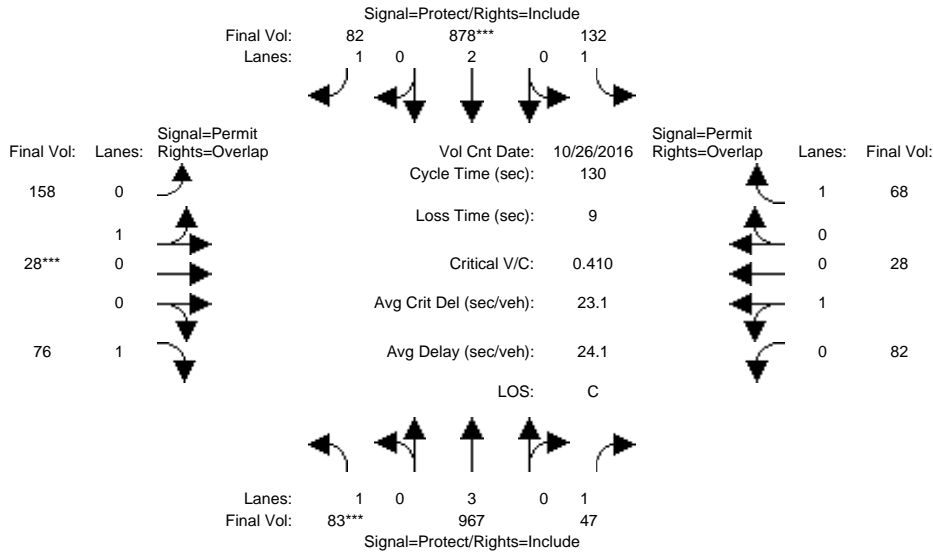
Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2012 << 5:00-6:00 (growth rate applied to count)												
Base Vol:	0	969	227	103	1046	1	0	0	0	178	0	105
Growth Adj:	1.00	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	969	227	103	1046	1	0	0	0	178	0	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	969	227	103	1046	1	0	0	0	178	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	969	227	103	1046	1	0	0	0	178	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	969	227	103	1046	1	0	0	0	178	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	969	227	103	1046	1	0	0	0	178	0	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.99	0.01	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5595	5	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.13	0.06	0.19	0.19	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:	****			****						****		
Green Time:	0.0	62.2	99.5	21.5	83.8	83.8	0.0	0.0	0.0	37.2	0.0	58.8
Volume/Cap:	0.00	0.36	0.17	0.36	0.29	0.29	0.00	0.00	0.00	0.36	0.00	0.13
Delay/Veh:	0.0	21.4	4.2	48.8	10.2	10.2	0.0	0.0	0.0	37.3	0.0	20.8
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	21.4	4.2	48.8	10.2	10.2	0.0	0.0	0.0	37.3	0.0	20.8
LOS by Move:	A	C	A	D	B	B	A	A	A	D	A	C
HCM2kAvgQ:	0	8	3	4	6	6	0	0	0	6	0	3

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

El Paseo Mixed Use Development  
San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #3560: Saratoga/Graves



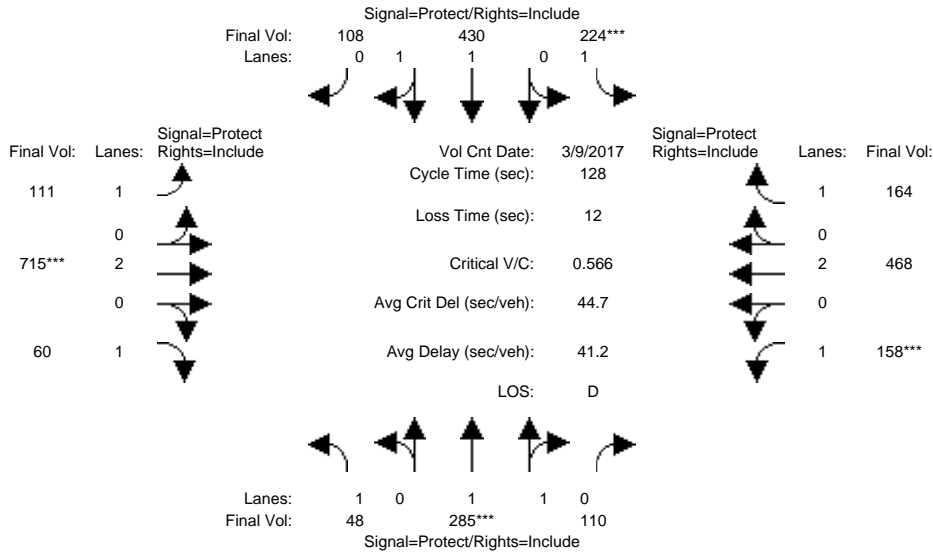
Street Name:	Saratoga						Graves					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 4:55-5:55 (growth rate applied to count)												
Base Vol:	83	967	47	132	878	82	158	28	76	82	28	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	967	47	132	878	82	158	28	76	82	28	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	967	47	132	878	82	158	28	76	82	28	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	967	47	132	878	82	158	28	76	82	28	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	967	47	132	878	82	158	28	76	82	28	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	967	47	132	878	82	158	28	76	82	28	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1529	271	1750	1342	458	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.03	0.08	0.23	0.05	0.10	0.10	0.04	0.06	0.06	0.04
Crit Moves:	****			****			****					
Green Time:	15.0	61.1	61.1	27.2	73.2	73.2	32.7	32.7	47.8	32.7	32.7	59.9
Volume/Cap:	0.41	0.36	0.06	0.36	0.41	0.08	0.41	0.41	0.12	0.24	0.24	0.08
Delay/Veh:	54.7	22.1	18.8	44.6	16.3	13.0	41.2	41.2	27.3	39.0	39.0	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	22.1	18.8	44.6	16.3	13.0	41.2	41.2	27.3	39.0	39.0	19.7
LOS by Move:	D	C	B	D	B	B	D	D	C	D	D	B
HCM2kAvgQ:	3	8	1	5	10	2	7	7	2	4	4	2

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

El Paseo Mixed Use Development  
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Intersection #3569: San Tomas Aquino/Hamilton



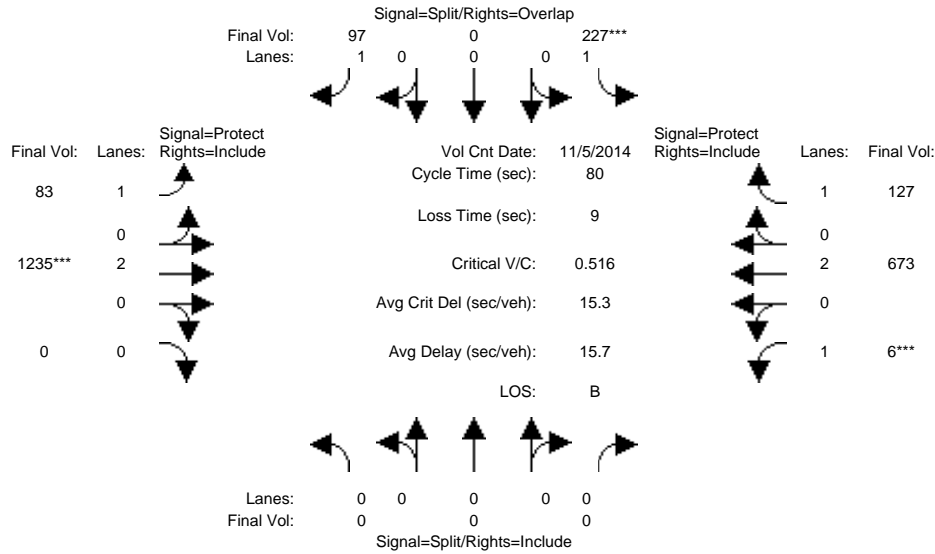
Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Mar 2017 << 5:00-6:00 (growth rate applied to count)												
Base Vol:	48	285	110	224	430	108	111	715	60	158	468	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	285	110	224	430	108	111	715	60	158	468	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	285	110	224	430	108	111	715	60	158	468	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	285	110	224	430	108	111	715	60	158	468	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	285	110	224	430	108	111	715	60	158	468	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	285	110	224	430	108	111	715	60	158	468	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.43	0.57	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2669	1030	1750	2957	743	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.13	0.15	0.15	0.06	0.19	0.03	0.09	0.12	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.5	24.1	24.1	28.9	38.6	38.6	21.4	42.5	42.5	20.4	41.5	41.5
Volume/Cap:	0.24	0.57	0.57	0.57	0.48	0.48	0.38	0.57	0.10	0.57	0.38	0.29
Delay/Veh:	54.6	50.5	50.5	49.7	38.1	38.1	51.1	37.0	29.9	57.8	34.2	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	50.5	50.5	49.7	38.1	38.1	51.1	37.0	29.9	57.8	34.2	33.5
LOS by Move:	D	D	D	D	D	D	D	D	C	E	C	C
HCM2kAvgQ:	2	8	8	9	9	9	4	12	2	7	7	5

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



El Paseo Mixed Use Development  
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Intersection #3601: Johnson/Prospect

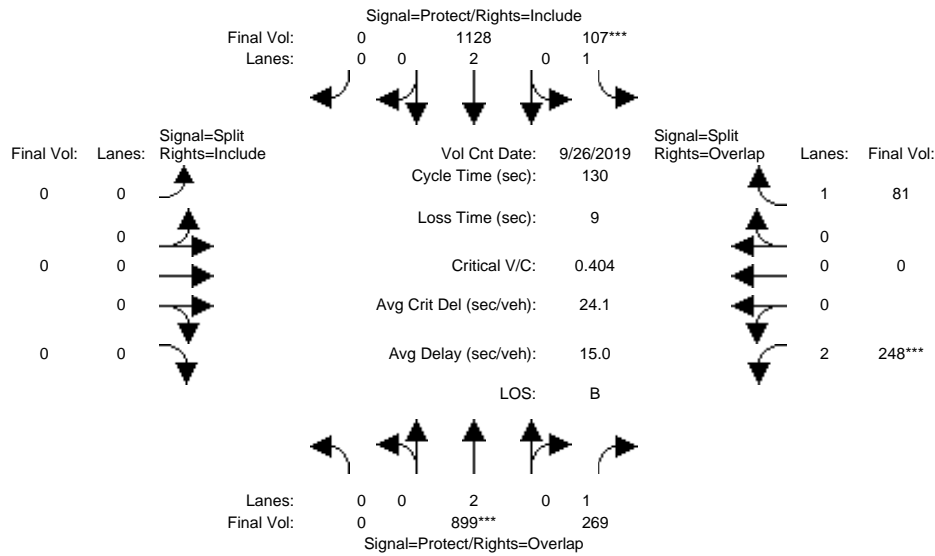


Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2014 << 5:00-6:00 (growth rate applied to count)												
Base Vol:	0	0	0	227	0	97	83	1235	0	6	673	127
Growth Adj:	1.00	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	227	0	97	83	1235	0	6	673	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	0	97	83	1235	0	6	673	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	0	97	83	1235	0	6	673	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	97	83	1235	0	6	673	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	227	0	97	83	1235	0	6	673	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.06	0.05	0.33	0.00	0.00	0.18	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	18.3	0.0	35.7	17.4	45.7	0.0	7.0	35.3	35.3
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.12	0.22	0.57	0.00	0.04	0.40	0.16
Delay/Veh:	0.0	0.0	0.0	33.1	0.0	13.3	27.0	12.0	0.0	33.9	15.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.1	0.0	13.3	27.0	12.0	0.0	33.9	15.9	13.9
LOS by Move:	A	A	A	C	A	B	C	B	A	C	B	B
HCM2kAvgQ:	0	0	0	6	0	2	2	10	0	0	6	2

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

El Paseo Mixed Use Development  
 San Jose, CA  
 Hexagon Transportation Consultants, Inc.  
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 Existing PM

Intersection #3736: Saratoga/Payne



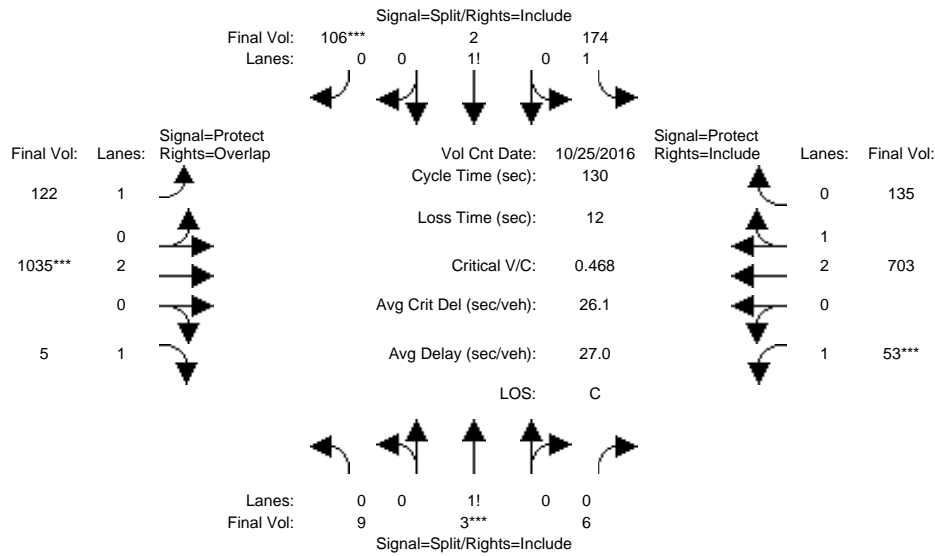
Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2019 << 4:55-5:55 PM												
Base Vol:	0	899	269	107	1128	0	0	0	0	248	0	81
Growth Adj:	1.00	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	899	269	107	1128	0	0	0	0	248	0	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	899	269	107	1128	0	0	0	0	248	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	899	269	107	1128	0	0	0	0	248	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	899	269	107	1128	0	0	0	0	248	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	899	269	107	1128	0	0	0	0	248	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.15	0.06	0.30	0.00	0.00	0.00	0.00	0.00	0.08	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	76.0	101.3	19.7	95.7	0.0	0.0	0.0	0.0	25.3	0.0	45.0
Volume/Cap:	0.00	0.40	0.20	0.40	0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.13
Delay/Veh:	0.0	14.8	3.8	50.9	6.5	0.0	0.0	0.0	0.0	46.2	0.0	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	3.8	50.9	6.5	0.0	0.0	0.0	0.0	46.2	0.0	29.3
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	9	3	4	8	0	0	0	0	5	0	2

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3746: Prospect/Westgate West

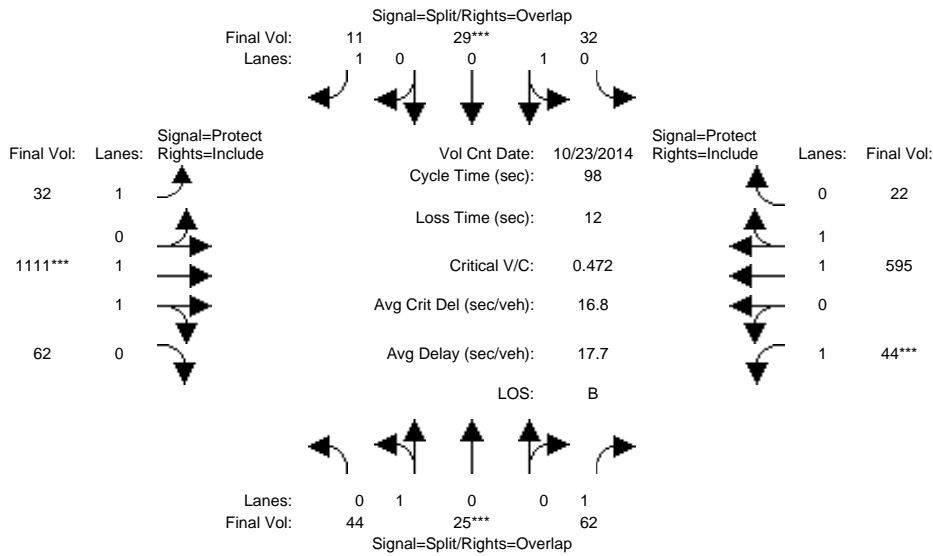


Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 5:00-6:00 (growth rate applied to count)												
Base Vol:	9	3	6	174	2	106	122	1035	5	53	703	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	3	6	174	2	106	122	1035	5	53	703	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	3	6	174	2	106	122	1035	5	53	703	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	3	6	174	2	106	122	1035	5	53	703	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	6	174	2	106	122	1035	5	53	703	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	3	6	174	2	106	122	1035	5	53	703	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.50	0.17	0.33	1.45	0.01	0.54	1.00	2.00	1.00	1.00	2.50	0.50
Final Sat.:	875	292	583	2531	18	951	1750	3800	1750	1750	4697	902
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.11	0.11	0.07	0.27	0.00	0.03	0.15	0.15
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	10.0	29.1	29.1	29.1	25.1	71.0	81.0	7.9	53.9	53.9
Volume/Cap:	0.13	0.13	0.13	0.31	0.50	0.50	0.36	0.50	0.00	0.50	0.36	0.36
Delay/Veh:	56.4	56.4	56.4	42.3	44.8	44.8	46.2	18.6	9.2	62.8	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	56.4	42.3	44.8	44.8	46.2	18.6	9.2	62.8	26.3	26.3
LOS by Move:	E	E	E	D	D	D	D	B	A	E	C	C
HCM2kAvgQ:	1	1	1	4	8	8	4	12	0	3	8	8

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

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San Jose, CA  
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Existing PM

Intersection #3876: Fallbrook/Campbell



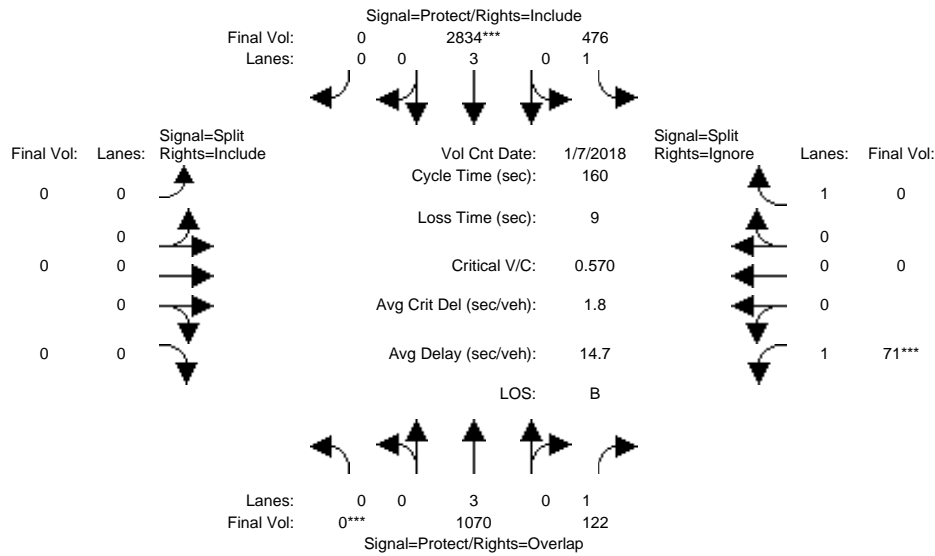
Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Oct 2014 << 4:45-5:45 (growth rate applied to count)												
Base Vol:	44	25	62	32	29	11	32	1111	62	44	595	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	25	62	32	29	11	32	1111	62	44	595	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	25	62	32	29	11	32	1111	62	44	595	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	25	62	32	29	11	32	1111	62	44	595	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	25	62	32	29	11	32	1111	62	44	595	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	25	62	32	29	11	32	1111	62	44	595	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.64	0.36	1.00	0.52	0.48	1.00	1.00	1.89	0.11	1.00	1.93	0.07
Final Sat.:	1148	652	1750	944	856	1750	1750	3504	196	1750	3568	132
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.01	0.02	0.32	0.32	0.03	0.17	0.17
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	17.0	10.0	10.0	29.8	19.8	59.0	59.0	7.0	46.2	46.2
Volume/Cap:	0.38	0.38	0.20	0.33	0.33	0.02	0.09	0.53	0.53	0.35	0.35	0.35
Delay/Veh:	46.9	46.9	36.2	45.7	45.7	24.0	32.3	12.3	12.3	51.0	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	46.9	36.2	45.7	45.7	24.0	32.3	12.3	12.3	51.0	17.0	17.0
LOS by Move:	D	D	D	D	D	C	C	B	B	D	B	B
HCM2kAvgQ:	2	2	2	2	2	0	1	11	11	1	6	6

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

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Intersection #5632: LAWRENCE/MITTY



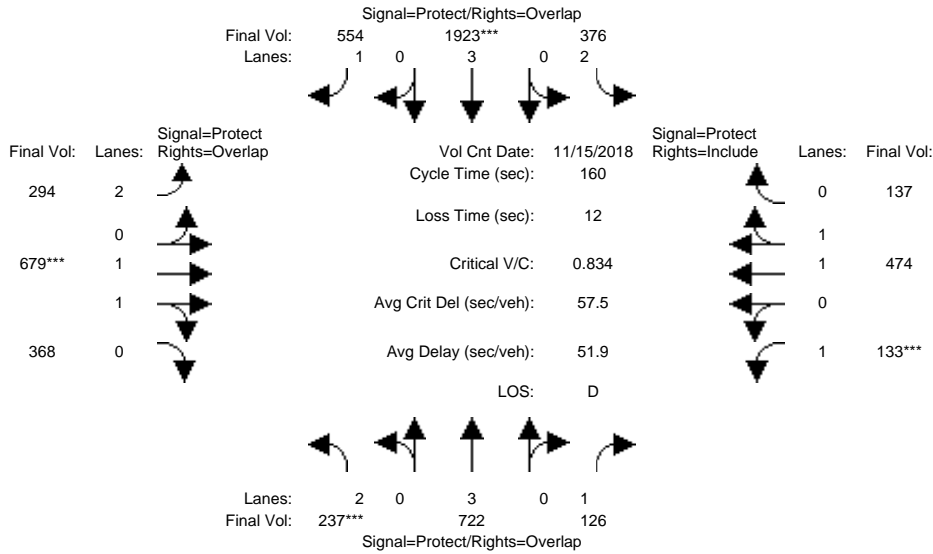
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	70	70	50	130	0	0	0	0	19	0	19
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8
Volume Module: >> Count Date: 7 Jan 2018 << 5:30-6:30 (growth rate applied to count)												
Base Vol:	0	1070	122	476	2834	0	0	0	0	71	0	242
Growth Adj:	1.00	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	1070	122	476	2834	0	0	0	0	71	0	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1070	122	476	2834	0	0	0	0	71	0	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1070	122	476	2834	0	0	0	0	71	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1070	122	476	2834	0	0	0	0	71	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1070	122	476	2834	0	0	0	0	71	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.07	0.27	0.50	0.00	0.00	0.00	0.00	0.00	0.04	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	77.0	96.0	55.0	132	0.0	0.0	0.0	0.0	0.0	19.0	0.0
Volume/Cap:	0.00	0.39	0.12	0.79	0.60	0.00	0.00	0.00	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	32.4	19.2	52.0	0.2	0.0	0.0	0.0	0.0	0.0	65.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.4	19.2	52.0	0.2	0.0	0.0	0.0	0.0	0.0	65.7	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	13	4	20	1	0	0	0	0	4	0	0

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

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Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK

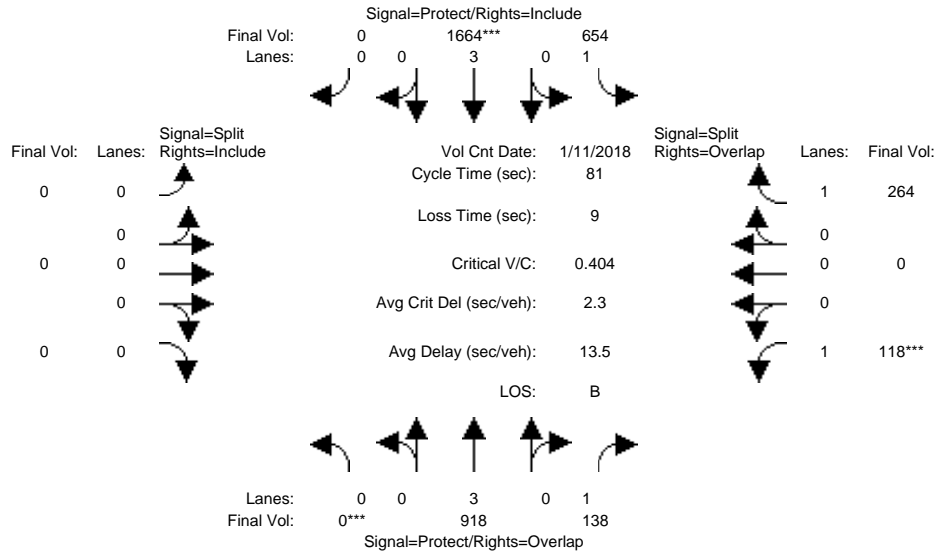


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	56	56	26	65	65	15	40	40	14	39	39
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7
Volume Module: >> Count Date: 15 Nov 2018 << 5:30 - 6:30 PM												
Base Vol:	237	722	126	376	1923	554	294	679	368	133	474	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	722	126	376	1923	554	294	679	368	133	474	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	722	126	376	1923	554	294	679	368	133	474	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	722	126	376	1923	554	294	679	368	133	474	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	722	126	376	1923	554	294	679	368	133	474	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	722	126	376	1923	554	294	679	368	133	474	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.28	0.72	1.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2399	1300	1750	2870	829
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.07	0.12	0.34	0.32	0.09	0.28	0.28	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	17.0	56.0	70.0	26.0	65.0	83.3	18.3	52.0	69.0	14.0	47.7	47.7
Volume/Cap:	0.71	0.36	0.16	0.73	0.83	0.61	0.81	0.87	0.66	0.87	0.55	0.55
Delay/Veh:	75.9	36.6	23.3	69.2	51.3	35.2	82.5	58.0	37.1	109.6	47.9	47.9
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:	75.9	36.6	23.3	69.2	51.3	35.2	82.5	58.0	37.1	109.6	47.9	47.9
LOS by Move:	E	D	C	E	D	D	F	E	D	F	D	D
HCM2kAvgQ:	7	7	3	11	29	23	11	27	21	9	13	13
Note: Queue reported is the number of cars per lane.												

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Intersection #5634: LAWRENCE/DOYLE



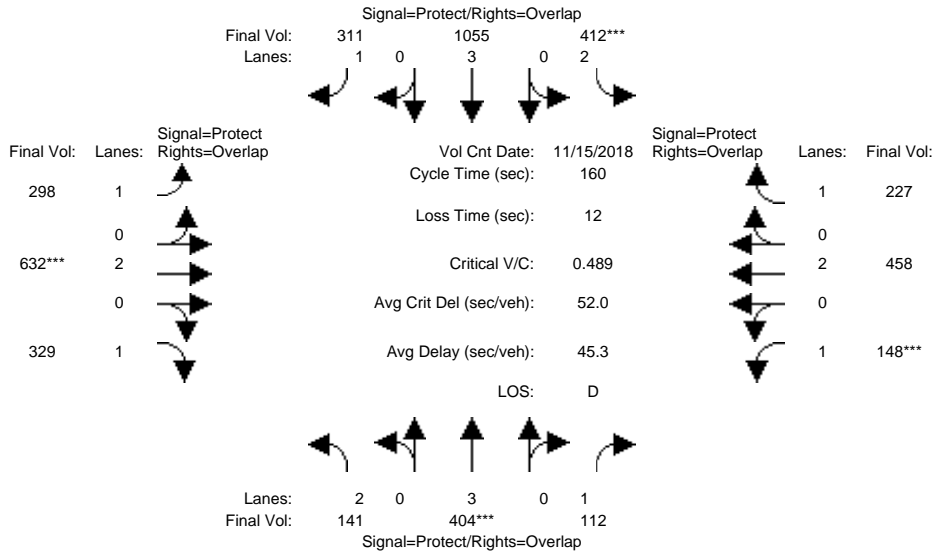
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	26	26	30	61	0	0	0	0	9	0	9
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8
Volume Module: >> Count Date: 11 Jan 2018 << 5:40-6:30 (growth rate applied to count)												
Base Vol:	0	918	138	654	1664	0	0	0	0	118	0	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	918	138	654	1664	0	0	0	0	118	0	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	918	138	654	1664	0	0	0	0	118	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	918	138	654	1664	0	0	0	0	118	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	918	138	654	1664	0	0	0	0	118	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	918	138	654	1664	0	0	0	0	118	0	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.08	0.37	0.29	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	28.2	39.2	32.8	61.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0
Volume/Cap:	0.00	0.46	0.16	0.92	0.39	0.00	0.00	0.00	0.00	0.00	0.50	0.00
Delay/Veh:	0.0	19.6	9.4	37.9	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	9.4	37.9	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.2
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	5	1	17	0	0	0	0	0	4	0	4

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

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Intersection #5635: Lawrence Expwy/Prospect



Street Name:	Lawrence Expwy						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	41	41	30	53	53	29	46	46	20	37	37
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	141	404	112	412	1055	311	298	632	329	148	458	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	404	112	412	1055	311	298	632	329	148	458	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	404	112	412	1055	311	298	632	329	148	458	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	404	112	412	1055	311	298	632	329	148	458	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	404	112	412	1055	311	298	632	329	148	458	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	404	112	412	1055	311	298	632	329	148	458	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.06	0.13	0.19	0.18	0.17	0.17	0.19	0.08	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.7	41.0	64.7	36.7	58.0	88.9	30.9	46.6	66.3	23.7	39.4	76.1
Volume/Cap:	0.36	0.28	0.16	0.57	0.51	0.32	0.88	0.57	0.45	0.57	0.49	0.27
Delay/Veh:	65.0	47.7	27.1	55.8	37.4	13.1	85.3	48.9	34.2	66.4	52.1	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:	65.0	47.7	27.1	55.8	37.4	13.1	85.3	48.9	34.2	66.4	52.1	25.5
LOS by Move:	E	D	C	E	D	B	F	D	C	E	D	C
HCM2kAvgQ:	4	5	3	10	11	6	16	13	12	7	9	7

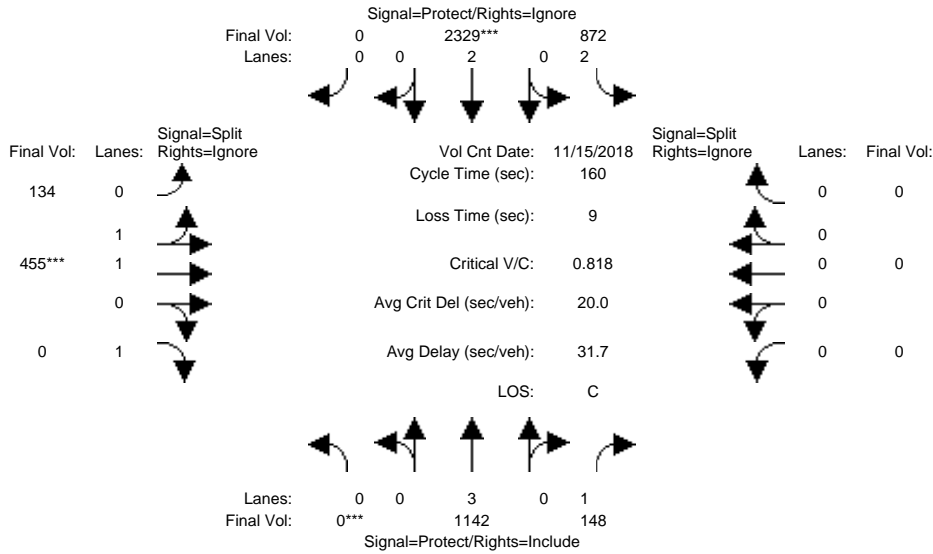
Note: Queue reported is the number of cars per lane.



El Paseo Mixed Use Development  
San Jose, CA  
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2000 HCM Operations (Future Volume Alternative)  
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Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



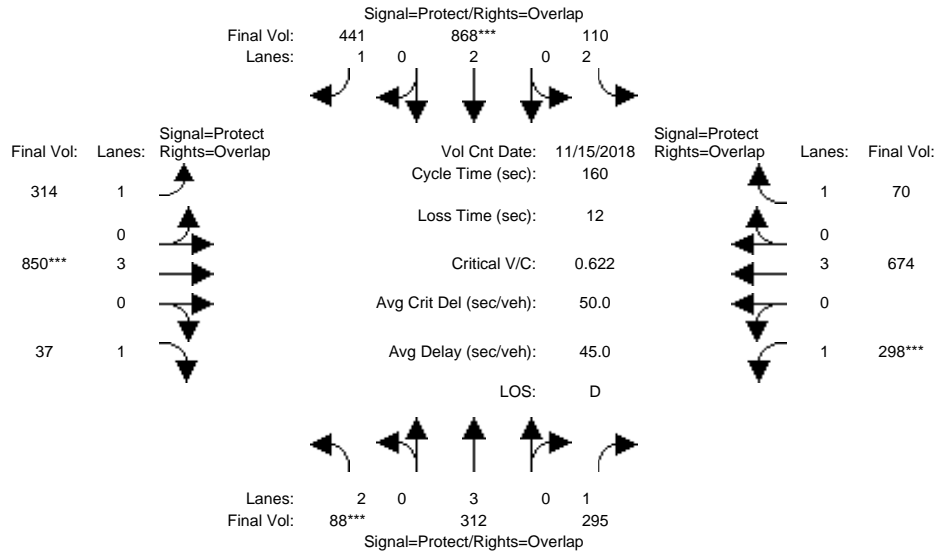
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	55	55	44	106	0	42	42	42	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	0.0	0.0	0.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	0	1142	148	872	2329	0	134	455	956	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1142	148	872	2329	0	134	455	956	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1142	148	872	2329	0	134	455	956	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1142	148	872	2329	0	134	455	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1142	148	872	2329	0	134	455	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1142	148	872	2329	0	134	455	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.47	1.53	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	842	2858	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.08	0.28	0.61	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	60.4	60.4	48.6	109	0.0	42.0	42.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.22	0.91	0.90	0.00	0.61	0.61	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.8	31.3	65.2	11.7	0.0	52.9	52.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.8	31.3	65.2	11.7	0.0	52.9	52.9	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	D	D	A	A	A	A
HCM2kAvgQ:	0	12	4	28	32	0	13	13	0	0	0	0

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

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Existing PM

Intersection #5640: Lawrence Expwy/Saratoga

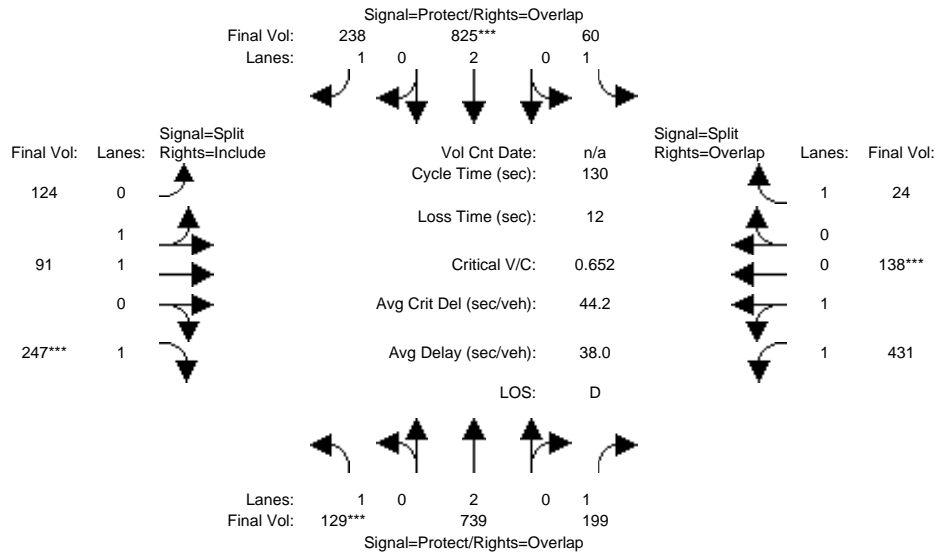


Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	54	54	15	58	58	31	40	40	27	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	88	312	295	110	868	441	314	850	37	298	674	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	312	295	110	868	441	314	850	37	298	674	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	312	295	110	868	441	314	850	37	298	674	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	312	295	110	868	441	314	850	37	298	674	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	312	295	110	868	441	314	850	37	298	674	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	312	295	110	868	441	314	850	37	298	674	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.17	0.03	0.23	0.25	0.18	0.15	0.02	0.17	0.12	0.04
Crit Moves:	****			****			****		****			
Green Time:	12.0	54.8	92.8	15.2	58.0	94.1	36.1	40.0	52.0	38.0	41.9	57.1
Volume/Cap:	0.37	0.16	0.29	0.37	0.63	0.43	0.80	0.60	0.07	0.72	0.45	0.11
Delay/Veh:	71.4	40.0	23.2	68.6	40.2	11.2	69.2	53.6	37.3	62.0	49.6	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	40.0	23.2	68.6	40.2	11.2	69.2	53.6	37.3	62.0	49.6	34.5
LOS by Move:	E	D	C	E	D	B	E	D	D	E	D	C
HCM2kAvgQ:	2	4	10	3	15	8	16	12	1	15	9	2

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

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Intersection #6: Saratoga/Cox



Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East 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:	Saratoga NB			Saratoga SB			Cox EB			Cox WB		
Base Vol:	129	739	199	60	825	238	124	91	247	431	138	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	739	199	60	825	238	124	91	247	431	138	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	739	199	60	825	238	124	91	247	431	138	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	739	199	60	825	238	124	91	247	431	138	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	739	199	60	825	238	124	91	247	431	138	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	739	199	60	825	238	124	91	247	431	138	24

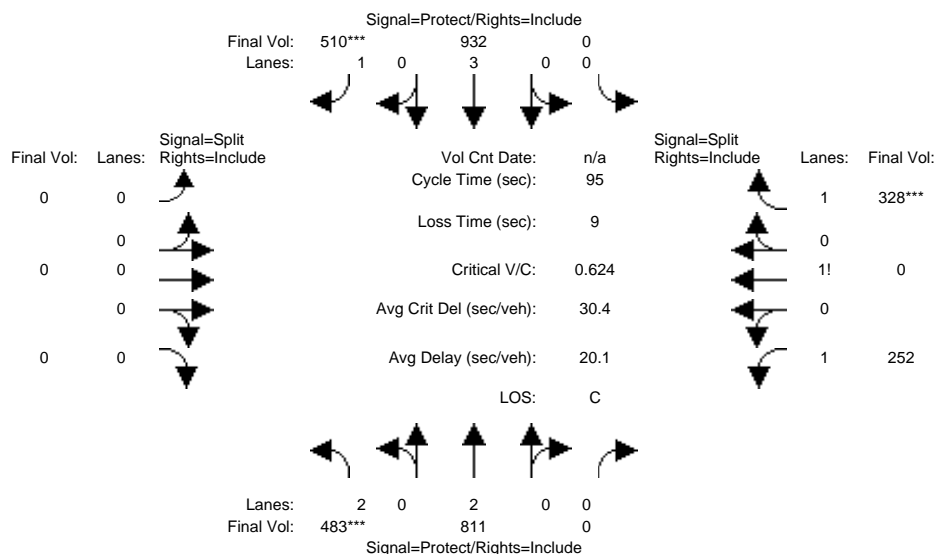
Saturation Flow Module:	Saratoga NB			Saratoga SB			Cox EB			Cox WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.52	0.48	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2689	861	1750

Capacity Analysis Module:	Saratoga NB			Saratoga SB			Cox EB			Cox WB		
Vol/Sat:	0.07	0.19	0.11	0.03	0.22	0.14	0.07	0.05	0.14	0.16	0.16	0.01
Crit Moves:	****			****			****			****		
Green Time:	14.7	45.4	77.3	12.6	43.3	71.4	28.1	28.1	28.1	31.9	31.9	44.5
Volume/Cap:	0.65	0.56	0.19	0.35	0.65	0.25	0.33	0.22	0.65	0.65	0.65	0.04
Delay/Veh:	62.8	34.7	12.1	56.2	38.2	15.4	43.3	42.0	50.5	45.8	45.8	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	34.7	12.1	56.2	38.2	15.4	43.3	42.0	50.5	45.8	45.8	28.5
LOS by Move:	E	C	B	E	D	B	D	D	D	D	D	C
HCM2kAvgQ:	5	12	4	3	14	5	5	3	11	12	12	1

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

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Intersection #7: Saratoga/SR 85 NB Ramps

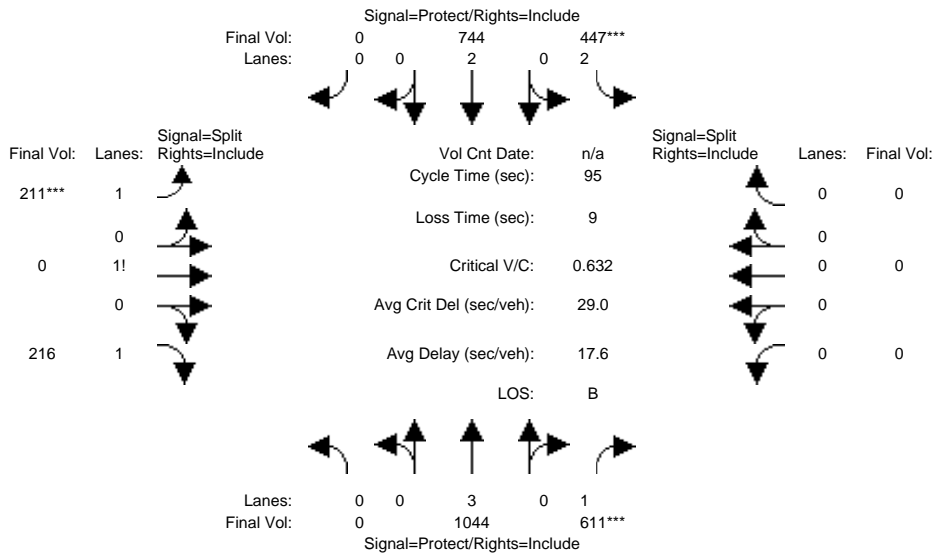


Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	483	811	0	0	932	510	0	0	0	252	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	811	0	0	932	510	0	0	0	252	0	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	811	0	0	932	510	0	0	0	252	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	811	0	0	932	510	0	0	0	252	0	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	811	0	0	932	510	0	0	0	252	0	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	483	811	0	0	932	510	0	0	0	252	0	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.43	0.00	1.57
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2510	0	2740
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.00	0.00	0.16	0.29	0.00	0.00	0.00	0.10	0.00	0.12
Crit Moves:	****				****						****	
Green Time:	23.4	67.8	0.0	0.0	44.4	44.4	0.0	0.0	0.0	18.2	0.0	18.2
Volume/Cap:	0.62	0.30	0.00	0.00	0.35	0.62	0.00	0.00	0.00	0.52	0.00	0.62
Delay/Veh:	33.5	5.0	0.0	0.0	16.2	20.5	0.0	0.0	0.0	34.9	0.0	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	5.0	0.0	0.0	16.2	20.5	0.0	0.0	0.0	34.9	0.0	36.6
LOS by Move:	C	A	A	A	B	C	A	A	A	C	A	D
HCM2kAvgQ:	8	4	0	0	5	12	0	0	0	6	0	7

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

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Intersection #8: Saratoga/SR 85 SB Ramps

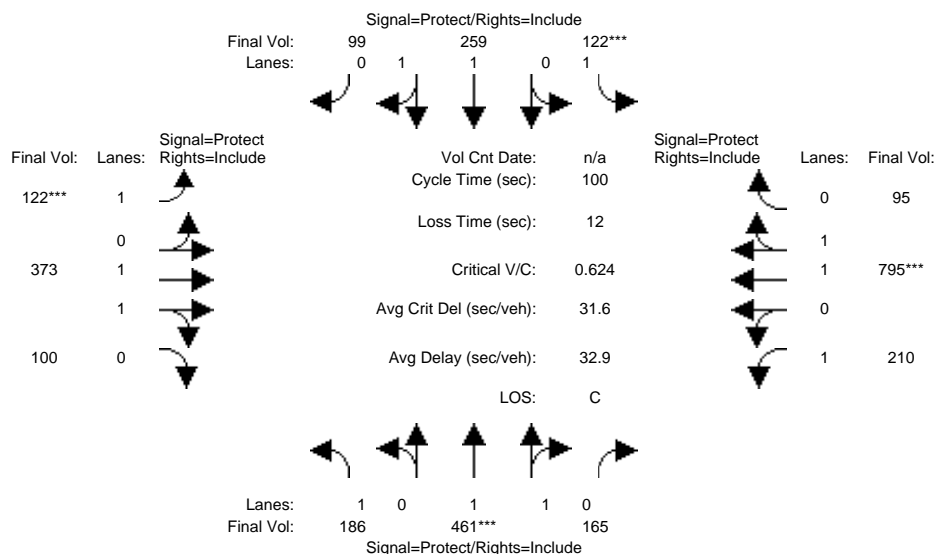


Street Name:	Saratoga					SR 85 SB Ramps						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1044	611	447	744	0	211	0	216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1044	611	447	744	0	211	0	216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1044	611	447	744	0	211	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1044	611	447	744	0	211	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1044	611	447	744	0	211	0	216	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1044	611	447	744	0	211	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.49	0.00	1.51	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2615	0	2635	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.35	0.14	0.20	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:			****	****		****						
Green Time:	0.0	52.4	52.4	21.3	73.7	0.0	12.3	0.0	12.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.63	0.63	0.25	0.00	0.62	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	16.1	35.2	3.0	0.0	40.9	0.0	41.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	16.1	35.2	3.0	0.0	40.9	0.0	41.2	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	6	14	7	3	0	5	0	5	0	0	0

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

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Background AM

Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	461	165	122	259	99	122	373	100	210	795	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	461	165	122	259	99	122	373	100	210	795	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	461	165	122	259	99	122	373	100	210	795	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	461	165	122	259	99	122	373	100	210	795	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	461	165	122	259	99	122	373	100	210	795	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	461	165	122	259	99	122	373	100	210	795	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.43	0.57	1.00	1.57	0.43	1.00	1.78	0.22
Final Sat.:	1750	2724	975	1750	2676	1023	1750	2917	782	1750	3305	395
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.07	0.10	0.10	0.07	0.13	0.13	0.12	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	19.7	27.1	27.1	11.2	18.6	18.6	11.2	25.6	25.6	24.1	38.5	38.5
Volume/Cap:	0.54	0.62	0.62	0.62	0.52	0.52	0.62	0.50	0.50	0.50	0.62	0.62
Delay/Veh:	37.8	33.2	33.2	48.6	37.4	37.4	48.6	32.1	32.1	33.7	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	33.2	33.2	48.6	37.4	37.4	48.6	32.1	32.1	33.7	25.7	25.7
LOS by Move:	D	C	C	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	6	9	9	5	6	6	4	6	6	6	12	12

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

El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Quito/Northlawn

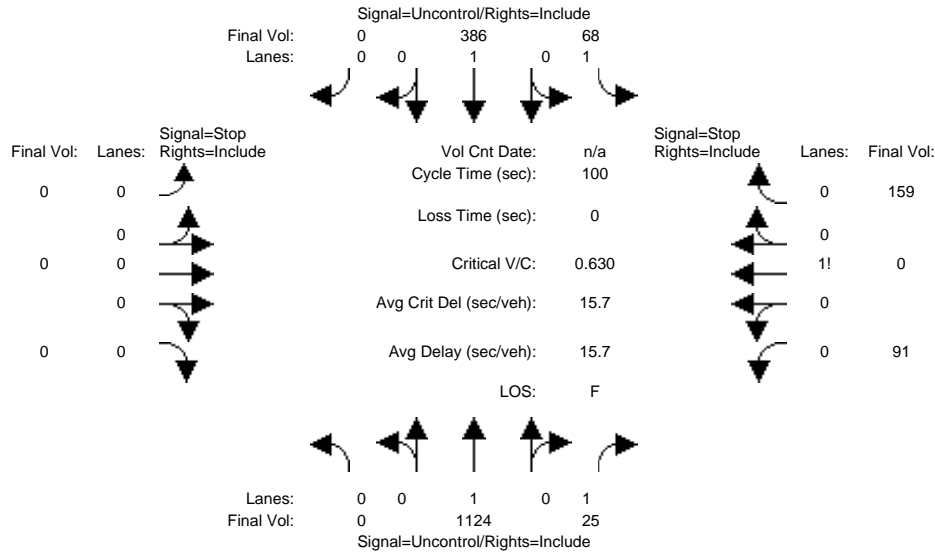


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R) and Volume Module data (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume).

Critical Gap Module table showing Critical Gap (e.g., 4.1, 6.4, 6.5, 6.2) and FollowUpTime (e.g., 2.2, 3.5, 4.0, 3.3) for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1124	25	68	386	0	0	0	0	91	0	159							
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		113.2												

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

Signal Warrant Rule #1: [vehicle-hours=7.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=250]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1853]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1124	25	68	386	0	0	0	0	91	0	159							

Major Street Volume: 1603  
Minor Approach Volume: 250  
Minor Approach Volume Threshold: 122

SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development
San Jose, CA
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #19: Quito/Cox

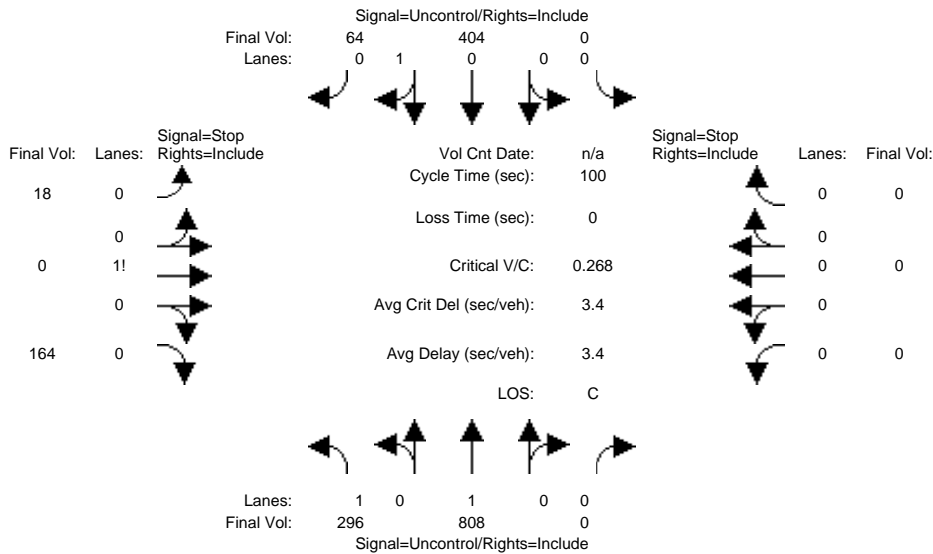


Table with columns for Street Name (Quito, Cox), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) and Critical Gap Module (Critical Gp, FollowUpTim).

Table with columns for Capacity Module. Rows include Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap.

Table with columns for Level Of Service Module. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #19 Quito/Cox
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	296	808	0	0	404	64	18	0	164	0	0	0
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=0.9]

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

Signal Warrant Rule #2: [approach volume=182]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1754]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	296	808	0	0	404	64	18	0	164	0	0	0

Major Street Volume: 1572

Minor Approach Volume: 182

Minor Approach Volume Threshold: 129

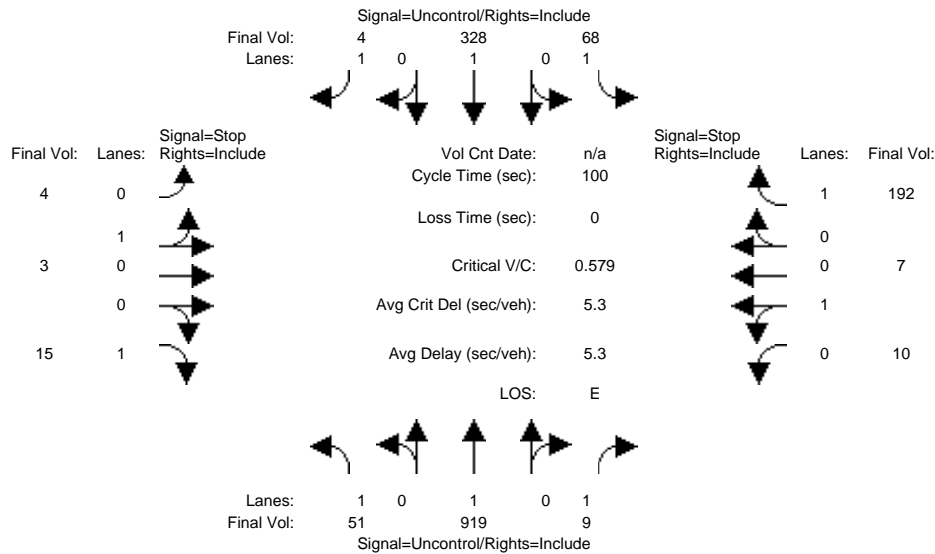
SIGNAL WARRANT DISCLAIMER

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

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

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

Intersection #20: Quito/McCoy



Street Name:	Quito				McCoy										
Approach:	North Bound		South Bound		East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Volume Module:	51	919	9	68	328	4	4	3	15	10	7	192			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	51	919	9	68	328	4	4	3	15	10	7	192			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	51	919	9	68	328	4	4	3	15	10	7	192			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	51	919	9	68	328	4	4	3	15	10	7	192			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Volume:	51	919	9	68	328	4	4	3	15	10	7	192			
Critical Gap Module:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:	332	xxxx	xxxxxx	928	xxxx	xxxxxx	1589	1494	328	1496	1489	919			
Potent Cap.:	1239	xxxx	xxxxxx	745	xxxx	xxxxxx	88	124	718	102	125	332			
Move Cap.:	1239	xxxx	xxxxxx	745	xxxx	xxxxxx	32	108	718	88	109	332			
Volume/Cap:	0.04	xxxx	xxxx	0.09	xxxx	xxxx	0.13	0.03	0.02	0.11	0.06	0.58			
Level Of Service Module:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	3.4			
Control Del:	8.0	xxxx	xxxxxx	10.3	xxxx	xxxxxx	xxxxxx	xxxx	10.1	xxxxxx	xxxx	29.8			
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	D			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	46	xxxx	xxxxxx	96	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx	0.6	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	97.8	xxxx	xxxxxx	50.5	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			38.0			31.5					
ApproachLOS:	*			*			E			D					

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #20 Quito/McCoy

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 919 9	68 328 4	4 3 15	10 7 192
ApproachDel:	xxxxxx	xxxxxx	38.0	31.5

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=22]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1610]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.8]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=209]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1610]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #20 Quito/McCoy  
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Future Volume Alternative: Peak Hour Warrant NOT Met

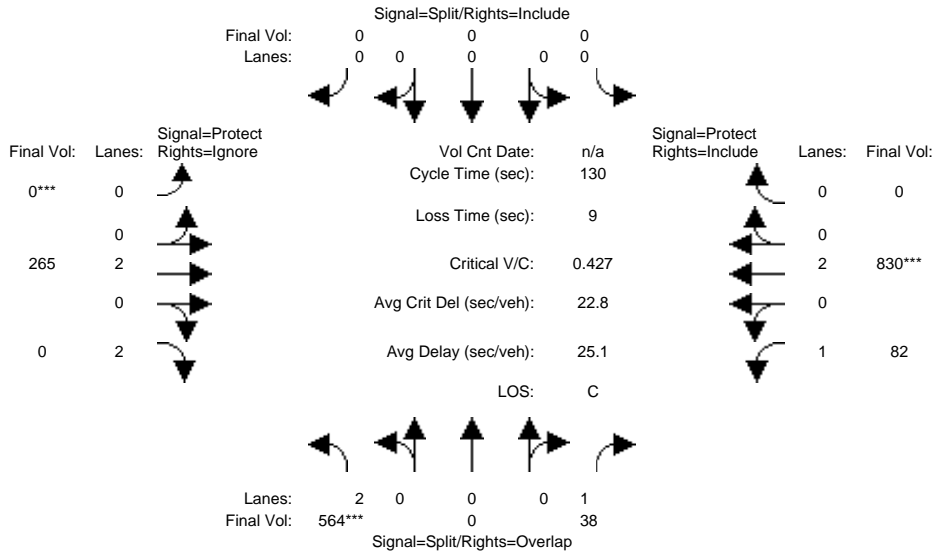
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 919 9	68 328 4	4 3 15	10 7 192
Major Street Volume:	1379			
Minor Approach Volume:	209			
Minor Approach Volume Threshold:	236			

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

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

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San Jose, CA  
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Level Of Service Computation Report  
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Background AM

Intersection #3089: Campbell/Hamilton

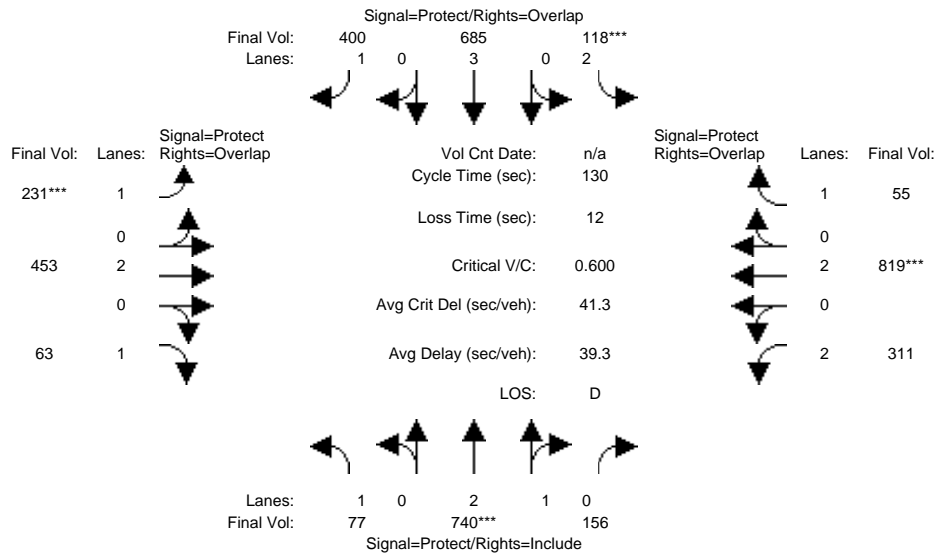


Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	564	0	38	0	0	0	0	265	497	82	830	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:	564	0	38	0	0	0	0	265	497	82	830	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	0	38	0	0	0	0	265	497	82	830	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	564	0	38	0	0	0	0	265	0	82	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	0	38	0	0	0	0	265	0	82	830	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	564	0	38	0	0	0	0	265	0	82	830	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.00	0.05	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	54.5	0.0	81.9	0.0	0.0	0.0	0.0	39.1	0.0	27.4	66.5	0.0
Volume/Cap:	0.43	0.00	0.03	0.00	0.00	0.00	0.00	0.23	0.00	0.22	0.43	0.00
Delay/Veh:	26.9	0.0	9.1	0.0	0.0	0.0	0.0	34.3	0.0	42.8	20.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	0.0	9.1	0.0	0.0	0.0	0.0	34.3	0.0	42.8	20.0	0.0
LOS by Move:	C	A	A	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	9	0	1	0	0	0	0	4	0	3	10	0

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

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Level Of Service Computation Report  
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Background AM

Intersection #3090: Saratoga/Campbell



Street Name:	Saratoga						Campbell					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	77	740	156	118	685	400	231	453	63	311	819	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	740	156	118	685	400	231	453	63	311	819	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	740	156	118	685	400	231	453	63	311	819	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	740	156	118	685	400	231	453	63	311	819	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	740	156	118	685	400	231	453	63	311	819	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	740	156	118	685	400	231	453	63	311	819	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.46	0.54	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4624	975	3150	5700	1750	1750	3800	1750	3150	3800	1750

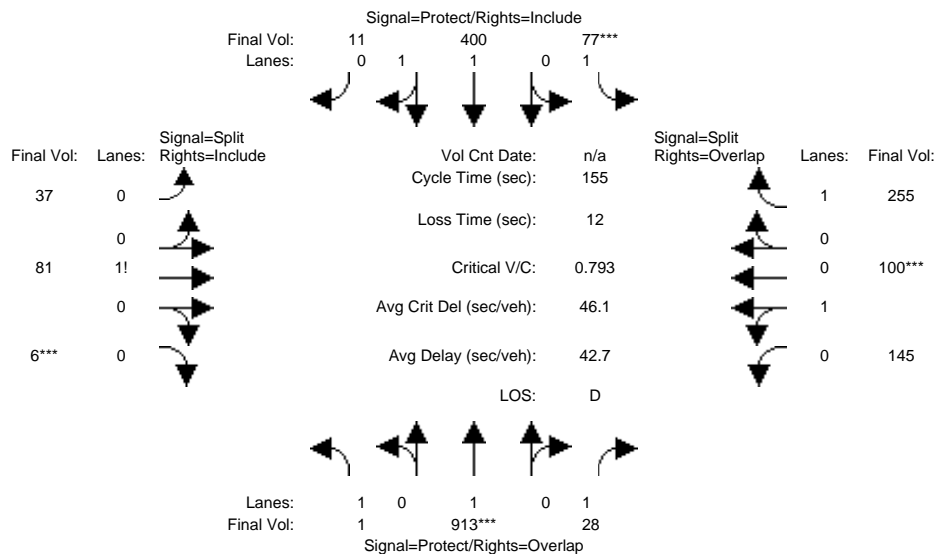
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.04	0.12	0.23	0.13	0.12	0.04	0.10	0.22	0.03
Crit Moves:	****			****			****			****		
Green Time:	13.2	34.6	34.6	8.1	29.5	58.1	28.6	41.2	54.4	34.1	46.7	54.8
Volume/Cap:	0.43	0.60	0.60	0.60	0.53	0.51	0.60	0.38	0.09	0.38	0.60	0.07
Delay/Veh:	56.5	42.3	42.3	64.5	44.5	26.3	48.2	34.7	22.9	39.5	34.8	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	42.3	42.3	64.5	44.5	26.3	48.2	34.7	22.9	39.5	34.8	22.5
LOS by Move:	E	D	D	E	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	3	8	12	9	7	2	6	13	1

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

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San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #3358: BUCKNALL/QUITO



Approach:	North Bound			South Bound			East 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:	1	913	28	77	400	11	37	81	6	145	100	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	913	28	77	400	11	37	81	6	145	100	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	913	28	77	400	11	37	81	6	145	100	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	913	28	77	400	11	37	81	6	145	100	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	913	28	77	400	11	37	81	6	145	100	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	913	28	77	400	11	37	81	6	145	100	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.94	0.06	0.30	0.65	0.05	0.59	0.41	1.00
Final Sat.:	1750	1900	1750	1750	3601	99	522	1143	85	1065	735	1750

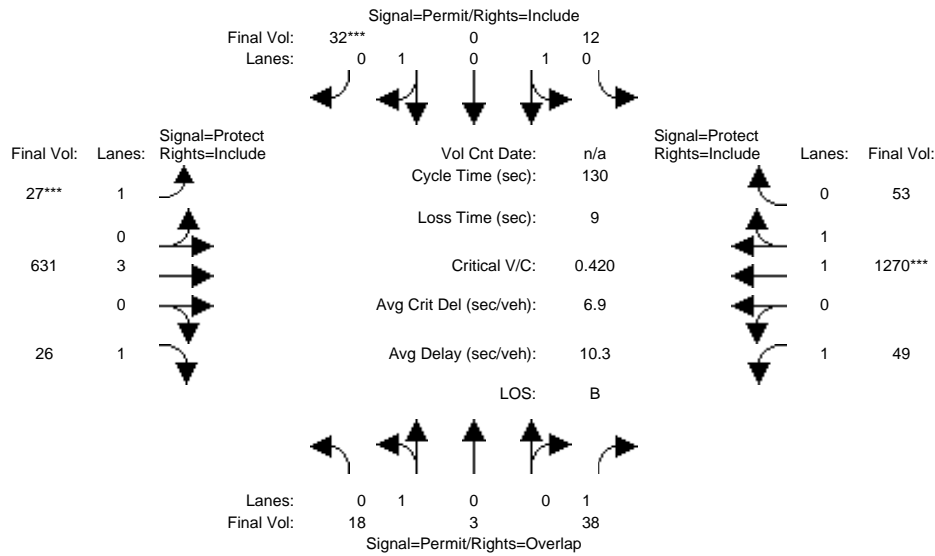
Capacity Analysis Module:

Vol/Sat:	0.00	0.48	0.02	0.04	0.11	0.11	0.07	0.07	0.07	0.14	0.14	0.15
Crit Moves:	****			****			****			****		
Green Time:	29.6	93.9	120.5	8.6	72.9	72.9	13.9	13.9	13.9	26.6	26.6	35.2
Volume/Cap:	0.00	0.79	0.02	0.79	0.24	0.24	0.79	0.79	0.79	0.79	0.79	0.64
Delay/Veh:	50.7	27.0	3.9	107.0	24.5	24.5	92.7	92.7	92.7	74.7	74.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	27.0	3.9	107.0	24.5	24.5	92.7	92.7	92.7	74.7	74.7	57.7
LOS by Move:	D	C	A	F	C	C	F	F	F	E	E	E
HCM2kAvgQ:	0	33	0	6	6	6	8	8	8	14	14	12

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

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Intersection #3375: Westgate/Campbell



Street Name:	Westgate Entrance						Campbell					
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:	18	3	38	12	0	32	27	631	26	49	1270	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3	38	12	0	32	27	631	26	49	1270	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	3	38	12	0	32	27	631	26	49	1270	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	3	38	12	0	32	27	631	26	49	1270	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3	38	12	0	32	27	631	26	49	1270	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	3	38	12	0	32	27	631	26	49	1270	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	1.00	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.86	0.14	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	1.92	0.08
Final Sat.:	1543	257	1750	1800	0	1800	1750	5700	1750	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.00	0.02	0.02	0.11	0.01	0.03	0.36	0.36
Crit Moves:					****	****					****	
Green Time:	10.0	10.0	46.3	10.0	0.0	10.0	7.0	74.7	74.7	36.3	104	104.0
Volume/Cap:	0.15	0.15	0.06	0.09	0.00	0.23	0.29	0.19	0.03	0.10	0.45	0.45
Delay/Veh:	56.5	56.5	27.6	55.8	0.0	57.0	60.8	13.3	12.0	34.8	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	56.5	27.6	55.8	0.0	57.0	60.8	13.3	12.0	34.8	4.2	4.2
LOS by Move:	E	E	C	E	A	E	E	B	B	C	A	A
HCM2kAvgQ:	1	1	1	1	0	1	1	4	0	1	8	8

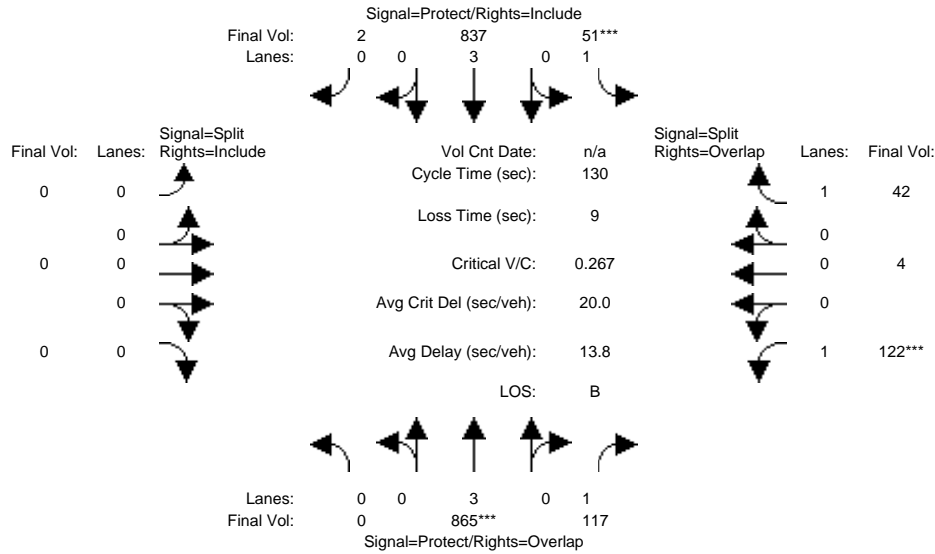
Note: Queue reported is the number of cars per lane.



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Intersection #3464: Saratoga/El Paseo de Saratoga

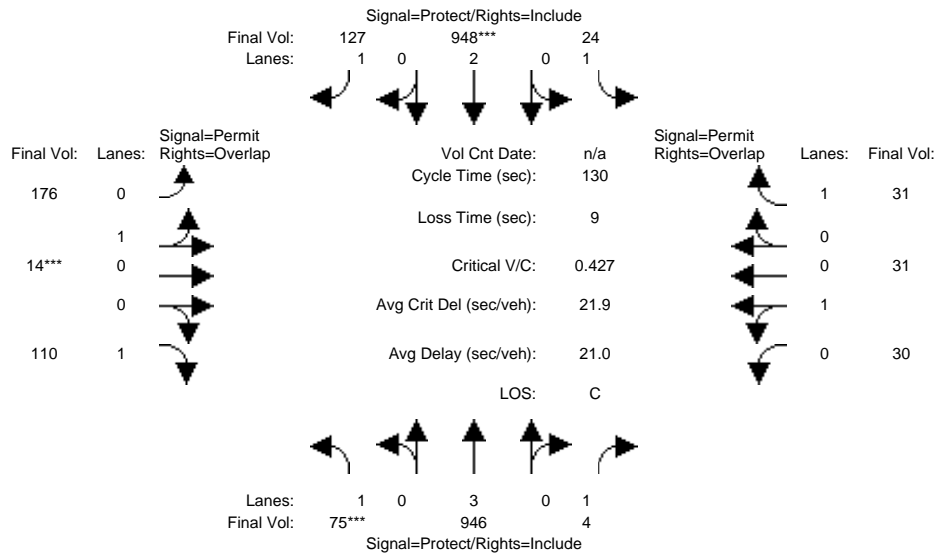


Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	865	117	51	837	2	0	0	0	122	4	42
Growth Adj:	1.00	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	865	117	51	837	2	0	0	0	122	4	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	865	117	51	837	2	0	0	0	122	4	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	865	117	51	837	2	0	0	0	122	4	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	865	117	51	837	2	0	0	0	122	4	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	865	117	51	837	2	0	0	0	122	4	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	3.00	1.00	1.00	2.99	0.01	0.00	0.00	0.00	1.00	0.09	0.91
Final Sat.:	0	5700	1750	1750	5587	13	0	0	0	1800	157	1643
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.07	0.03	0.15	0.15	0.00	0.00	0.00	0.07	0.03	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	73.8	106.8	14.2	88.0	88.0	0.0	0.0	0.0	33.0	33.0	47.2
Volume/Cap:	0.00	0.27	0.08	0.27	0.22	0.22	0.00	0.00	0.00	0.27	0.10	0.07
Delay/Veh:	0.0	14.3	2.2	53.9	8.0	8.0	0.0	0.0	0.0	39.1	37.2	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	2.2	53.9	8.0	8.0	0.0	0.0	0.0	39.1	37.2	27.1
LOS by Move:	A	B	A	D	A	A	A	A	A	D	D	C
HCM2kAvgQ:	0	6	1	2	4	4	0	0	0	4	1	1

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

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Intersection #3560: Saratoga/Graves



Street Name:	Saratoga						Graves					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	75	946	4	24	948	127	176	14	110	30	31	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	946	4	24	948	127	176	14	110	30	31	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	946	4	24	948	127	176	14	110	30	31	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	946	4	24	948	127	176	14	110	30	31	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	946	4	24	948	127	176	14	110	30	31	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	946	4	24	948	127	176	14	110	30	31	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.93	0.07	1.00	0.49	0.51	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1667	133	1750	885	915	1750

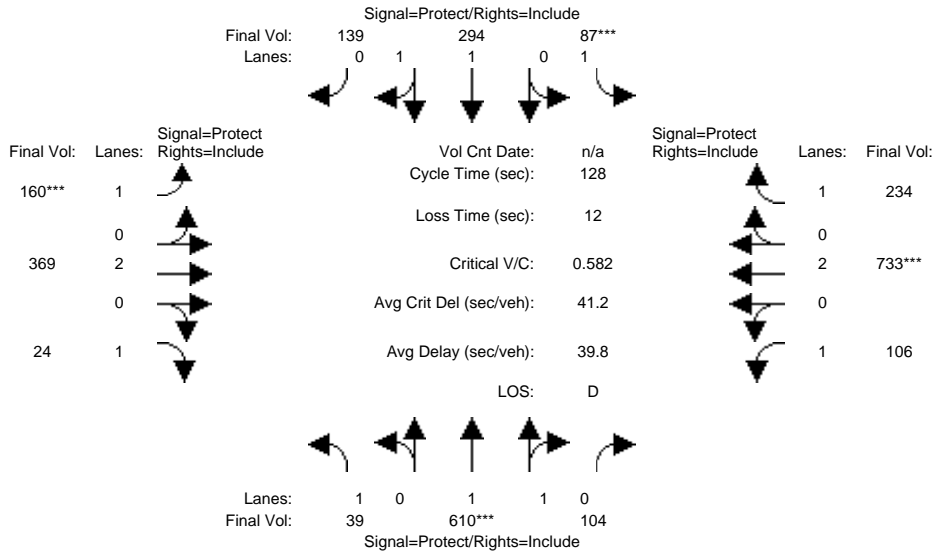
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.00	0.01	0.25	0.07	0.11	0.11	0.06	0.03	0.03	0.02
Crit Moves:	****			****			****					
Green Time:	13.0	67.1	67.1	21.8	75.9	75.9	32.1	32.1	45.1	32.1	32.1	53.9
Volume/Cap:	0.43	0.32	0.00	0.08	0.43	0.12	0.43	0.43	0.18	0.14	0.14	0.04
Delay/Veh:	56.7	18.3	15.2	45.8	15.2	12.2	41.9	41.9	29.7	38.3	38.3	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	18.3	15.2	45.8	15.2	12.2	41.9	41.9	29.7	38.3	38.3	22.7
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	7	0	1	10	2	7	7	3	2	2	1

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

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2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #3569: San Tomas Aquino/Hamilton

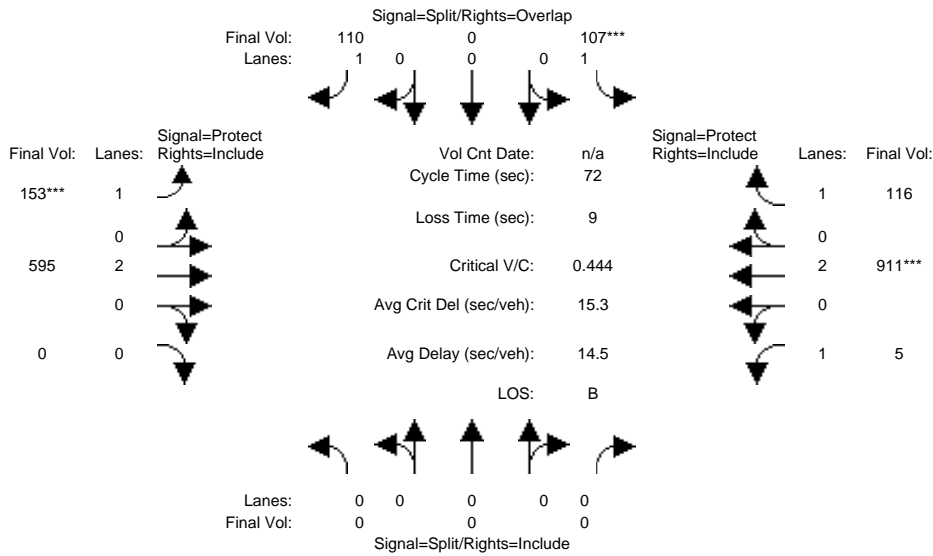


Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	610	104	87	294	139	160	369	24	106	733	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	610	104	87	294	139	160	369	24	106	733	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	610	104	87	294	139	160	369	24	106	733	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	610	104	87	294	139	160	369	24	106	733	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	610	104	87	294	139	160	369	24	106	733	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	610	104	87	294	139	160	369	24	106	733	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.70	0.30	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3161	539	1750	2511	1187	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.12	0.12	0.09	0.10	0.01	0.06	0.19	0.13
Crit Moves:	****			****			****			****		
Green Time:	17.0	42.5	42.5	10.9	36.4	36.4	20.1	38.5	38.5	24.0	42.5	42.5
Volume/Cap:	0.17	0.58	0.58	0.58	0.41	0.41	0.58	0.32	0.05	0.32	0.58	0.40
Delay/Veh:	50.8	37.4	37.4	71.8	38.3	38.3	58.7	35.4	31.9	47.5	37.4	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	37.4	37.4	71.8	38.3	38.3	58.7	35.4	31.9	47.5	37.4	35.1
LOS by Move:	D	D	D	E	D	D	E	D	C	D	D	D
HCM2kAvgQ:	2	12	12	4	7	7	7	6	1	4	12	8

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

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Intersection #3601: Johnson/Prospect

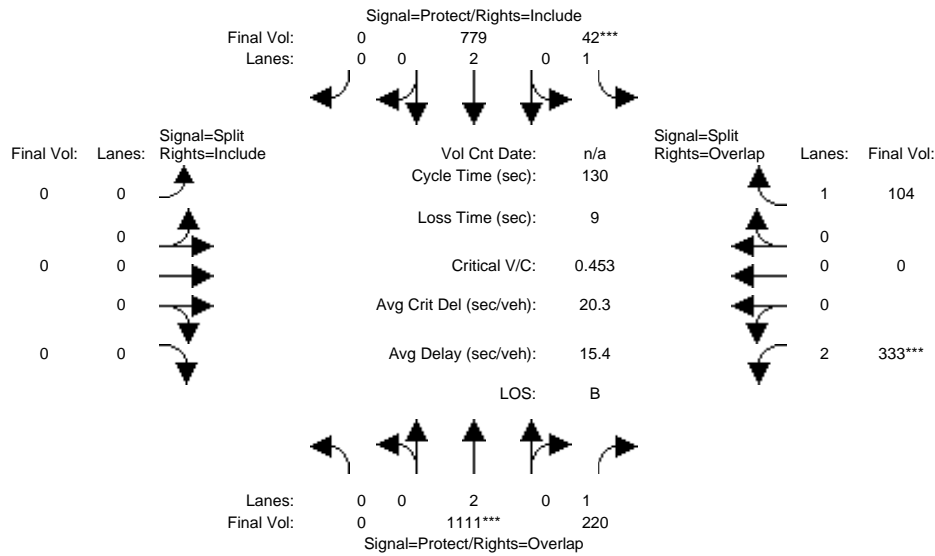


Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	107	0	110	153	595	0	5	911	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	110	153	595	0	5	911	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	107	0	110	153	595	0	5	911	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	110	153	595	0	5	911	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	110	153	595	0	5	911	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	107	0	110	153	595	0	5	911	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.09	0.16	0.00	0.00	0.24	0.07
Crit Moves:				****		****				****		
Green Time:	0.0	0.0	0.0	10.0	0.0	24.2	14.2	32.7	0.0	20.3	38.8	38.8
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.19	0.44	0.34	0.00	0.01	0.44	0.12
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	17.7	29.6	13.3	0.0	18.7	10.7	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	17.7	29.6	13.3	0.0	18.7	10.7	8.4
LOS by Move:	A	A	A	C	A	B	C	B	A	B	B	A
HCM2kAvgQ:	0	0	0	3	0	2	4	4	0	0	6	1

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

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Intersection #3736: Saratoga/Payne

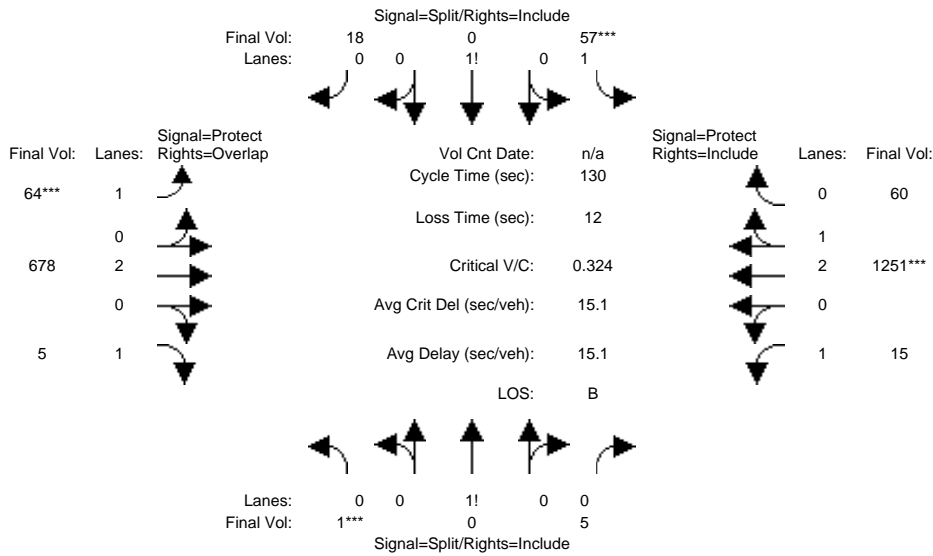


Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1111	220	42	779	0	0	0	0	333	0	104
Growth Adj:	1.00	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	1111	220	42	779	0	0	0	0	333	0	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1111	220	42	779	0	0	0	0	333	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1111	220	42	779	0	0	0	0	333	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1111	220	42	779	0	0	0	0	333	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1111	220	42	779	0	0	0	0	333	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.13	0.02	0.21	0.00	0.00	0.00	0.00	0.11	0.00	0.06
Crit Moves:	****			****			****					
Green Time:	0.0	83.7	114.0	7.0	90.7	0.0	0.0	0.0	0.0	30.3	0.0	37.3
Volume/Cap:	0.00	0.45	0.14	0.45	0.29	0.00	0.00	0.00	0.00	0.45	0.00	0.21
Delay/Veh:	0.0	11.8	1.2	63.0	7.5	0.0	0.0	0.0	0.0	43.2	0.0	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	1.2	63.0	7.5	0.0	0.0	0.0	0.0	43.2	0.0	35.4
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	1	2	6	0	0	0	0	7	0	3

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

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Intersection #3746: Prospect/Westgate West

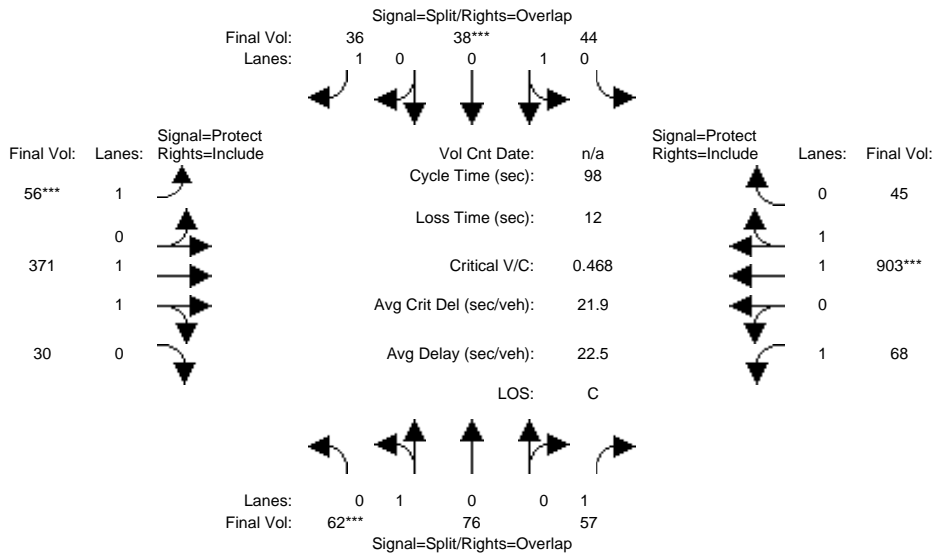


Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	5	57	0	18	64	678	5	15	1251	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	57	0	18	64	678	5	15	1251	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	5	57	0	18	64	678	5	15	1251	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	5	57	0	18	64	678	5	15	1251	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	5	57	0	18	64	678	5	15	1251	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	5	57	0	18	64	678	5	15	1251	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	0.00	0.83	1.61	0.00	0.39	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	292	0	1458	2823	0	677	1750	3800	1750	1750	5343	256
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.18	0.00	0.01	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.7	0.0	10.7	13.2	74.8	84.8	22.6	84.2	84.2
Volume/Cap:	0.04	0.00	0.04	0.25	0.00	0.32	0.36	0.31	0.00	0.05	0.36	0.36
Delay/Veh:	55.7	0.0	55.7	56.3	0.0	57.1	55.8	14.4	7.9	44.8	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	0.0	55.7	56.3	0.0	57.1	55.8	14.4	7.9	44.8	10.6	10.6
LOS by Move:	E	A	E	E	A	E	E	B	A	D	B	B
HCM2kAvgQ:	0	0	0	2	0	2	3	7	0	1	8	8

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

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Intersection #3876: Fallbrook/Campbell



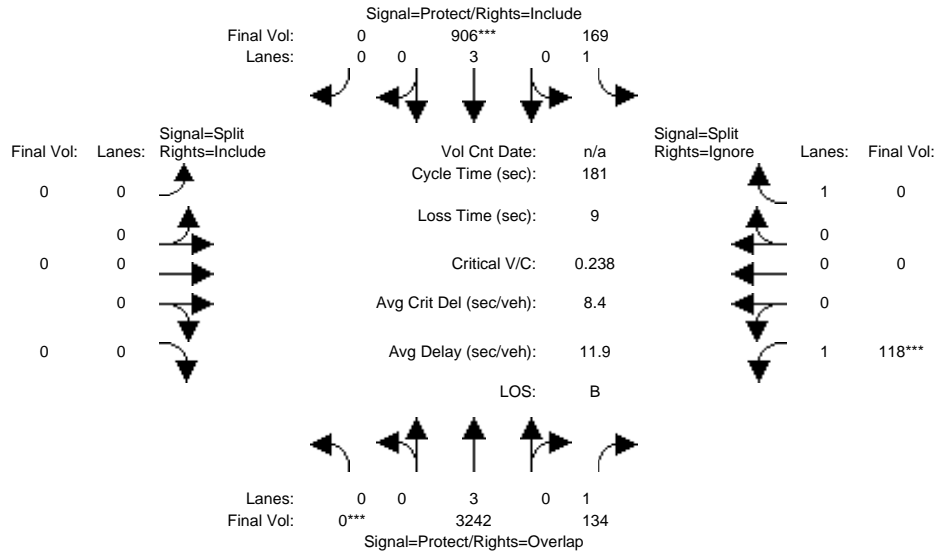
Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	76	57	44	38	36	56	371	30	68	903	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	76	57	44	38	36	56	371	30	68	903	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	76	57	44	38	36	56	371	30	68	903	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	76	57	44	38	36	56	371	30	68	903	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	76	57	44	38	36	56	371	30	68	903	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	76	57	44	38	36	56	371	30	68	903	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.45	0.55	1.00	0.54	0.46	1.00	1.00	1.85	0.15	1.00	1.90	0.10
Final Sat.:	809	991	1750	966	834	1750	1750	3423	277	1750	3524	176
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.05	0.02	0.03	0.11	0.11	0.04	0.26	0.26
Crit Moves:	****			****		****				****		
Green Time:	15.9	15.9	39.8	10.0	10.0	17.0	7.0	36.2	36.2	23.9	53.1	53.1
Volume/Cap:	0.47	0.47	0.08	0.45	0.45	0.12	0.45	0.29	0.29	0.16	0.47	0.47
Delay/Veh:	42.7	42.7	18.1	49.1	49.1	35.0	54.8	22.4	22.4	30.0	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	42.7	18.1	49.1	49.1	35.0	54.8	22.4	22.4	30.0	14.6	14.6
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2kAvgQ:	4	4	1	3	3	1	2	4	4	2	9	9

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

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Intersection #5632: LAWRENCE/MITTY



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	114	114	22	146	0	0	0	0	24	0	24
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	3242	134	169	906	0	0	0	0	118	0	759
Growth Adj:	1.00	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	3242	134	169	906	0	0	0	0	118	0	759
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3242	134	169	906	0	0	0	0	118	0	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3242	134	169	906	0	0	0	0	118	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3242	134	169	906	0	0	0	0	118	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3242	134	169	906	0	0	0	0	118	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.57	0.08	0.10	0.16	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	122	148.4	23.6	146	0.0	0.0	0.0	0.0	26.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.09	0.74	0.20	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	87.9	0.0	0.0	0.0	0.0	0.0	72.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	87.9	0.0	0.0	0.0	0.0	0.0	72.6	0.0	0.0
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	23	0	10	0	0	0	0	0	7	0	0

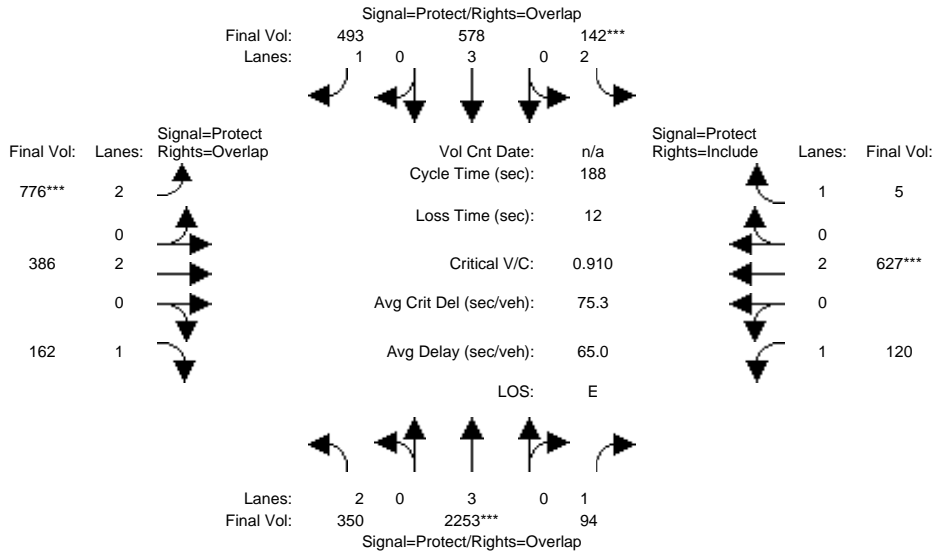
Note: Queue reported is the number of cars per lane.



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Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	14	62	62	44	62	62	16	40	40
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7

Volume Module:

Base Vol:	350	2253	94	142	578	493	776	386	162	120	627	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	2253	94	142	578	493	776	386	162	120	627	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	2253	94	142	578	493	776	386	162	120	627	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	2253	94	142	578	493	776	386	162	120	627	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	2253	94	142	578	493	776	386	162	120	627	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	2253	94	142	578	493	776	386	162	120	627	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

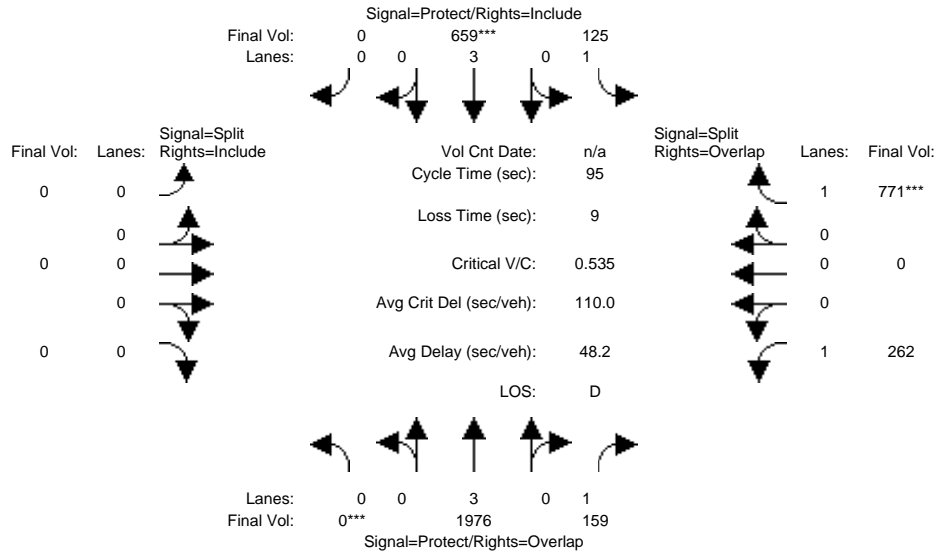
Vol/Sat:	0.11	0.40	0.05	0.05	0.10	0.28	0.25	0.10	0.09	0.07	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	75.2	93.0	14.0	66.7	113.5	46.8	69.0	91.5	17.8	40.0	40.0
Volume/Cap:	0.93	0.99	0.11	0.61	0.29	0.47	0.99	0.28	0.19	0.72	0.78	0.01
Delay/Veh:	111.2	66.3	19.7	88.8	41.0	11.9	99.5	42.0	27.4	97.3	74.5	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.2	66.3	19.7	88.8	41.0	11.9	99.5	42.0	27.4	97.3	74.5	58.4
LOS by Move:	F	E	B	F	D	B	F	D	C	F	E	E
HCM2kAvgQ:	13	46	2	5	6	10	32	7	5	9	18	0

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

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Intersection #5634: LAWRENCE/DOYLE



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	51	51	11	67	0	0	0	0	17	0	17
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	1976	159	125	659	0	0	0	0	262	0	771
Growth Adj:	1.00	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	1976	159	125	659	0	0	0	0	262	0	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1976	159	125	659	0	0	0	0	262	0	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1976	159	125	659	0	0	0	0	262	0	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1976	159	125	659	0	0	0	0	262	0	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1976	159	125	659	0	0	0	0	262	0	771

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

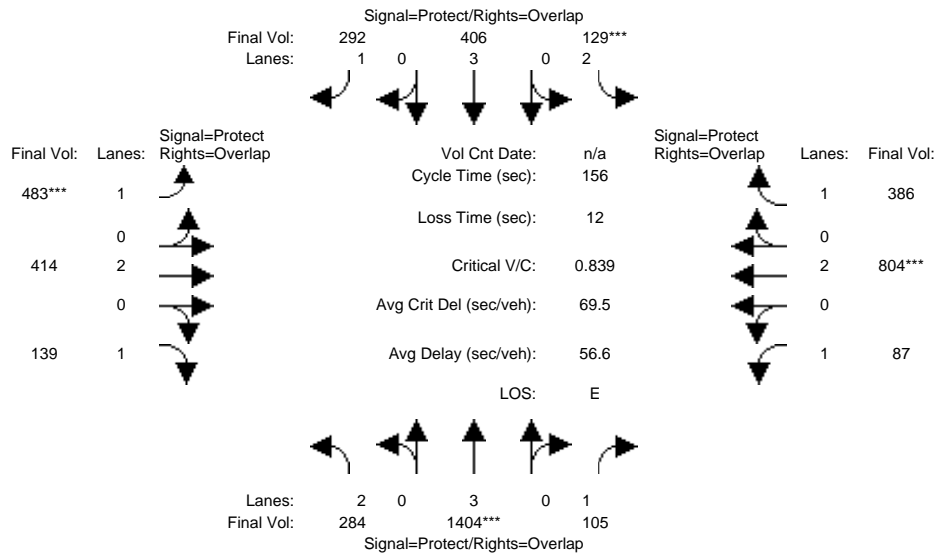
Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.09	0.07	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	****			****						****		
Green Time:	0.0	55.1	74.1	11.9	67.0	0.0	0.0	0.0	0.0	19.0	0.0	30.9
Volume/Cap:	0.00	0.60	0.12	0.57	0.16	0.00	0.00	0.00	0.00	0.75	0.00	1.36
Delay/Veh:	0.0	8.3	0.0	42.7	1.1	0.0	0.0	0.0	0.0	44.4	0.0	203.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	0.0	42.7	1.1	0.0	0.0	0.0	0.0	44.4	0.0	203.1
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	8	0	4	1	0	0	0	0	10	0	53

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

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Intersection #5635: Lawrence Expwy/Prospect



Street Name:	Lawrence Expwy						Prospect					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	47	47	15	44	44	27	55	55	16	44	44
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0

Volume Module:												
Base Vol:	284	1404	105	129	406	292	483	414	139	87	804	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1404	105	129	406	292	483	414	139	87	804	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1404	105	129	406	292	483	414	139	87	804	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1404	105	129	406	292	483	414	139	87	804	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1404	105	129	406	292	483	414	139	87	804	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	1404	105	129	406	292	483	414	139	87	804	386

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

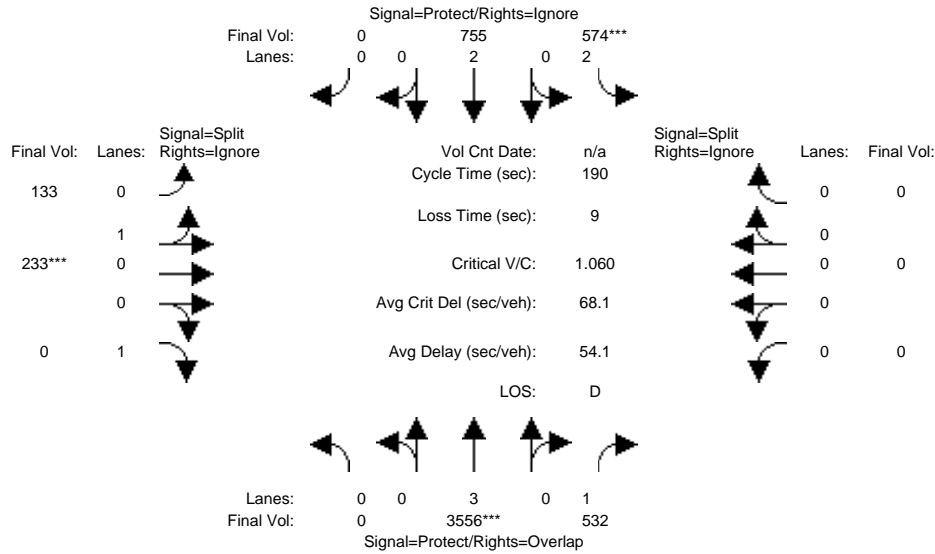
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.06	0.04	0.07	0.17	0.28	0.11	0.08	0.05	0.21	0.22
Crit Moves:	****			****			****			****		
Green Time:	18.0	47.0	65.5	15.0	44.0	82.0	38.0	63.5	81.5	18.5	44.0	59.0
Volume/Cap:	0.78	0.82	0.14	0.43	0.25	0.32	1.13	0.27	0.15	0.42	0.75	0.58
Delay/Veh:	77.5	53.0	24.5	67.4	43.3	15.5	144.2	30.9	19.4	65.2	54.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	53.0	24.5	67.4	43.3	15.5	144.2	30.9	19.4	65.2	54.0	40.0
LOS by Move:	E	D	C	E	D	B	F	C	B	E	D	D
HCM2kAvgQ:	8	20	2	3	4	6	34	6	4	4	18	15

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

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Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



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	115	115	31	150	0	28	28	28	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	4.0	4.0	4.0

Volume Module:

Base Vol:	0	3556	532	574	755	0	133	233	263	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3556	532	574	755	0	133	233	263	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3556	532	574	755	0	133	233	263	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3556	532	574	755	0	133	233	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3556	532	574	755	0	133	233	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3556	532	574	755	0	133	233	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.36	0.64	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	654	1146	1750	0	0	0

Capacity Analysis Module:

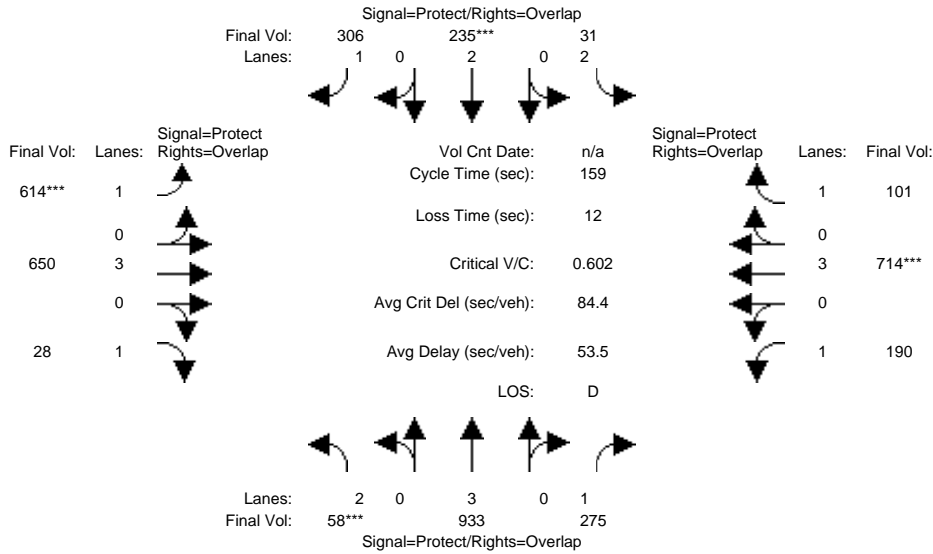
Vol/Sat:	0.00	0.62	0.30	0.18	0.20	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.0	31.2	146	0.0	34.8	34.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.03	0.50	1.11	0.26	0.00	1.11	1.11	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	45.0	12.3	152.6	0.0	0.0	160.1	160	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.0	12.3	152.6	0.0	0.0	160.1	160	0.0	0.0	0.0	0.0
LOS by Move:	A	D	B	F	A	A	F	F	A	A	A	A
HCM2kAvgQ:	0	74	10	27	0	0	30	30	0	0	0	0

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

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Intersection #5640: Lawrence Expwy/Saratoga

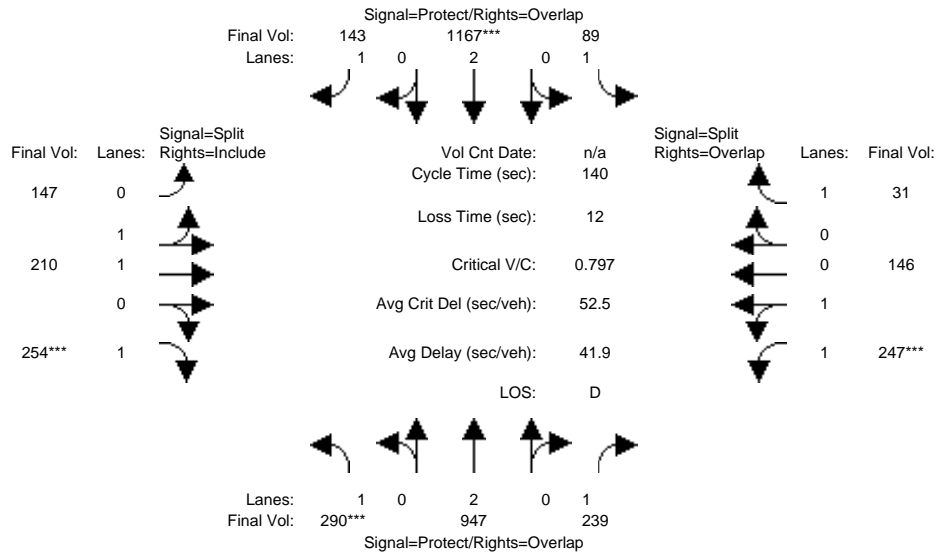


Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	58	58	3	52	52	38	55	55	19	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module:												
Base Vol:	58	933	275	31	235	306	614	650	28	190	714	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	933	275	31	235	306	614	650	28	190	714	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	933	275	31	235	306	614	650	28	190	714	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	933	275	31	235	306	614	650	28	190	714	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	933	275	31	235	306	614	650	28	190	714	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	933	275	31	235	306	614	650	28	190	714	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.01	0.06	0.17	0.35	0.11	0.02	0.11	0.13	0.06
Crit Moves:	****			****		****				****		
Green Time:	10.0	59.0	80.8	3.0	52.0	101.0	49.0	63.2	73.2	21.8	36.0	39.0
Volume/Cap:	0.29	0.44	0.31	0.51	0.19	0.28	1.14	0.29	0.03	0.79	0.55	0.24
Delay/Veh:	71.9	34.9	17.4	84.6	37.1	6.3	137.9	32.7	23.6	82.5	54.9	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	34.9	17.4	84.6	37.1	6.3	137.9	32.7	23.6	82.5	54.9	48.3
LOS by Move:	E	C	B	F	D	A	F	C	C	F	D	D
HCM2kAvgQ:	2	9	6	1	3	3	44	7	1	12	10	4

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

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Intersection #6: Saratoga/Cox

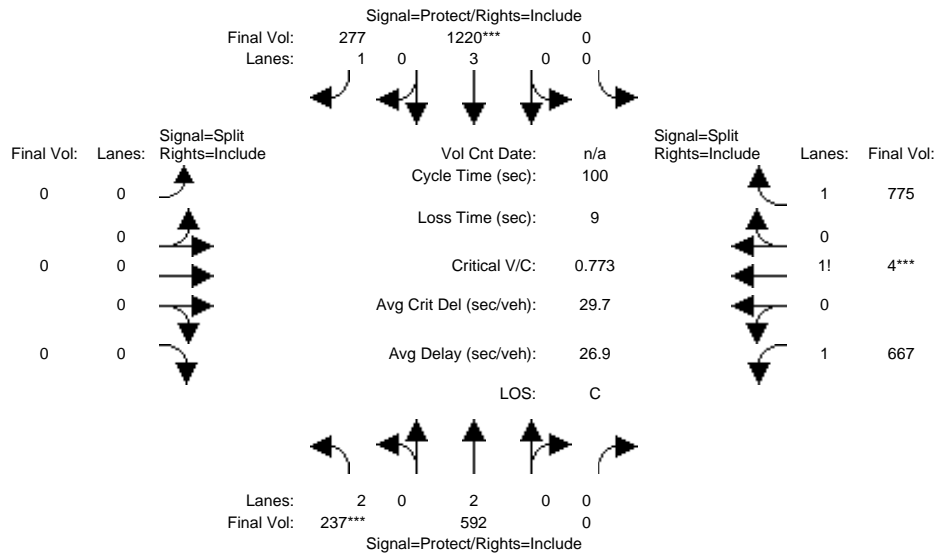


Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	947	239	89	1167	143	147	210	254	247	146	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	947	239	89	1167	143	147	210	254	247	146	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	947	239	89	1167	143	147	210	254	247	146	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	947	239	89	1167	143	147	210	254	247	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	947	239	89	1167	143	147	210	254	247	146	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	290	947	239	89	1167	143	147	210	254	247	146	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	1.15	1.00	1.27	0.73	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1523	2175	1750	2231	1319	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.14	0.05	0.31	0.08	0.10	0.10	0.15	0.11	0.11	0.02
Crit Moves:	****			****			****	****				
Green Time:	29.1	69.0	88.4	14.1	53.9	79.4	25.5	25.5	25.5	19.4	19.4	33.5
Volume/Cap:	0.80	0.51	0.22	0.51	0.80	0.14	0.53	0.53	0.80	0.80	0.80	0.07
Delay/Veh:	64.3	24.2	11.1	62.0	41.3	14.3	52.6	52.6	67.9	67.2	67.2	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:	64.3	24.2	11.1	62.0	41.3	14.3	52.6	52.6	67.9	67.2	67.2	41.3
LOS by Move:	E	C	B	E	D	B	D	D	E	E	E	D
HCM2kAvgQ:	13	13	5	5	23	3	8	8	13	11	11	1

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

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Intersection #7: Saratoga/SR 85 NB Ramps

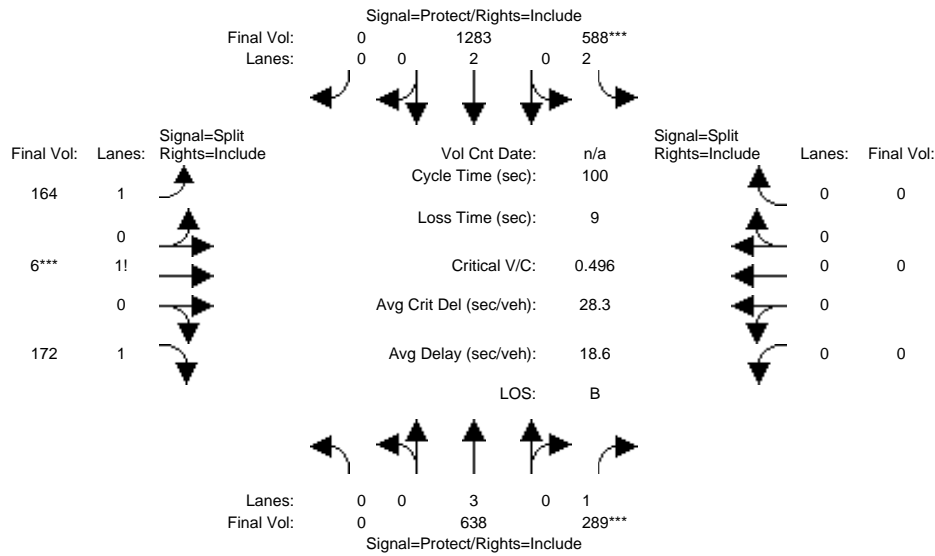


Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	237	592	0	0	1220	277	0	0	0	667	4	775
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	592	0	0	1220	277	0	0	0	667	4	775
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	592	0	0	1220	277	0	0	0	667	4	775
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	592	0	0	1220	277	0	0	0	667	4	775
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	592	0	0	1220	277	0	0	0	667	4	775
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	592	0	0	1220	277	0	0	0	667	4	775
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.46	0.01	1.53
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2555	10	2685
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.00	0.21	0.16	0.00	0.00	0.00	0.26	0.41	0.29
Crit Moves:	****			****						****		
Green Time:	9.7	37.4	0.0	0.0	27.7	27.7	0.0	0.0	0.0	53.6	53.6	53.6
Volume/Cap:	0.77	0.42	0.00	0.00	0.77	0.57	0.00	0.00	0.00	0.49	0.77	0.54
Delay/Veh:	55.6	23.4	0.0	0.0	35.7	32.7	0.0	0.0	0.0	14.7	20.5	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	23.4	0.0	0.0	35.7	32.7	0.0	0.0	0.0	14.7	20.5	15.4
LOS by Move:	E	C	A	A	D	C	A	A	A	B	C	B
HCM2kAvgQ:	5	6	0	0	11	8	0	0	0	10	20	11

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

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San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #8: Saratoga/SR 85 SB Ramps



Street Name:	Saratoga						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
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	638	289	588	1283	0	164	6	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	638	289	588	1283	0	164	6	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	638	289	588	1283	0	164	6	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	638	289	588	1283	0	164	6	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	638	289	588	1283	0	164	6	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	638	289	588	1283	0	164	6	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.47	0.03	1.50	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2575	60	2615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.17	0.19	0.34	0.00	0.06	0.10	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	33.3	33.3	37.6	70.9	0.0	20.1	20.1	20.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.50	0.50	0.48	0.00	0.32	0.50	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	25.2	27.3	24.2	6.5	0.0	34.3	36.1	34.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	27.3	24.2	6.5	0.0	34.3	36.1	34.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	5	8	8	8	0	3	6	3	0	0	0

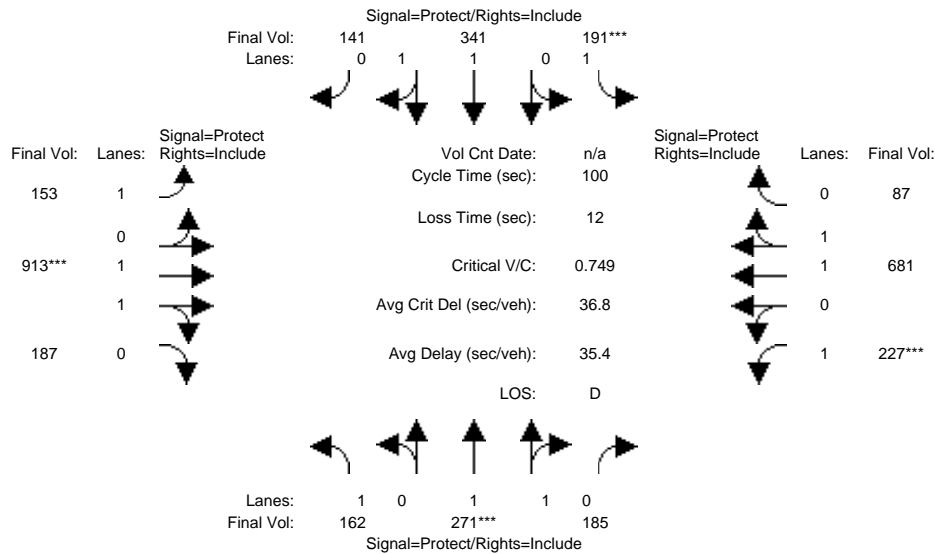
Note: Queue reported is the number of cars per lane.



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

Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino						Campbell					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	162	271	185	191	341	141	153	913	187	227	681	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	271	185	191	341	141	153	913	187	227	681	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	271	185	191	341	141	153	913	187	227	681	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	271	185	191	341	141	153	913	187	227	681	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	271	185	191	341	141	153	913	187	227	681	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	271	185	191	341	141	153	913	187	227	681	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.17	0.83	1.00	1.40	0.60	1.00	1.65	0.35	1.00	1.77	0.23
Final Sat.:	1750	2198	1500	1750	2617	1082	1750	3071	629	1750	3281	419

Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.11	0.13	0.13	0.09	0.30	0.30	0.13	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	12.9	16.5	16.5	14.6	18.1	18.1	16.9	39.7	39.7	17.3	40.1	40.1
Volume/Cap:	0.72	0.75	0.75	0.75	0.72	0.72	0.52	0.75	0.75	0.75	0.52	0.52
Delay/Veh:	52.5	45.0	45.0	52.6	42.3	42.3	39.5	28.1	28.1	49.2	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	45.0	45.0	52.6	42.3	42.3	39.5	28.1	28.1	49.2	23.0	23.0
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	9	9	8	9	9	5	15	15	9	9	9

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

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

Intersection #18: Quito/Northlawn

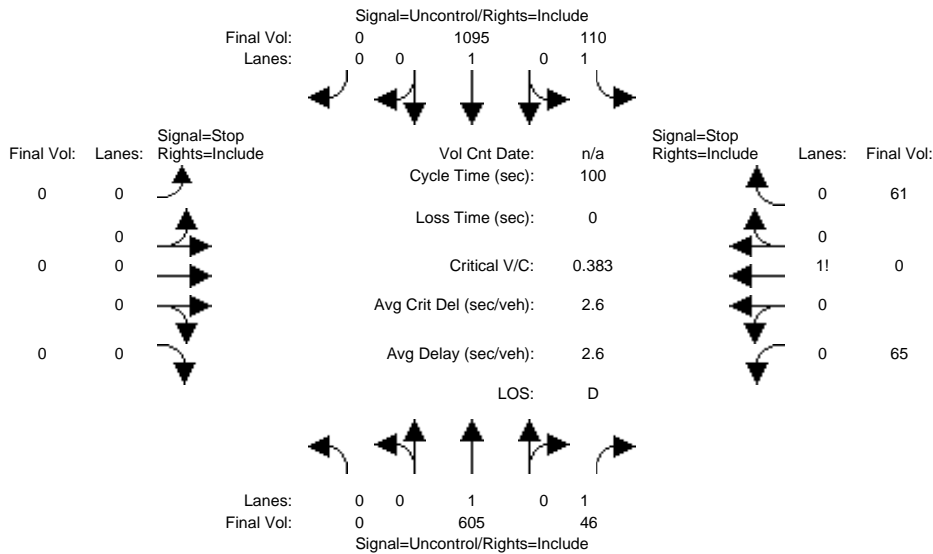


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R) and Volume Module data (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module table showing Critical Gp and FollowUpTim values for various movements across approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	605	46	110	1095	0	0	0	0	65	0	61							
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		33.3												

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

Signal Warrant Rule #1: [vehicle-hours=1.2]

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

Signal Warrant Rule #2: [approach volume=126]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1982]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	605	46	110	1095	0	0	0	0	65	0	61							

Major Street Volume: 1856

Minor Approach Volume: 126

Minor Approach Volume Threshold: 72 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

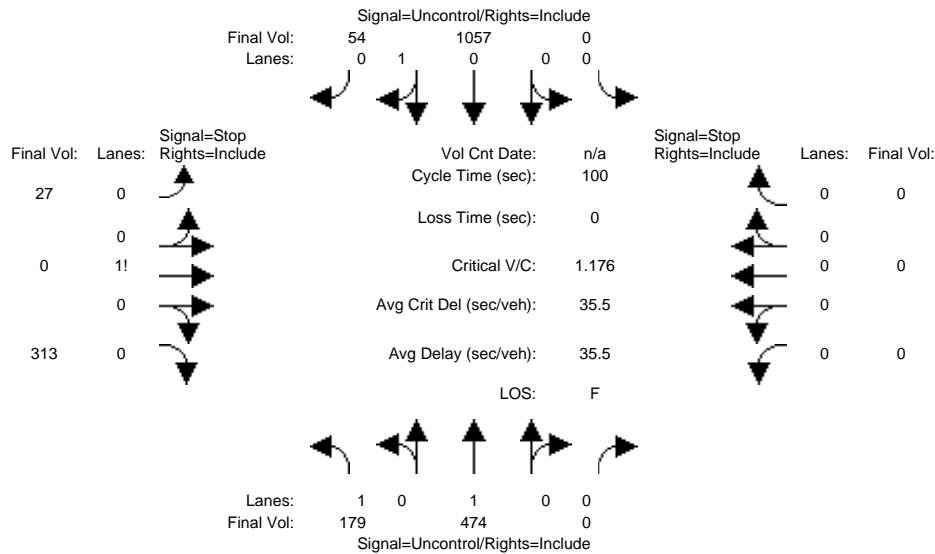
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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El Paseo Mixed Use Development
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #19: Quito/Cox



Street Name: Quito Cox
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with 12 columns and 2 rows of data for Critical Gp and FollowUpTim.

Table for Capacity Module with 12 columns and 5 rows of data including Cnflct Vol, Potent Cap., Move Cap., Total Cap., and Volume/Cap.

Table for Level Of Service Module with 12 columns and 10 rows of data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #19 Quito/Cox
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	179	474	0	0	1057	54	27	0	313	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			212.8			xxxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=20.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=340]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2104]

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

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	179	474	0	0	1057	54	27	0	313	0	0	0

Major Street Volume: 1764

Minor Approach Volume: 340

Minor Approach Volume Threshold: 89 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development
San Jose, CA
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #20: Quito/McCoy

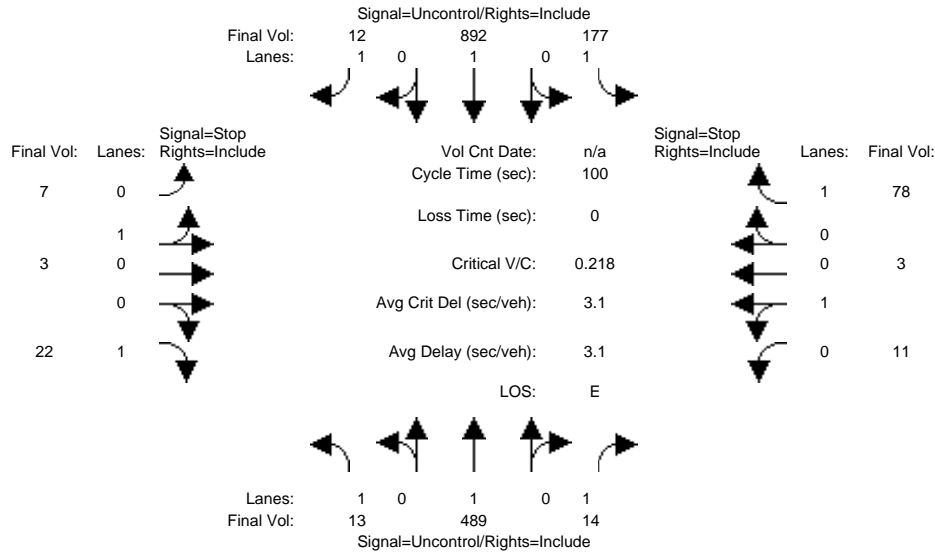


Table with columns for Street Name (Quito, McCoy), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume), Critical Gap Module (Critical Gp, FollowUpTim), Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.), and Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #20 Quito/McCoy
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 489 14	177 892 12	7 3 22	11 3 78
ApproachDel:	xxxxxx	xxxxxx	40.7	24.7

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=32]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1721]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.6]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=92]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1721]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #20 Quito/McCoy  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

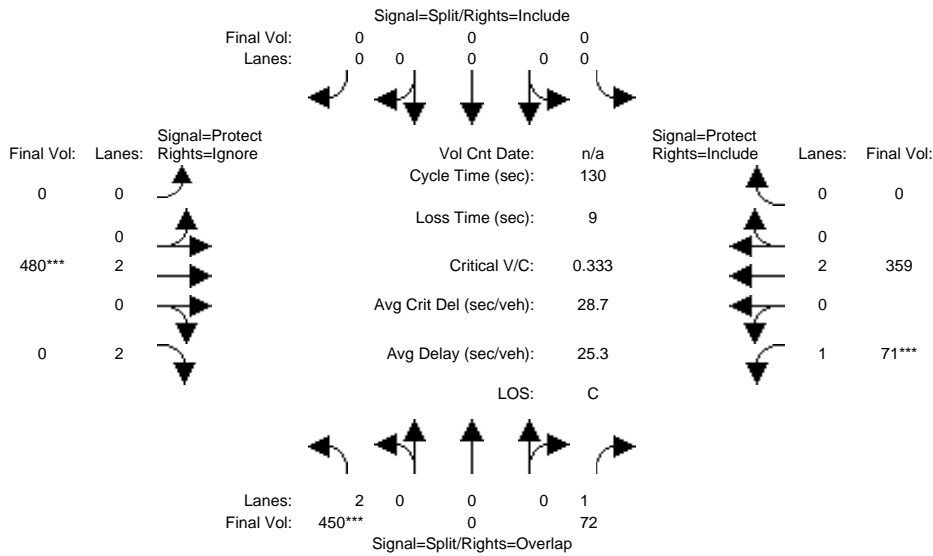
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 489 14	177 892 12	7 3 22	11 3 78
Major Street Volume:	1597			
Minor Approach Volume:	92			
Minor Approach Volume Threshold:	173			

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

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

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San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #3089: Campbell/Hamilton



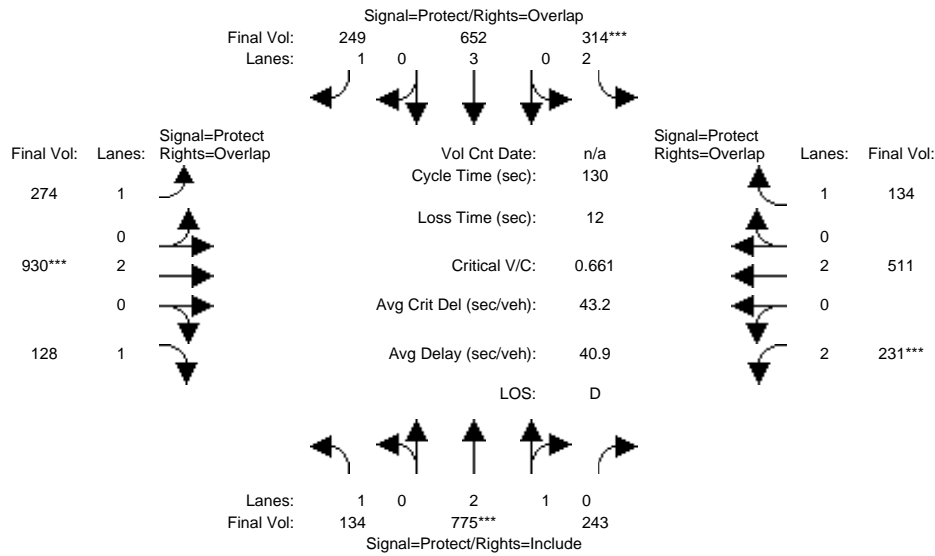
Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	72	0	0	0	0	480	948	71	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	72	0	0	0	0	480	948	71	359	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	0	72	0	0	0	0	480	948	71	359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	450	0	72	0	0	0	0	480	0	71	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	0	72	0	0	0	0	480	0	71	359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	450	0	72	0	0	0	0	480	0	71	359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.00	0.04	0.09	0.00
Crit Moves:	****						****		****			
Green Time:	55.8	0.0	71.7	0.0	0.0	0.0	0.0	49.3	0.0	15.8	65.2	0.0
Volume/Cap:	0.33	0.00	0.07	0.00	0.00	0.00	0.00	0.33	0.00	0.33	0.19	0.00
Delay/Veh:	24.8	0.0	13.7	0.0	0.0	0.0	0.0	28.8	0.0	53.2	17.9	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:	24.8	0.0	13.7	0.0	0.0	0.0	0.0	28.8	0.0	53.2	17.9	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	7	0	1	0	0	0	0	6	0	3	4	0

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



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Intersection #3090: Saratoga/Campbell



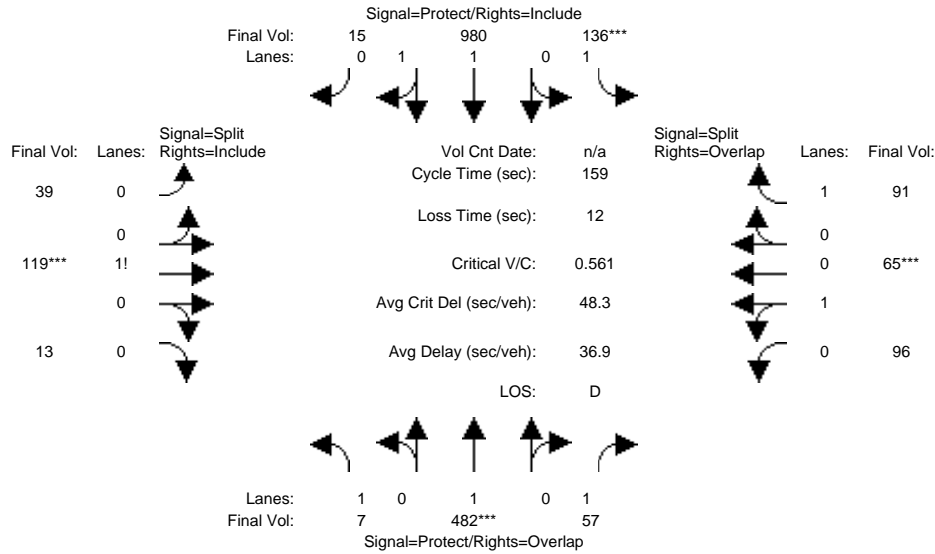
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	775	243	314	652	249	274	930	128	231	511	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	775	243	314	652	249	274	930	128	231	511	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	775	243	314	652	249	274	930	128	231	511	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	775	243	314	652	249	274	930	128	231	511	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	775	243	314	652	249	274	930	128	231	511	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	775	243	314	652	249	274	930	128	231	511	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.26	0.74	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4262	1336	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.10	0.11	0.14	0.16	0.24	0.07	0.07	0.13	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.2	35.8	35.8	19.6	33.2	66.9	33.7	48.2	70.4	14.4	28.9	48.5
Volume/Cap:	0.45	0.66	0.66	0.66	0.45	0.28	0.60	0.66	0.14	0.66	0.60	0.21
Delay/Veh:	49.5	42.8	42.8	55.5	40.9	18.0	44.6	35.3	14.8	60.1	46.7	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	42.8	42.8	55.5	40.9	18.0	44.6	35.3	14.8	60.1	46.7	27.8
LOS by Move:	D	D	D	E	D	B	D	D	B	E	D	C
HCM2kAvgQ:	5	12	12	7	7	6	10	15	3	5	9	4

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

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Intersection #3358: BUCKNALL/QUITO



Approach:	North Bound			South Bound			East 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:	7	482	57	136	980	15	39	119	13	96	65	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	482	57	136	980	15	39	119	13	96	65	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	482	57	136	980	15	39	119	13	96	65	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	482	57	136	980	15	39	119	13	96	65	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	482	57	136	980	15	39	119	13	96	65	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	482	57	136	980	15	39	119	13	96	65	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.23	0.69	0.08	0.60	0.40	1.00
Final Sat.:	1750	1900	1750	1750	3644	56	399	1218	133	1073	727	1750

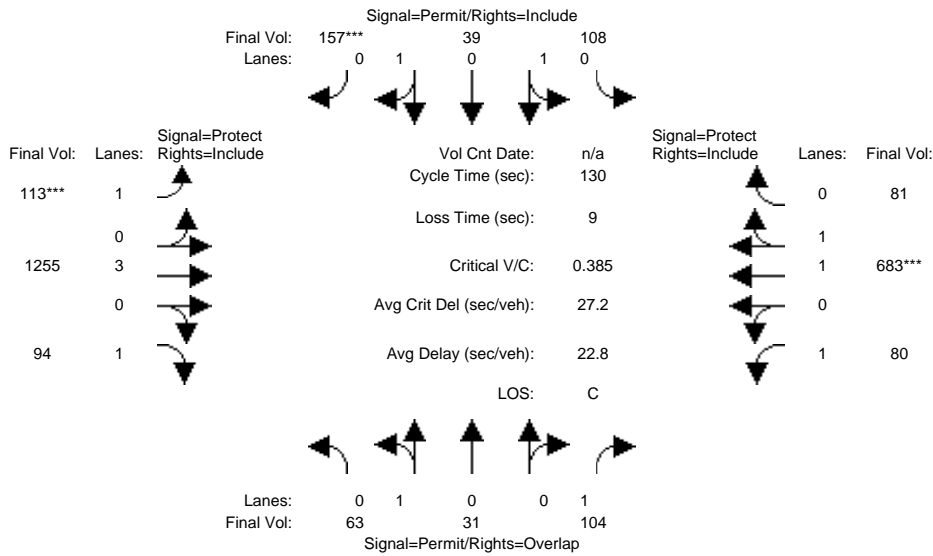
Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.03	0.08	0.27	0.27	0.10	0.10	0.10	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.2	71.9	97.3	22.0	80.7	80.7	27.7	27.7	27.7	25.4	25.4	47.4
Volume/Cap:	0.05	0.56	0.05	0.56	0.53	0.53	0.56	0.56	0.56	0.56	0.56	0.17
Delay/Veh:	67.2	32.8	12.4	66.9	26.6	26.6	62.4	62.4	62.4	64.2	64.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	32.8	12.4	66.9	26.6	26.6	62.4	62.4	62.4	64.2	64.2	41.5
LOS by Move:	E	C	B	E	C	C	E	E	E	E	E	D
HCM2kAvgQ:	0	17	1	7	16	16	9	9	9	8	8	3

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

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Intersection #3375: Westgate/Campbell



Street Name:	Westgate Entrance						Campbell					
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:	63	31	104	108	39	157	113	1255	94	80	683	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	31	104	108	39	157	113	1255	94	80	683	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	31	104	108	39	157	113	1255	94	80	683	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	31	104	108	39	157	113	1255	94	80	683	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	31	104	108	39	157	113	1255	94	80	683	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	31	104	108	39	157	113	1255	94	80	683	81

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.67	0.33	1.00	0.73	0.27	1.00	1.00	3.00	1.00	1.00	1.78	0.22
Final Sat.:	1206	594	1750	1322	478	1800	1750	5700	1750	1750	3307	392

Capacity Analysis Module:

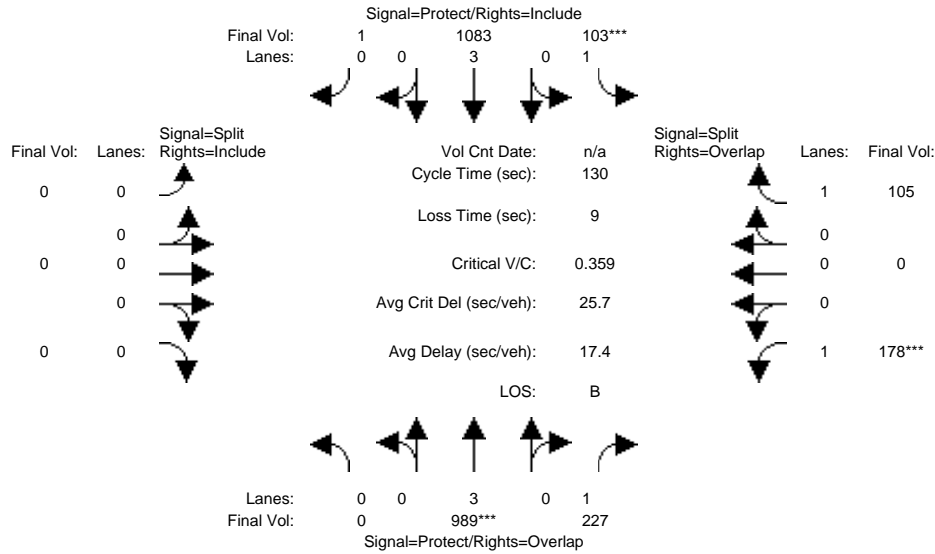
Vol/Sat:	0.05	0.05	0.06	0.08	0.08	0.09	0.06	0.22	0.05	0.05	0.21	0.21
Crit Moves:						****	****			****		
Green Time:	29.5	29.5	47.4	29.5	29.5	29.5	21.8	73.6	73.6	18.0	69.7	69.7
Volume/Cap:	0.23	0.23	0.16	0.36	0.36	0.38	0.38	0.39	0.09	0.33	0.38	0.38
Delay/Veh:	41.3	41.3	28.0	42.6	42.6	42.9	49.0	15.8	13.0	51.4	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	28.0	42.6	42.6	42.9	49.0	15.8	13.0	51.4	17.7	17.7
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	5	5	6	4	9	2	3	9	9

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

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Intersection #3464: Saratoga/El Paseo de Saratoga

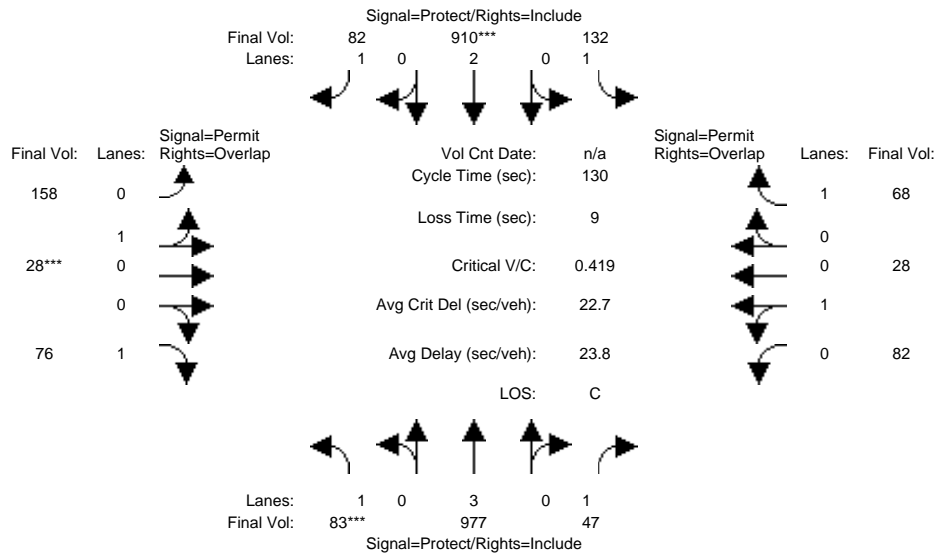


Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	989	227	103	1083	1	0	0	0	178	0	105
Growth Adj:	1.00	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	989	227	103	1083	1	0	0	0	178	0	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	989	227	103	1083	1	0	0	0	178	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	989	227	103	1083	1	0	0	0	178	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	989	227	103	1083	1	0	0	0	178	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	989	227	103	1083	1	0	0	0	178	0	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.99	0.01	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5595	5	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.13	0.06	0.19	0.19	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:	****			****			****			****		
Green Time:	0.0	62.8	99.7	21.3	84.2	84.2	0.0	0.0	0.0	36.8	0.0	58.2
Volume/Cap:	0.00	0.36	0.17	0.36	0.30	0.30	0.00	0.00	0.00	0.36	0.00	0.13
Delay/Veh:	0.0	21.1	4.1	49.0	10.1	10.1	0.0	0.0	0.0	37.6	0.0	21.2
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	21.1	4.1	49.0	10.1	10.1	0.0	0.0	0.0	37.6	0.0	21.2
LOS by Move:	A	C	A	D	B	B	A	A	A	D	A	C
HCM2kAvgQ:	0	8	3	4	6	6	0	0	0	6	0	3

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

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Intersection #3560: Saratoga/Graves



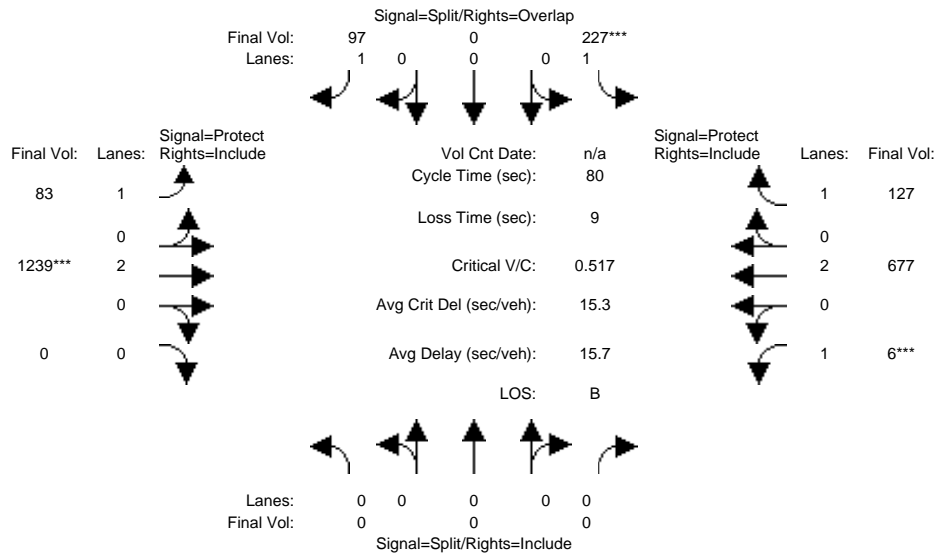
Street Name:	Saratoga						Graves					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	977	47	132	910	82	158	28	76	82	28	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	977	47	132	910	82	158	28	76	82	28	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	977	47	132	910	82	158	28	76	82	28	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	977	47	132	910	82	158	28	76	82	28	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	977	47	132	910	82	158	28	76	82	28	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	977	47	132	910	82	158	28	76	82	28	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1529	271	1750	1342	458	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.03	0.08	0.24	0.05	0.10	0.10	0.04	0.06	0.06	0.04
Crit Moves:	****			****			****					
Green Time:	14.7	61.8	61.8	27.2	74.3	74.3	32.0	32.0	46.7	32.0	32.0	59.2
Volume/Cap:	0.42	0.36	0.06	0.36	0.42	0.08	0.42	0.42	0.12	0.25	0.25	0.09
Delay/Veh:	55.1	21.7	18.4	44.6	15.8	12.6	41.8	41.8	28.0	39.6	39.6	20.1
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:	55.1	21.7	18.4	44.6	15.8	12.6	41.8	41.8	28.0	39.6	39.6	20.1
LOS by Move:	E	C	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	8	1	5	10	2	7	7	2	4	4	2

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



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Intersection #3601: Johnson/Prospect

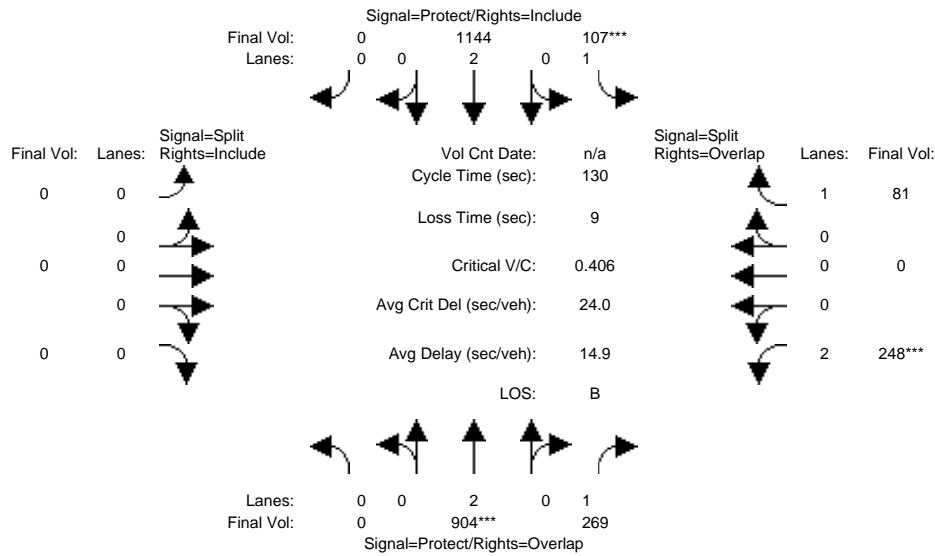


Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	227	0	97	83	1239	0	6	677	127
Growth Adj:	1.00	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	227	0	97	83	1239	0	6	677	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	0	97	83	1239	0	6	677	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	0	97	83	1239	0	6	677	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	97	83	1239	0	6	677	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	227	0	97	83	1239	0	6	677	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.06	0.05	0.33	0.00	0.00	0.18	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	18.2	0.0	35.6	17.4	45.8	0.0	7.0	35.4	35.4
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.12	0.22	0.57	0.00	0.04	0.40	0.16
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	13.4	27.0	11.9	0.0	33.9	15.8	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	13.4	27.0	11.9	0.0	33.9	15.8	13.9
LOS by Move:	A	A	A	C	A	B	C	B	A	C	B	B
HCM2kAvgQ:	0	0	0	6	0	2	2	10	0	0	6	2

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

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Intersection #3736: Saratoga/Payne



Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
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	904	269	107	1144	0	0	0	0	248	0	81
Growth Adj:	1.00	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	904	269	107	1144	0	0	0	0	248	0	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	904	269	107	1144	0	0	0	0	248	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	904	269	107	1144	0	0	0	0	248	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	904	269	107	1144	0	0	0	0	248	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	904	269	107	1144	0	0	0	0	248	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.15	0.06	0.30	0.00	0.00	0.00	0.00	0.00	0.08	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	76.2	101.4	19.6	95.8	0.0	0.0	0.0	0.0	25.2	0.0	44.8
Volume/Cap:	0.00	0.41	0.20	0.41	0.41	0.00	0.00	0.00	0.00	0.41	0.00	0.13
Delay/Veh:	0.0	14.7	3.8	51.0	6.5	0.0	0.0	0.0	0.0	46.3	0.0	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	3.8	51.0	6.5	0.0	0.0	0.0	0.0	46.3	0.0	29.4
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	10	3	4	8	0	0	0	0	5	0	2

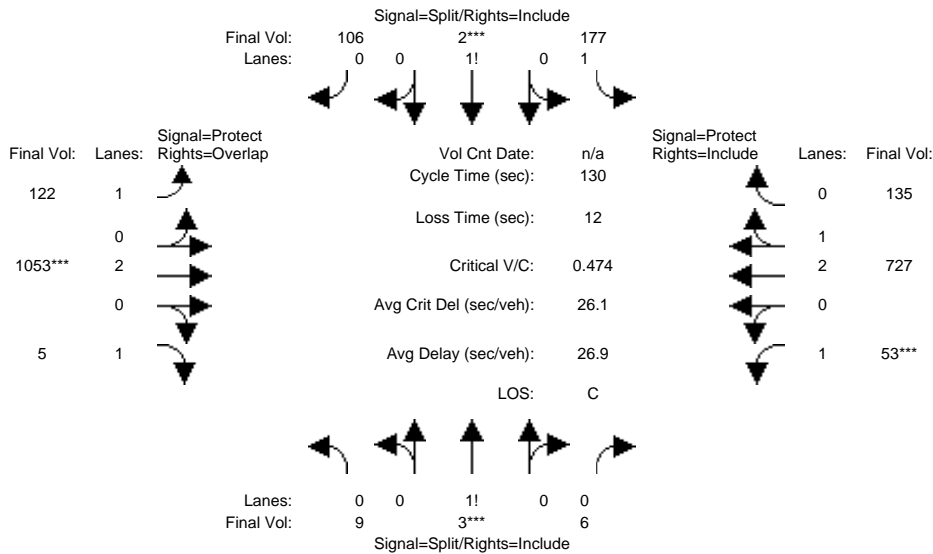
Note: Queue reported is the number of cars per lane.



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Intersection #3746: Prospect/Westgate West



Street Name:	Westgate West Entrance						Prospect					
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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	9	3	6	177	2	106	122	1053	5	53	727	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	3	6	177	2	106	122	1053	5	53	727	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	3	6	177	2	106	122	1053	5	53	727	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	3	6	177	2	106	122	1053	5	53	727	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	6	177	2	106	122	1053	5	53	727	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	3	6	177	2	106	122	1053	5	53	727	135

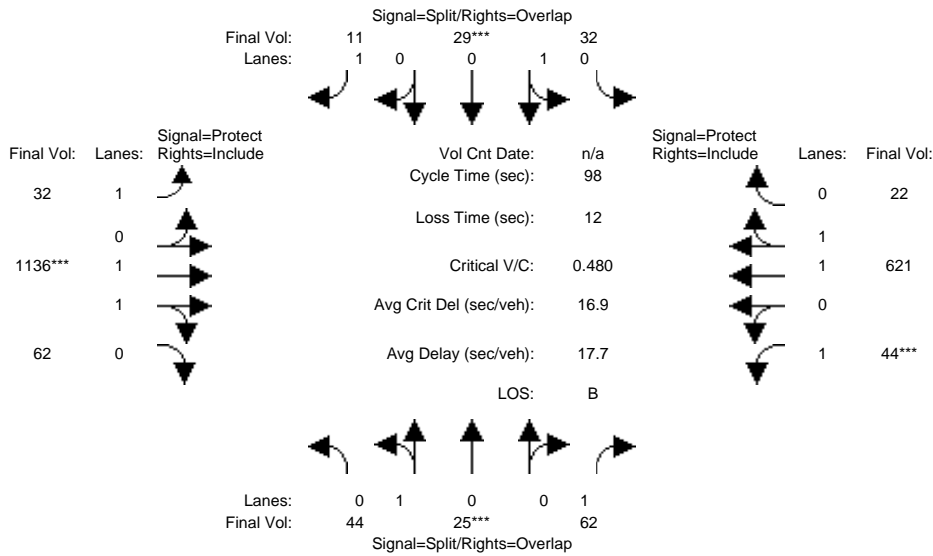
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.50	0.17	0.33	1.45	0.01	0.54	1.00	2.00	1.00	1.00	2.51	0.49
Final Sat.:	875	292	583	2538	18	944	1750	3800	1750	1750	4722	877

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.01	0.01	0.07	0.11	0.11	0.07	0.28	0.00	0.03	0.15	0.15
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	10.0	28.9	28.9	28.9	24.7	71.3	81.3	7.8	54.4	54.4
Volume/Cap:	0.13	0.13	0.13	0.31	0.51	0.51	0.37	0.51	0.00	0.51	0.37	0.37
Delay/Veh:	56.4	56.4	56.4	42.5	45.0	45.0	46.6	18.5	9.1	63.2	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	56.4	42.5	45.0	45.0	46.6	18.5	9.1	63.2	26.0	26.0
LOS by Move:	E	E	E	D	D	D	D	B	A	E	C	C
HCM2kAvgQ:	1	1	1	4	8	8	4	13	0	3	8	8

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

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Intersection #3876: Fallbrook/Campbell



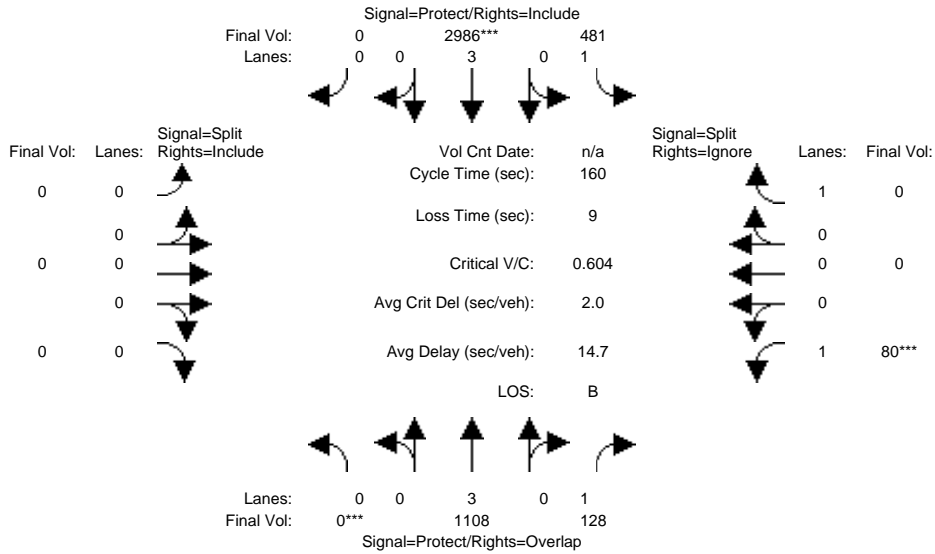
Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	25	62	32	29	11	32	1136	62	44	621	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	25	62	32	29	11	32	1136	62	44	621	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	25	62	32	29	11	32	1136	62	44	621	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	25	62	32	29	11	32	1136	62	44	621	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	25	62	32	29	11	32	1136	62	44	621	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	25	62	32	29	11	32	1136	62	44	621	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.64	0.36	1.00	0.52	0.48	1.00	1.00	1.89	0.11	1.00	1.93	0.07
Final Sat.:	1148	652	1750	944	856	1750	1750	3508	191	1750	3573	127
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.01	0.02	0.32	0.32	0.03	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	17.0	10.0	10.0	29.2	19.2	59.0	59.0	7.0	46.8	46.8
Volume/Cap:	0.38	0.38	0.20	0.33	0.33	0.02	0.09	0.54	0.54	0.35	0.36	0.36
Delay/Veh:	46.9	46.9	36.2	45.7	45.7	24.4	32.8	12.4	12.4	51.0	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	46.9	36.2	45.7	45.7	24.4	32.8	12.4	12.4	51.0	16.8	16.8
LOS by Move:	D	D	D	D	D	C	C	B	B	D	B	B
HCM2kAvgQ:	2	2	2	2	2	0	1	11	11	1	6	6

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

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Intersection #5632: LAWRENCE/MITTY



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	70	70	50	130	0	0	0	0	19	0	19
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	1108	128	481	2986	0	0	0	0	80	0	245
Growth Adj:	1.00	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	1108	128	481	2986	0	0	0	0	80	0	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1108	128	481	2986	0	0	0	0	80	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1108	128	481	2986	0	0	0	0	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1108	128	481	2986	0	0	0	0	80	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1108	128	481	2986	0	0	0	0	80	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

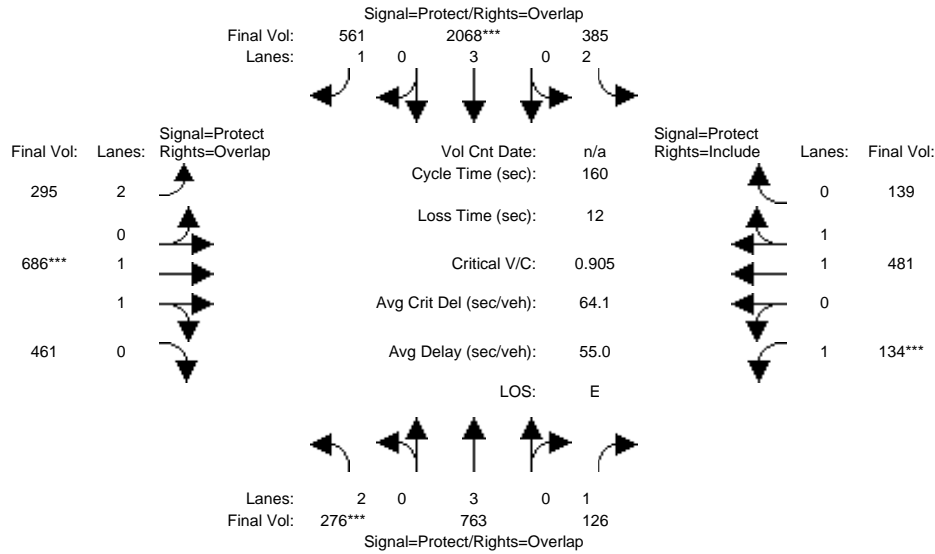
Vol/Sat:	0.00	0.19	0.07	0.27	0.52	0.00	0.00	0.00	0.00	0.00	0.05	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	77.0	96.0	55.0	132	0.0	0.0	0.0	0.0	0.0	19.0	0.0
Volume/Cap:	0.00	0.40	0.12	0.80	0.63	0.00	0.00	0.00	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	32.6	19.3	52.6	0.3	0.0	0.0	0.0	0.0	0.0	66.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	19.3	52.6	0.3	0.0	0.0	0.0	0.0	0.0	66.3	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	13	4	21	1	0	0	0	0	4	0	0

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

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Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	56	56	26	65	65	15	40	40	14	39	39
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7

Volume Module:

Base Vol:	276	763	126	385	2068	561	295	686	461	134	481	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	763	126	385	2068	561	295	686	461	134	481	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	763	126	385	2068	561	295	686	461	134	481	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	763	126	385	2068	561	295	686	461	134	481	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	763	126	385	2068	561	295	686	461	134	481	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	763	126	385	2068	561	295	686	461	134	481	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.17	0.83	1.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2212	1486	1750	2870	829

Capacity Analysis Module:

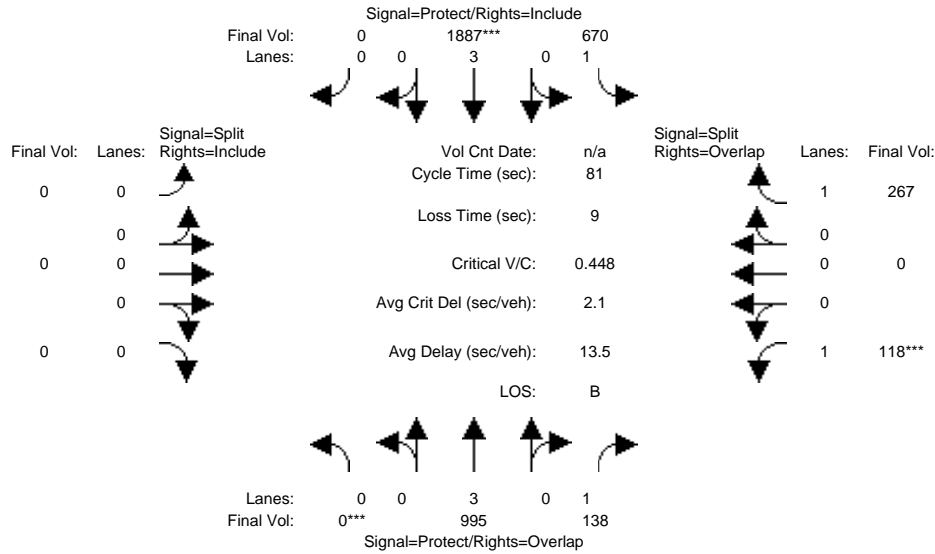
Vol/Sat:	0.09	0.13	0.07	0.12	0.36	0.32	0.09	0.31	0.31	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	17.0	56.0	70.0	26.0	65.0	83.3	18.3	52.0	69.0	14.0	47.7	47.7
Volume/Cap:	0.82	0.38	0.16	0.75	0.89	0.62	0.82	0.95	0.72	0.88	0.56	0.56
Delay/Veh:	85.3	36.9	23.3	70.1	55.4	35.5	82.8	69.1	39.1	111.1	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	36.9	23.3	70.1	55.4	35.5	82.8	69.1	39.1	111.1	48.0	48.0
LOS by Move:	F	D	C	E	E	D	F	E	D	F	D	D
HCM2kAvgQ:	8	8	3	11	33	24	11	33	24	10	13	13

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #5634: LAWRENCE/DOYLE



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	26	26	30	61	0	0	0	0	9	0	9
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	995	138	670	1887	0	0	0	0	118	0	267
Growth Adj:	1.00	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	995	138	670	1887	0	0	0	0	118	0	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	995	138	670	1887	0	0	0	0	118	0	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	995	138	670	1887	0	0	0	0	118	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	138	670	1887	0	0	0	0	118	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	995	138	670	1887	0	0	0	0	118	0	267

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

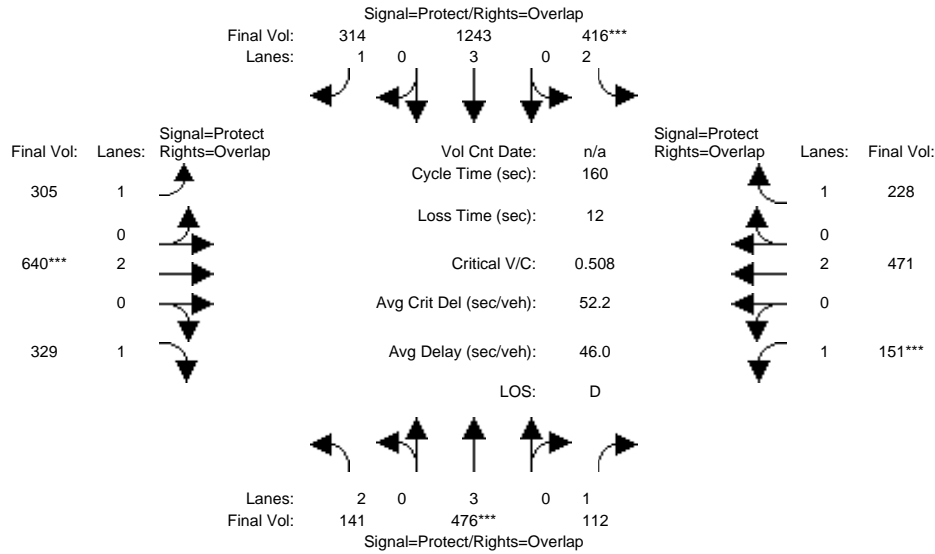
Vol/Sat:	0.00	0.17	0.08	0.38	0.33	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	27.8	38.8	33.2	61.0	0.0	0.0	0.0	0.0	11.0	0.0	44.2
Volume/Cap:	0.00	0.51	0.16	0.93	0.44	0.00	0.00	0.00	0.00	0.50	0.00	0.28
Delay/Veh:	0.0	20.3	9.6	39.6	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	9.6	39.6	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.0
LOS by Move:	A	C	A	D	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	6	1	17	0	0	0	0	0	4	0	4

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

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

Intersection #5635: Lawrence Expwy/Prospect



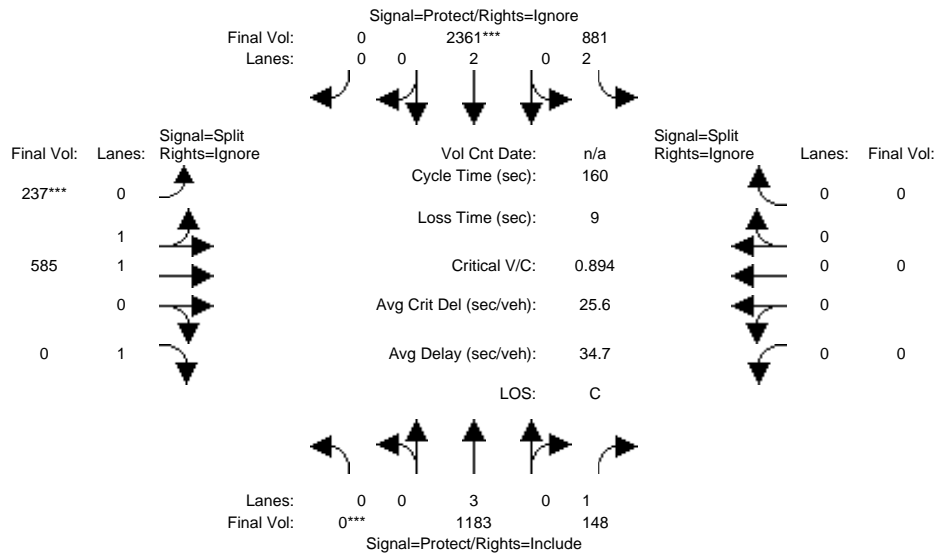
Street Name:	Lawrence Expwy						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	41	41	30	53	53	29	46	46	20	37	37
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0
Volume Module:												
Base Vol:	141	476	112	416	1243	314	305	640	329	151	471	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	476	112	416	1243	314	305	640	329	151	471	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	476	112	416	1243	314	305	640	329	151	471	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	476	112	416	1243	314	305	640	329	151	471	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	476	112	416	1243	314	305	640	329	151	471	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	476	112	416	1243	314	305	640	329	151	471	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.06	0.13	0.22	0.18	0.17	0.17	0.19	0.09	0.12	0.13
Crit Moves:	****			****			****			****		
Green Time:	19.7	41.0	64.9	36.5	57.9	88.8	31.0	46.6	66.3	23.9	39.5	76.0
Volume/Cap:	0.36	0.33	0.16	0.58	0.60	0.32	0.90	0.58	0.45	0.58	0.50	0.27
Delay/Veh:	65.0	48.4	27.0	56.1	39.4	13.1	88.7	49.1	34.3	66.6	52.2	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:	65.0	48.4	27.0	56.1	39.4	13.1	88.7	49.1	34.3	66.6	52.2	25.5
LOS by Move:	E	D	C	E	D	B	F	D	C	E	D	C
HCM2kAvgQ:	4	6	3	10	14	6	17	13	12	7	10	7

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

El Paseo Mixed Use Development  
San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	55	55	44	106	0	42	42	42	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	0.0	0.0	0.0

Volume Module:

Base Vol:	0	1183	148	881	2361	0	237	585	985	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1183	148	881	2361	0	237	585	985	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1183	148	881	2361	0	237	585	985	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1183	148	881	2361	0	237	585	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1183	148	881	2361	0	237	585	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1183	148	881	2361	0	237	585	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.59	1.41	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1066	2632	1750	0	0	0

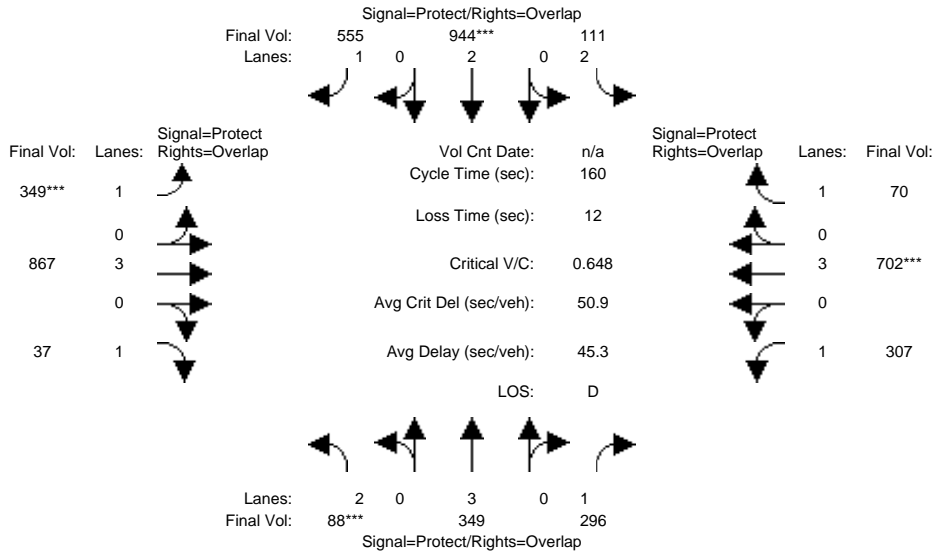
Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.08	0.28	0.62	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****			****		****						
Green Time:	0.0	60.1	60.1	48.9	109	0.0	42.0	42.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.23	0.92	0.91	0.00	0.85	0.85	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.5	31.5	65.5	12.5	0.0	63.0	63.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.5	31.5	65.5	12.5	0.0	63.0	63.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	E	E	A	A	A	A
HCM2kAvgQ:	0	13	4	28	35	0	22	22	0	0	0	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
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Background PM

Intersection #5640: Lawrence Expwy/Saratoga



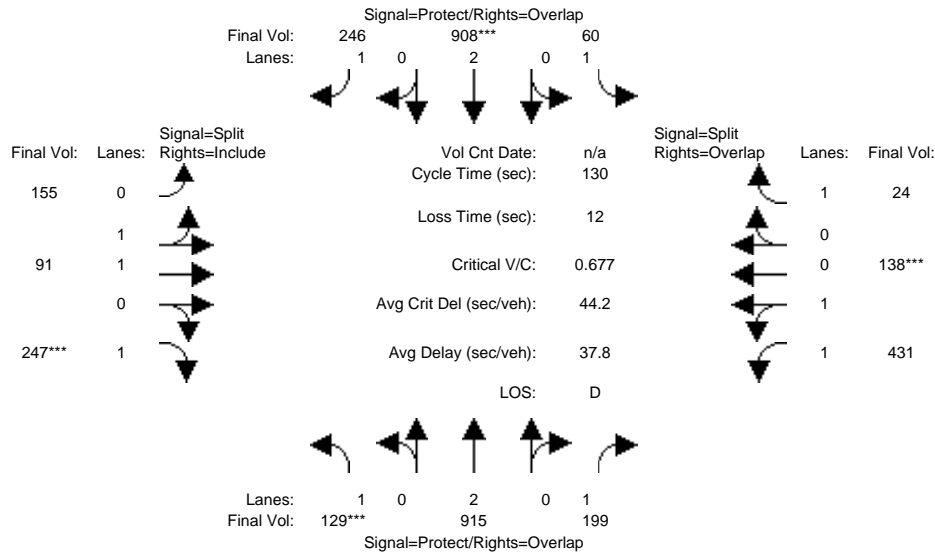
Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	54	54	15	58	58	31	40	40	27	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module:												
Base Vol:	88	349	296	111	944	555	349	867	37	307	702	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	349	296	111	944	555	349	867	37	307	702	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	349	296	111	944	555	349	867	37	307	702	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	349	296	111	944	555	349	867	37	307	702	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	349	296	111	944	555	349	867	37	307	702	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	349	296	111	944	555	349	867	37	307	702	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.17	0.04	0.25	0.32	0.20	0.15	0.02	0.18	0.12	0.04
Crit Moves:	****			****		****				****		
Green Time:	12.0	54.8	86.9	15.2	58.0	100.0	42.0	45.8	57.8	32.2	36.0	51.2
Volume/Cap:	0.37	0.18	0.31	0.37	0.69	0.51	0.76	0.53	0.06	0.87	0.55	0.12
Delay/Veh:	71.4	40.3	26.3	68.7	41.8	8.8	61.6	48.4	33.4	82.5	55.3	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	40.3	26.3	68.7	41.8	8.8	61.6	48.4	33.4	82.5	55.3	38.6
LOS by Move:	E	D	C	E	D	A	E	D	C	F	E	D
HCM2kAvgQ:	2	4	11	3	17	9	17	11	1	18	10	3

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



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Bkgd+School AM

Intersection #6: Saratoga/Cox



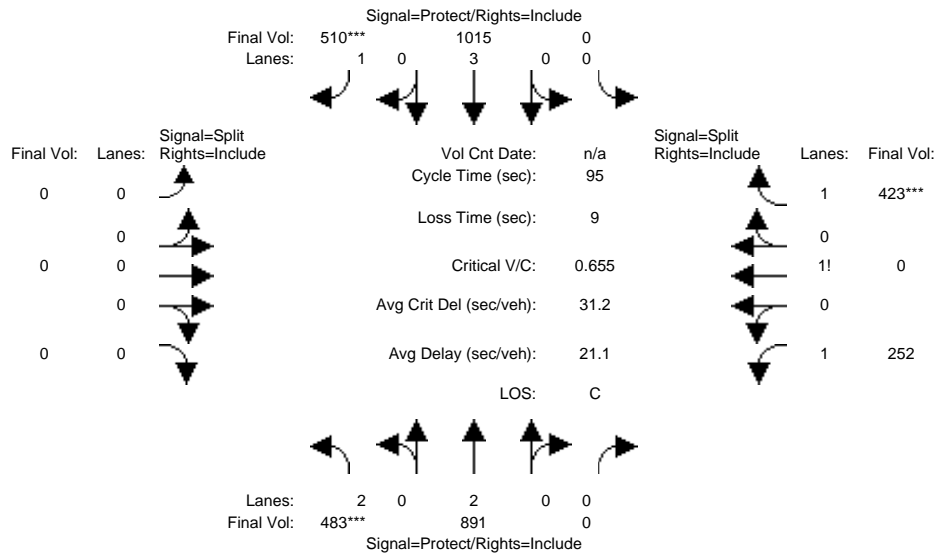
Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	739	199	60	825	238	124	91	247	431	138	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	739	199	60	825	238	124	91	247	431	138	24
Added Vol:	0	176	0	0	83	8	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	915	199	60	908	246	155	91	247	431	138	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	915	199	60	908	246	155	91	247	431	138	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	915	199	60	908	246	155	91	247	431	138	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	915	199	60	908	246	155	91	247	431	138	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.52	0.48	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2689	861	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.11	0.03	0.24	0.14	0.09	0.05	0.14	0.16	0.16	0.01
Crit Moves:	****			****			****			****		
Green Time:	14.2	49.1	79.9	11.0	45.9	73.0	27.1	27.1	27.1	30.8	30.8	41.8
Volume/Cap:	0.68	0.64	0.19	0.41	0.68	0.25	0.42	0.23	0.68	0.68	0.68	0.04
Delay/Veh:	65.0	34.1	11.0	58.2	37.1	14.7	45.2	42.9	52.4	47.3	47.3	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	34.1	11.0	58.2	37.1	14.7	45.2	42.9	52.4	47.3	47.3	30.4
LOS by Move:	E	C	B	E	D	B	D	D	D	D	D	C
HCM2kAvgQ:	5	15	4	3	16	5	6	3	11	12	12	1

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School AM

Intersection #7: Saratoga/SR 85 NB Ramps



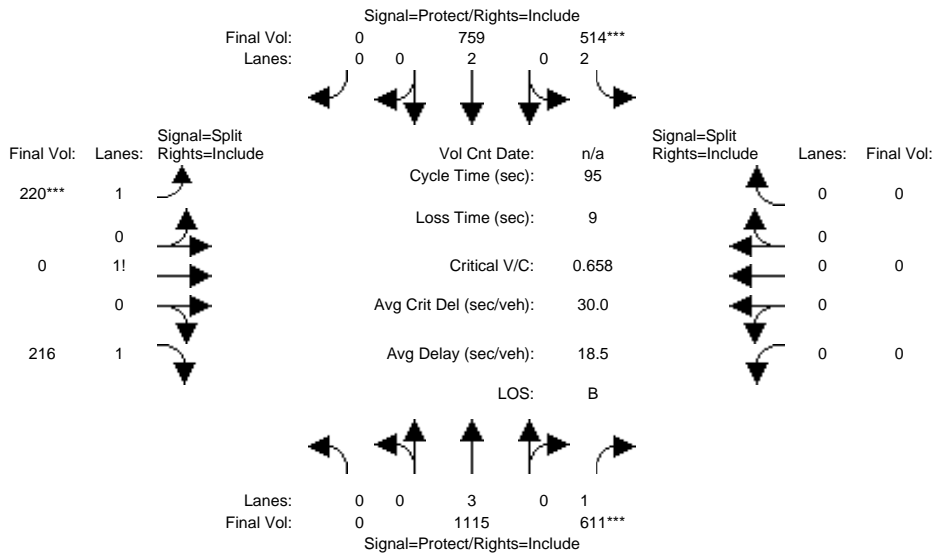
Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	483	811	0	0	932	510	0	0	0	252	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	811	0	0	932	510	0	0	0	252	0	328
Added Vol:	0	80	0	0	83	0	0	0	0	0	0	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	891	0	0	1015	510	0	0	0	252	0	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	891	0	0	1015	510	0	0	0	252	0	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	891	0	0	1015	510	0	0	0	252	0	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	483	891	0	0	1015	510	0	0	0	252	0	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2403	0	2847
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.18	0.29	0.00	0.00	0.00	0.10	0.00	0.15
Crit Moves:	****				****						****	
Green Time:	22.2	64.5	0.0	0.0	42.2	42.2	0.0	0.0	0.0	21.5	0.0	21.5
Volume/Cap:	0.66	0.35	0.00	0.00	0.40	0.66	0.00	0.00	0.00	0.46	0.00	0.66
Delay/Veh:	35.1	6.5	0.0	0.0	17.9	22.7	0.0	0.0	0.0	32.0	0.0	34.9
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:	35.1	6.5	0.0	0.0	17.9	22.7	0.0	0.0	0.0	32.0	0.0	34.9
LOS by Move:	D	A	A	A	B	C	A	A	A	C	A	C
HCM2kAvgQ:	8	5	0	0	6	12	0	0	0	5	0	9

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

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San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School AM

Intersection #8: Saratoga/SR 85 SB Ramps



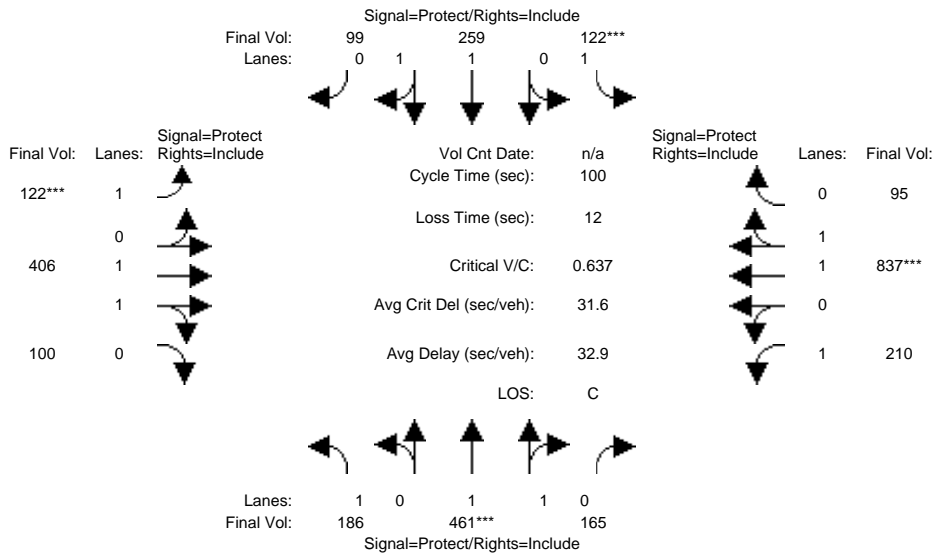
Street Name:	Saratoga						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1044	611	447	744	0	211	0	216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1044	611	447	744	0	211	0	216	0	0	0
Added Vol:	0	71	0	67	15	0	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1115	611	514	759	0	220	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1115	611	514	759	0	220	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	611	514	759	0	220	0	216	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1115	611	514	759	0	220	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.50	0.00	1.50	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2633	0	2617	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.35	0.16	0.20	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****	****			****						
Green Time:	0.0	50.4	50.4	23.6	73.9	0.0	12.1	0.0	12.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.66	0.66	0.26	0.00	0.66	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	17.8	34.2	3.0	0.0	41.9	0.0	41.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	17.8	34.2	3.0	0.0	41.9	0.0	41.7	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	6	14	8	3	0	6	0	6	0	0	0

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School AM

Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino					Campbell						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	461	165	122	259	99	122	373	100	210	795	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	461	165	122	259	99	122	373	100	210	795	95
Added Vol:	0	0	0	0	0	0	0	33	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	461	165	122	259	99	122	406	100	210	837	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	461	165	122	259	99	122	406	100	210	837	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	461	165	122	259	99	122	406	100	210	837	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	461	165	122	259	99	122	406	100	210	837	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.43	0.57	1.00	1.59	0.41	1.00	1.79	0.21
Final Sat.:	1750	2724	975	1750	2676	1023	1750	2968	731	1750	3323	377
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.07	0.10	0.10	0.07	0.14	0.14	0.12	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.3	26.6	26.6	10.9	18.2	18.2	10.9	26.9	26.9	23.6	39.5	39.5
Volume/Cap:	0.55	0.64	0.64	0.64	0.53	0.53	0.64	0.51	0.51	0.51	0.64	0.64
Delay/Veh:	38.3	33.9	33.9	49.6	37.9	37.9	49.6	31.4	31.4	34.2	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	33.9	33.9	49.6	37.9	37.9	49.6	31.4	31.4	34.2	25.4	25.4
LOS by Move:	D	C	C	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	6	10	10	5	6	6	4	7	7	6	12	12

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

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San Jose, CA
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+School AM

Intersection #18: Quito/Northlawn

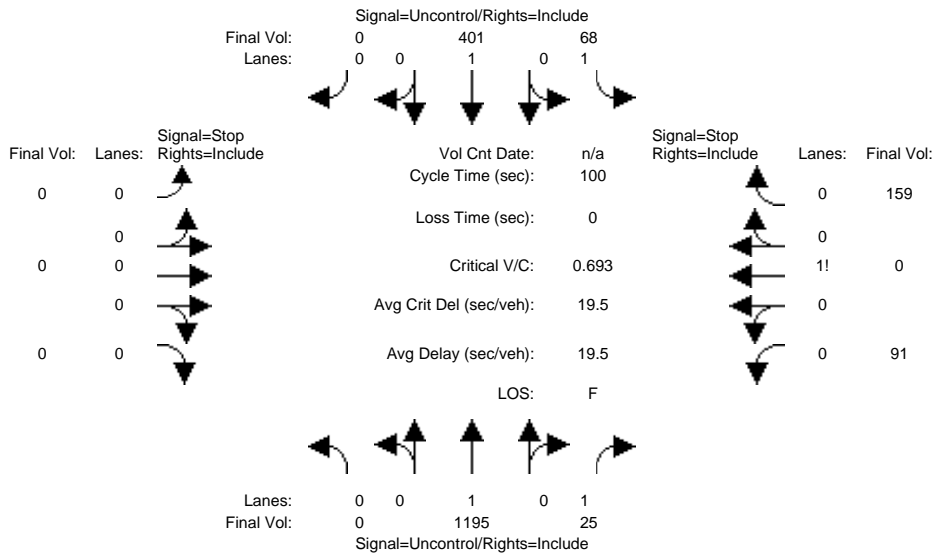


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R), Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume), Critical Gap Module (Critical Gp, FollowUpTim), Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap), and Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1195	25	68	401	0	0	0	0	91	0	159							
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		147.9												

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

Signal Warrant Rule #1: [vehicle-hours=10.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=250]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1939]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1195	25	68	401	0	0	0	0	91	0	159							

Major Street Volume: 1689

Minor Approach Volume: 250

Minor Approach Volume Threshold: 104

SIGNAL WARRANT DISCLAIMER

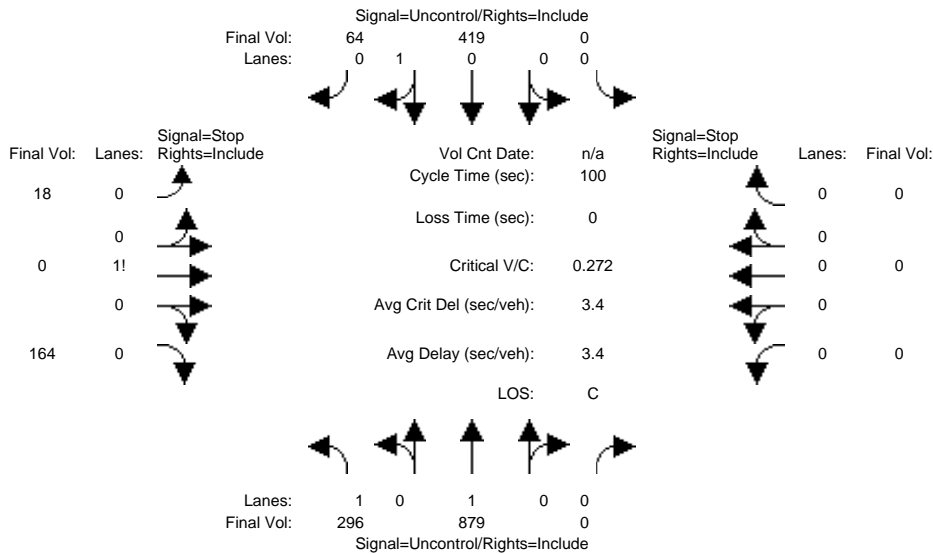
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San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+School AM

Intersection #19: Quito/Cox



Street Name: Quito Cox
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:
Base Vol: 296 808 0 0 404 64 18 0 164 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 296 808 0 0 404 64 18 0 164 0 0 0
Added Vol: 0 71 0 0 15 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 296 879 0 0 419 64 18 0 164 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 296 879 0 0 419 64 18 0 164 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 296 879 0 0 419 64 18 0 164 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 483 xxxx xxxxx xxxx xxxx xxxxx 1922 1922 451 xxxx xxxx xxxxx
Potent Cap.: 1090 xxxx xxxxx xxxx xxxx xxxxx 75 68 613 xxxx xxxx xxxxx
Move Cap.: 1090 xxxx xxxxx xxxx xxxx xxxxx 59 49 613 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 129 116 xxxxxx 60 102 xxxxxx
Volume/Cap: 0.27 xxxx xxxx xxxx xxxx xxxxx 0.14 0.00 0.27 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 1.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 9.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 447 xxxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 1.9 xxxxxx xxxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 18.5 xxxxxx xxxxxx xxxx xxxxx
Shared LOS: \* \* \* \* \* \* \* \* C \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx 18.5 xxxxxx
ApproachLOS: \* \* C \*

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #19 Quito/Cox
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	296	879	0	0	419	64	18	0	164	0	0	0
ApproachDel:	xxxxxx			xxxxxx			18.5			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=0.9]

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

Signal Warrant Rule #2: [approach volume=182]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1840]

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

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	296	879	0	0	419	64	18	0	164	0	0	0

Major Street Volume: 1658

Minor Approach Volume: 182

Minor Approach Volume Threshold: 111

SIGNAL WARRANT DISCLAIMER

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

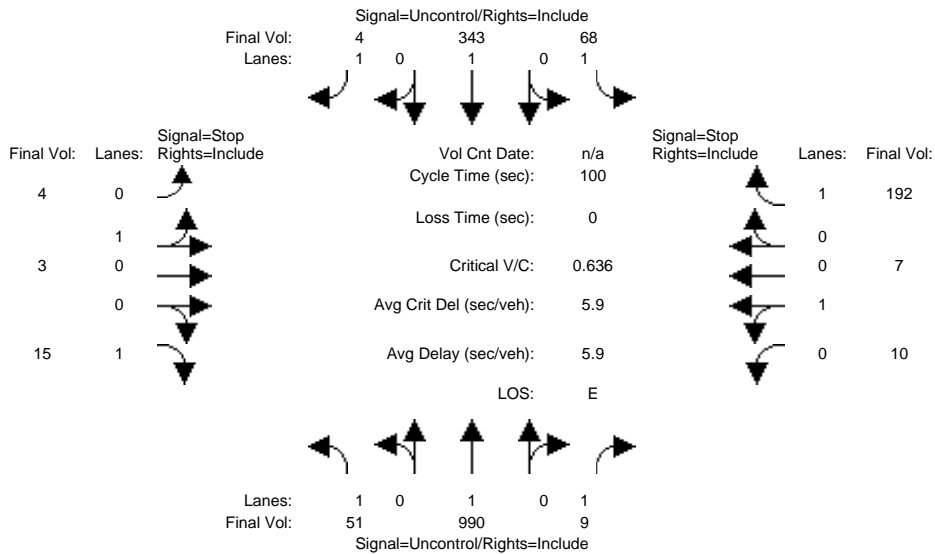
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El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+School AM

Intersection #20: Quito/McCoy



Street Name: Quito McCoy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with columns for Critical Gap Module and rows for Critical Gp, FollowUpTim.

Table with columns for Capacity Module and rows for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns for Level Of Service Module and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #20 Quito/McCoy
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 990 9	68 343 4	4 3 15	10 7 192
ApproachDel:	xxxxxx	xxxxxx	49.2	37.6

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=22]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1696]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=2.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=209]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1696]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #20 Quito/McCoy  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 990 9	68 343 4	4 3 15	10 7 192
Major Street Volume:	1465			
Minor Approach Volume:	209			
Minor Approach Volume Threshold:	210			

SIGNAL WARRANT DISCLAIMER

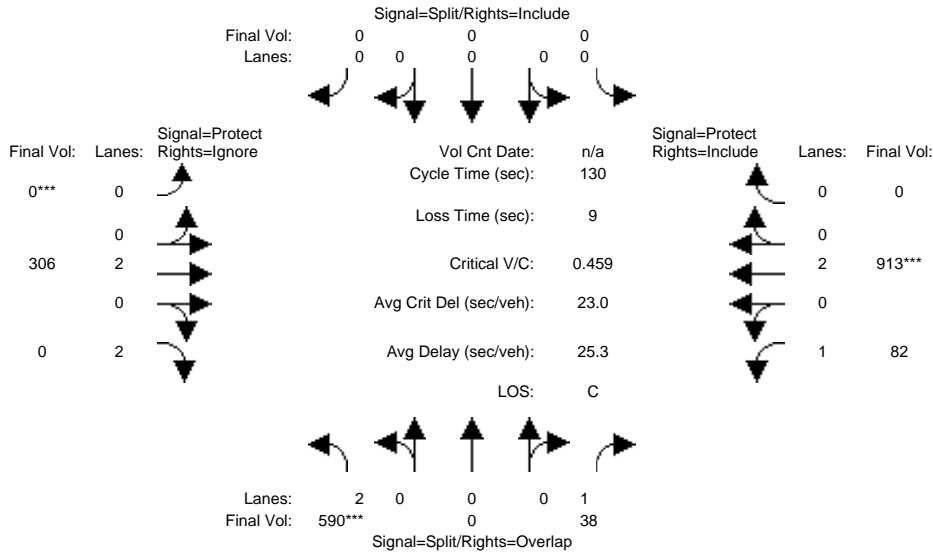
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School AM

Intersection #3089: Campbell/Hamilton



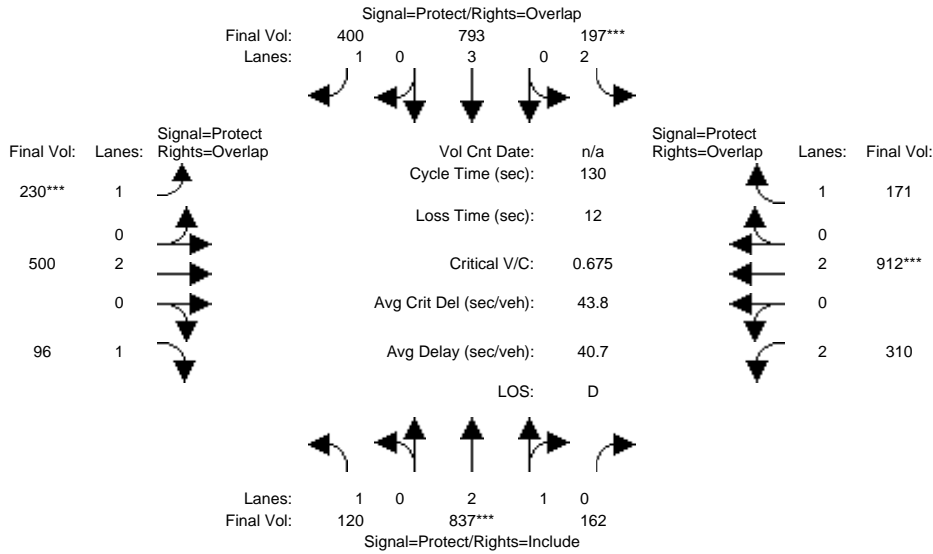
Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	564	0	38	0	0	0	0	265	497	82	830	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:	564	0	38	0	0	0	0	265	497	82	830	0
Added Vol:	26	0	0	0	0	0	0	41	2	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	0	38	0	0	0	0	306	499	82	913	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	590	0	38	0	0	0	0	306	0	82	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	0	38	0	0	0	0	306	0	82	913	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	590	0	38	0	0	0	0	306	0	82	913	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.05	0.24	0.00
Crit Moves:	****					****				****		
Green Time:	53.0	0.0	80.3	0.0	0.0	0.0	0.0	40.7	0.0	27.2	68.0	0.0
Volume/Cap:	0.46	0.00	0.04	0.00	0.00	0.00	0.00	0.26	0.00	0.22	0.46	0.00
Delay/Veh:	28.3	0.0	9.7	0.0	0.0	0.0	0.0	33.4	0.0	42.9	19.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	9.7	0.0	0.0	0.0	0.0	33.4	0.0	42.9	19.6	0.0
LOS by Move:	C	A	A	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	10	0	1	0	0	0	0	4	0	3	11	0

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

El Paseo Mixed Use Development  
San Jose, CA  
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2000 HCM Operations (Future Volume Alternative)  
Bkgd+School AM

Intersection #3090: Saratoga/Campbell



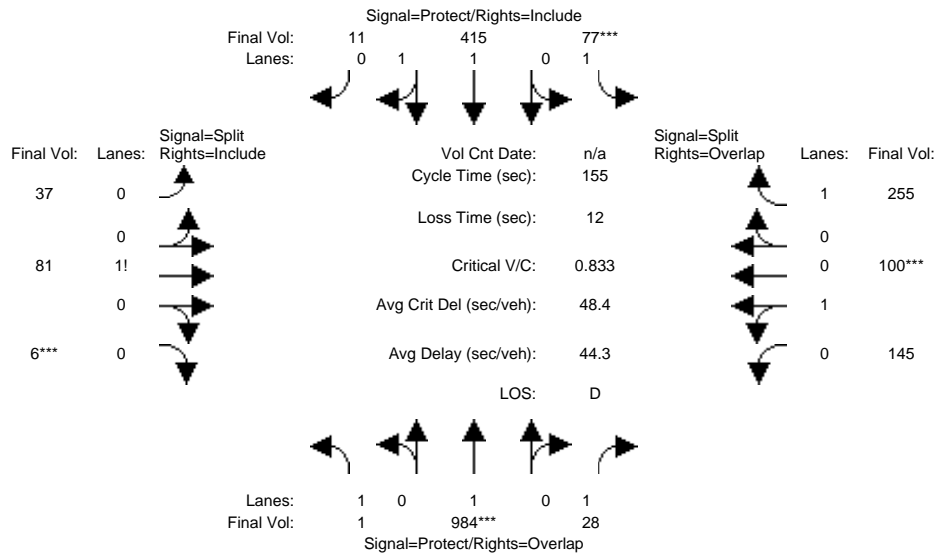
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	740	156	118	685	400	231	453	63	311	819	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	740	156	118	685	400	231	453	63	311	819	55
Added Vol:	43	97	6	79	108	0	-1	47	33	-1	93	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	837	162	197	793	400	230	500	96	310	912	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	837	162	197	793	400	230	500	96	310	912	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	837	162	197	793	400	230	500	96	310	912	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	837	162	197	793	400	230	500	96	310	912	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.50	0.50	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4691	908	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.06	0.14	0.23	0.13	0.13	0.05	0.10	0.24	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.3	34.4	34.4	12.1	31.1	56.4	25.3	40.9	56.3	30.6	46.2	58.3
Volume/Cap:	0.58	0.67	0.67	0.67	0.58	0.53	0.67	0.42	0.13	0.42	0.67	0.22
Delay/Veh:	58.5	44.1	44.1	63.2	44.3	27.7	53.8	35.4	22.2	42.5	36.9	22.1
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:	58.5	44.1	44.1	63.2	44.3	27.7	53.8	35.4	22.2	42.5	36.9	22.1
LOS by Move:	E	D	D	E	D	C	D	D	C	D	D	C
HCM2kAvgQ:	5	12	12	5	9	12	9	8	2	6	15	4

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

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Intersection #3358: BUCKNALL/QUITO



Approach:	North Bound			South Bound			East 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:	1	913	28	77	400	11	37	81	6	145	100	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	913	28	77	400	11	37	81	6	145	100	255
Added Vol:	0	71	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	984	28	77	415	11	37	81	6	145	100	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	984	28	77	415	11	37	81	6	145	100	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	984	28	77	415	11	37	81	6	145	100	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	984	28	77	415	11	37	81	6	145	100	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	0.30	0.65	0.05	0.59	0.41	1.00
Final Sat.:	1750	1900	1750	1750	3604	96	522	1143	85	1065	735	1750

Capacity Analysis Module:

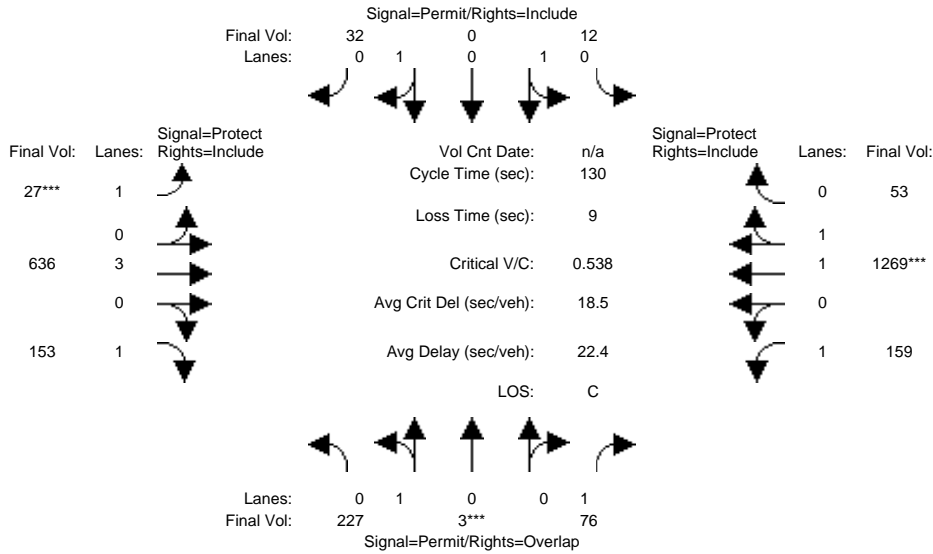
Vol/Sat:	0.00	0.52	0.02	0.04	0.12	0.12	0.07	0.07	0.07	0.14	0.14	0.15
Crit Moves:	****			****			****			****		
Green Time:	29.4	96.3	121.6	8.2	75.1	75.1	13.2	13.2	13.2	25.3	25.3	33.5
Volume/Cap:	0.00	0.83	0.02	0.83	0.24	0.24	0.83	0.83	0.83	0.83	0.83	0.67
Delay/Veh:	50.9	28.3	3.7	117.5	23.4	23.4	101.1	101	101.1	80.9	80.9	60.5
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:	50.9	28.3	3.7	117.5	23.4	23.4	101.1	101	101.1	80.9	80.9	60.5
LOS by Move:	D	C	A	F	C	C	F	F	F	F	F	E
HCM2kAvgQ:	0	38	0	6	6	6	8	8	8	14	14	13

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

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2000 HCM Operations (Future Volume Alternative)  
Bkgd+School AM

Intersection #3375: Westgate/Campbell



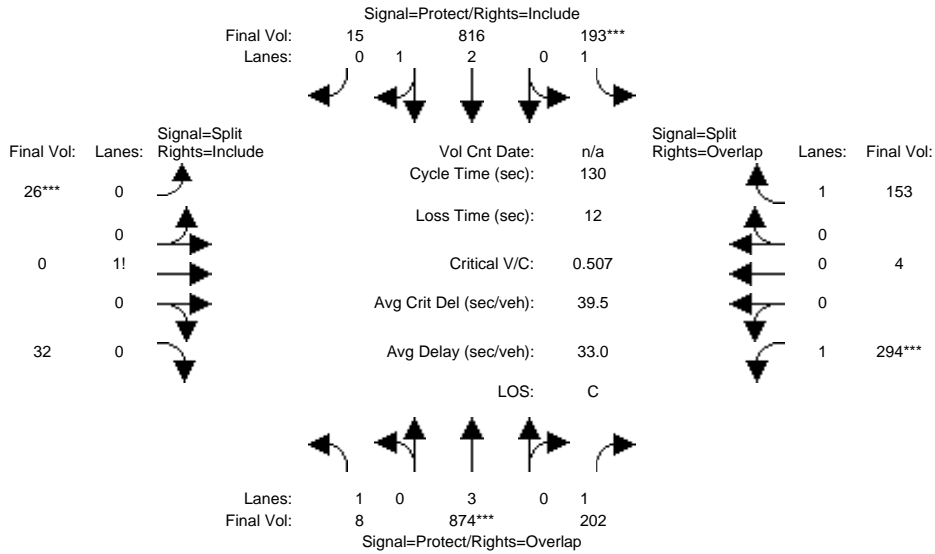
Street Name:	Westgate Entrance						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	3	38	12	0	32	27	631	26	49	1270	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3	38	12	0	32	27	631	26	49	1270	53
Added Vol:	209	0	38	0	0	0	0	5	127	110	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	3	76	12	0	32	27	636	153	159	1269	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	3	76	12	0	32	27	636	153	159	1269	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	3	76	12	0	32	27	636	153	159	1269	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	227	3	76	12	0	32	27	636	153	159	1269	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	1.00	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	1.92	0.08
Final Sat.:	1777	23	1750	1800	0	1800	1750	5700	1750	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.01	0.00	0.02	0.02	0.11	0.09	0.09	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	30.0	30.0	70.9	30.0	0.0	30.0	7.0	50.1	50.1	40.8	84.0	84.0
Volume/Cap:	0.55	0.55	0.08	0.03	0.00	0.08	0.29	0.29	0.23	0.29	0.55	0.55
Delay/Veh:	45.7	45.7	14.1	38.7	0.0	39.2	60.8	27.7	27.1	33.9	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	14.1	38.7	0.0	39.2	60.8	27.7	27.1	33.9	13.0	13.0
LOS by Move:	D	D	B	D	A	D	E	C	C	C	B	B
HCM2kAvgQ:	9	9	2	0	0	1	1	6	4	5	15	15

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

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Intersection #3464: Saratoga/El Paseo de Saratoga



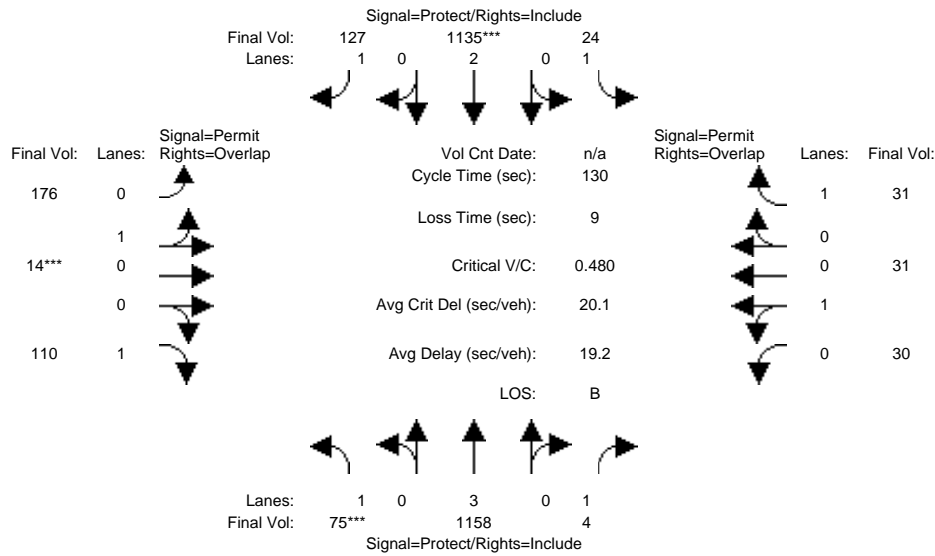
Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	865	117	51	837	2	0	0	0	122	4	42
Growth Adj:	1.00	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	865	117	51	837	2	0	0	0	122	4	42
Added Vol:	8	9	85	142	-21	13	26	0	32	172	0	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	874	202	193	816	15	26	0	32	294	4	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	874	202	193	816	15	26	0	32	294	4	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	874	202	193	816	15	26	0	32	294	4	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	874	202	193	816	15	26	0	32	294	4	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	0.45	0.00	0.55	1.00	0.03	0.97
Final Sat.:	1750	5700	1750	1750	5499	101	784	0	966	1800	46	1754
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.12	0.11	0.15	0.15	0.03	0.00	0.03	0.16	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	17.8	38.8	80.1	27.9	48.9	48.9	10.0	0.0	10.0	41.3	41.3	69.2
Volume/Cap:	0.03	0.51	0.19	0.51	0.39	0.39	0.43	0.00	0.43	0.51	0.27	0.16
Delay/Veh:	48.7	38.1	10.9	46.3	29.8	29.8	59.5	0.0	59.5	36.7	33.2	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	38.1	10.9	46.3	29.8	29.8	59.5	0.0	59.5	36.7	33.2	15.6
LOS by Move:	D	D	B	D	C	C	E	A	E	D	C	B
HCM2kAvgQ:	0	9	4	8	8	8	3	0	3	10	5	3

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

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Level Of Service Computation Report  
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Intersection #3560: Saratoga/Graves



Street Name:	Saratoga						Graves					
Approach:	North Bound			South Bound			East 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:	75	946	4	24	948	127	176	14	110	30	31	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	946	4	24	948	127	176	14	110	30	31	31
Added Vol:	0	212	0	0	187	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1158	4	24	1135	127	176	14	110	30	31	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1158	4	24	1135	127	176	14	110	30	31	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1158	4	24	1135	127	176	14	110	30	31	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	1158	4	24	1135	127	176	14	110	30	31	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.93	0.07	1.00	0.49	0.51	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1667	133	1750	885	915	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.00	0.01	0.30	0.07	0.11	0.11	0.06	0.03	0.03	0.02
Crit Moves:	****			****			****					
Green Time:	11.6	73.1	73.1	19.4	80.8	80.8	28.6	28.6	40.2	28.6	28.6	47.9
Volume/Cap:	0.48	0.36	0.00	0.09	0.48	0.12	0.48	0.48	0.20	0.15	0.15	0.05
Delay/Veh:	58.7	15.7	12.5	47.9	13.4	10.1	45.2	45.2	33.3	41.1	41.1	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	15.7	12.5	47.9	13.4	10.1	45.2	45.2	33.3	41.1	41.1	26.4
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	8	0	1	12	2	7	7	3	2	2	1

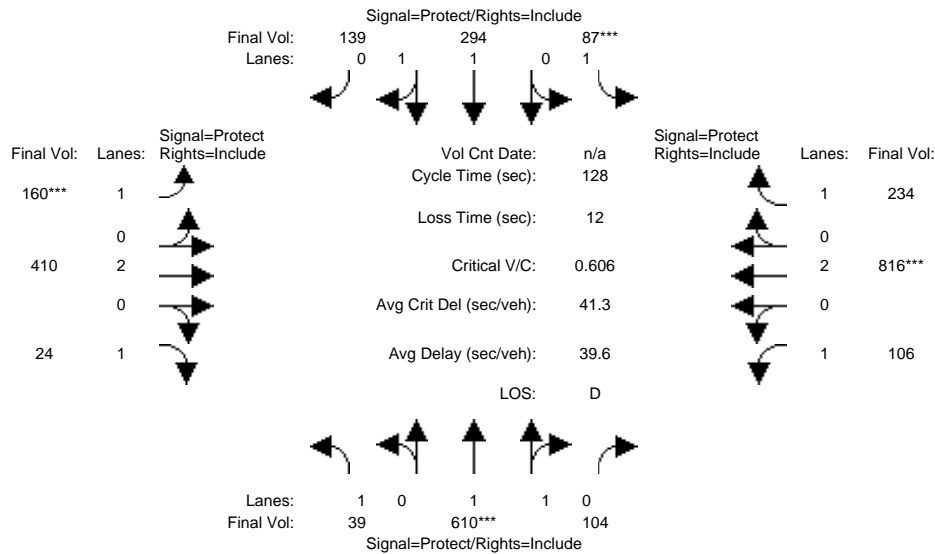
Note: Queue reported is the number of cars per lane.



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Intersection #3569: San Tomas Aquino/Hamilton



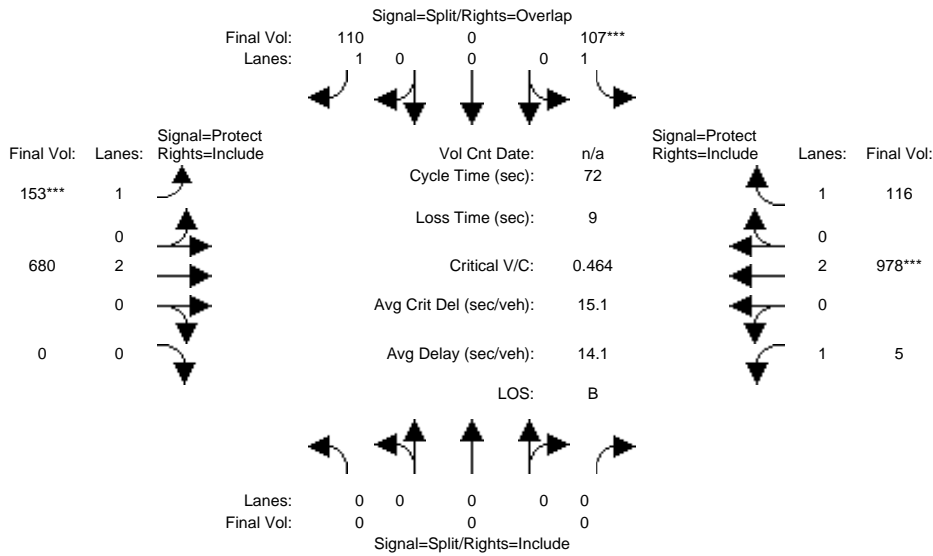
Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	610	104	87	294	139	160	369	24	106	733	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	610	104	87	294	139	160	369	24	106	733	234
Added Vol:	0	0	0	0	0	0	0	41	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	610	104	87	294	139	160	410	24	106	816	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	610	104	87	294	139	160	410	24	106	816	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	610	104	87	294	139	160	410	24	106	816	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	610	104	87	294	139	160	410	24	106	816	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.70	0.30	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3161	539	1750	2511	1187	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.12	0.12	0.09	0.11	0.01	0.06	0.21	0.13
Crit Moves:	****			****			****			****		
Green Time:	16.3	40.8	40.8	10.5	35.0	35.0	19.3	41.4	41.4	23.3	45.4	45.4
Volume/Cap:	0.17	0.61	0.61	0.61	0.43	0.43	0.61	0.33	0.04	0.33	0.61	0.38
Delay/Veh:	51.5	39.1	39.1	74.3	39.6	39.6	60.7	33.5	29.8	48.4	36.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	39.1	39.1	74.3	39.6	39.6	60.7	33.5	29.8	48.4	36.0	32.5
LOS by Move:	D	D	D	E	D	D	E	C	C	D	D	C
HCM2kAvgQ:	2	12	12	5	7	7	7	6	1	4	13	7

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

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Intersection #3601: Johnson/Prospect



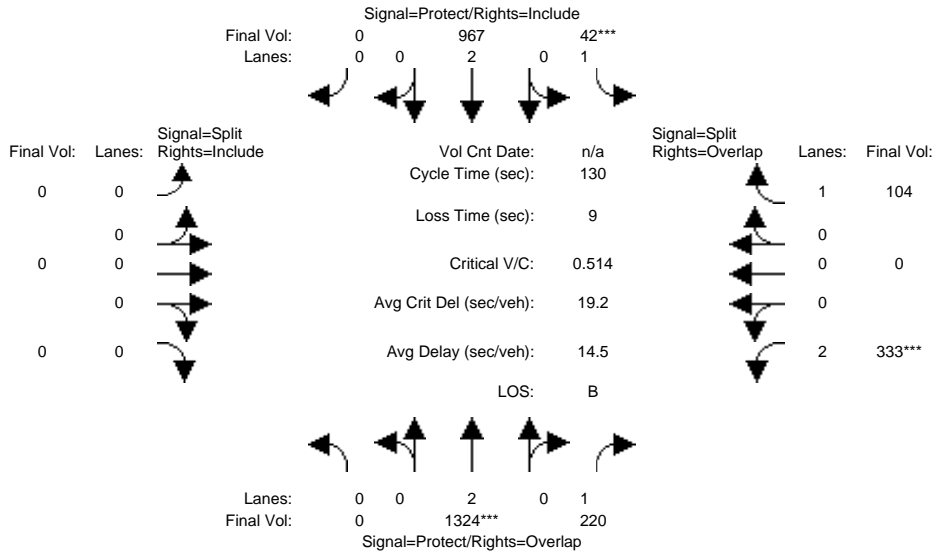
Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	107	0	110	153	595	0	5	911	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	110	153	595	0	5	911	116
Added Vol:	0	0	0	0	0	0	0	85	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	107	0	110	153	680	0	5	978	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	110	153	680	0	5	978	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	110	153	680	0	5	978	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	107	0	110	153	680	0	5	978	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.09	0.18	0.00	0.00	0.26	0.07
Crit Moves:				****		****				****		
Green Time:	0.0	0.0	0.0	10.0	0.0	23.4	13.4	34.3	0.0	18.7	39.6	39.6
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.19	0.47	0.38	0.00	0.01	0.47	0.12
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	18.2	30.9	12.6	0.0	19.9	10.6	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	18.2	30.9	12.6	0.0	19.9	10.6	8.1
LOS by Move:	A	A	A	C	A	B	C	B	A	B	B	A
HCM2kAvgQ:	0	0	0	3	0	2	4	5	0	0	6	1

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

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Intersection #3736: Saratoga/Payne



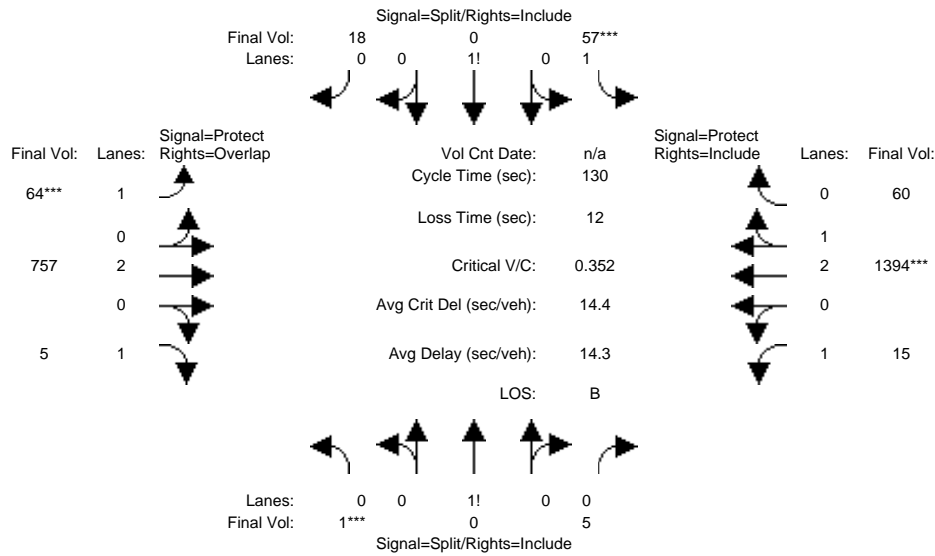
Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1111	220	42	779	0	0	0	0	333	0	104
Growth Adj:	1.00	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	1111	220	42	779	0	0	0	0	333	0	104
Added Vol:	0	213	0	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1324	220	42	967	0	0	0	0	333	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1324	220	42	967	0	0	0	0	333	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1324	220	42	967	0	0	0	0	333	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1324	220	42	967	0	0	0	0	333	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.13	0.02	0.25	0.00	0.00	0.00	0.00	0.00	0.11	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	87.5	114.0	7.0	94.5	0.0	0.0	0.0	0.0	0.0	26.5	0.0
Volume/Cap:	0.00	0.52	0.14	0.45	0.35	0.00	0.00	0.00	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	10.9	1.2	63.0	6.6	0.0	0.0	0.0	0.0	46.8	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	10.9	1.2	63.0	6.6	0.0	0.0	0.0	0.0	46.8	0.0	38.3
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	13	1	2	7	0	0	0	0	7	0	4

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

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Intersection #3746: Prospect/Westgate West



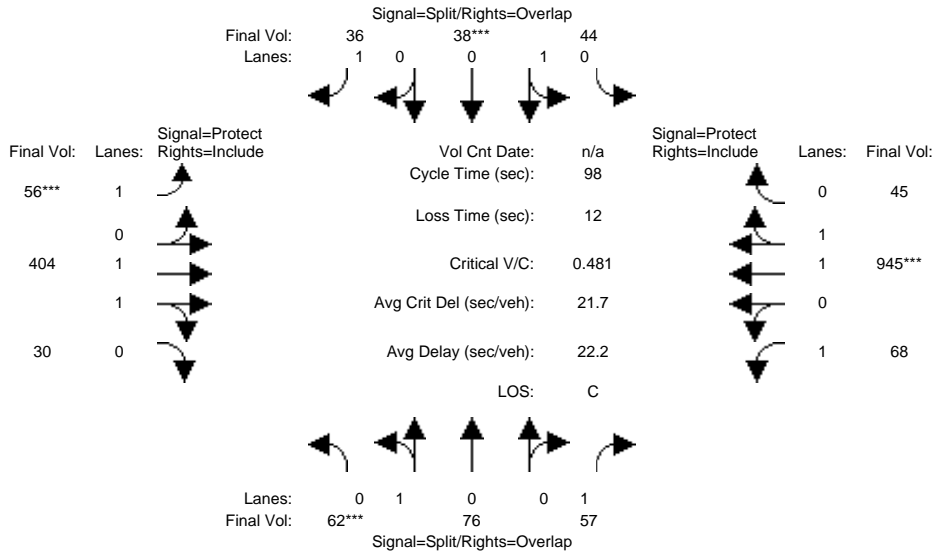
Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	5	57	0	18	64	678	5	15	1251	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	57	0	18	64	678	5	15	1251	60
Added Vol:	0	0	0	0	0	0	0	79	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	5	57	0	18	64	757	5	15	1394	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	5	57	0	18	64	757	5	15	1394	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	5	57	0	18	64	757	5	15	1394	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	0	5	57	0	18	64	757	5	15	1394	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	0.00	0.83	1.61	0.00	0.39	1.00	2.00	1.00	1.00	2.87	0.13
Final Sat.:	292	0	1458	2823	0	677	1750	3800	1750	1750	5369	231
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.20	0.00	0.01	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	12.1	77.1	87.1	20.9	85.9	85.9
Volume/Cap:	0.04	0.00	0.04	0.26	0.00	0.35	0.39	0.34	0.00	0.05	0.39	0.39
Delay/Veh:	55.7	0.0	55.7	57.0	0.0	57.9	57.1	13.5	7.1	46.3	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	0.0	55.7	57.0	0.0	57.9	57.1	13.5	7.1	46.3	10.2	10.2
LOS by Move:	E	A	E	E	A	E	E	B	A	D	B	B
HCM2kAvgQ:	0	0	0	2	0	2	3	7	0	1	9	9

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

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Intersection #3876: Fallbrook/Campbell



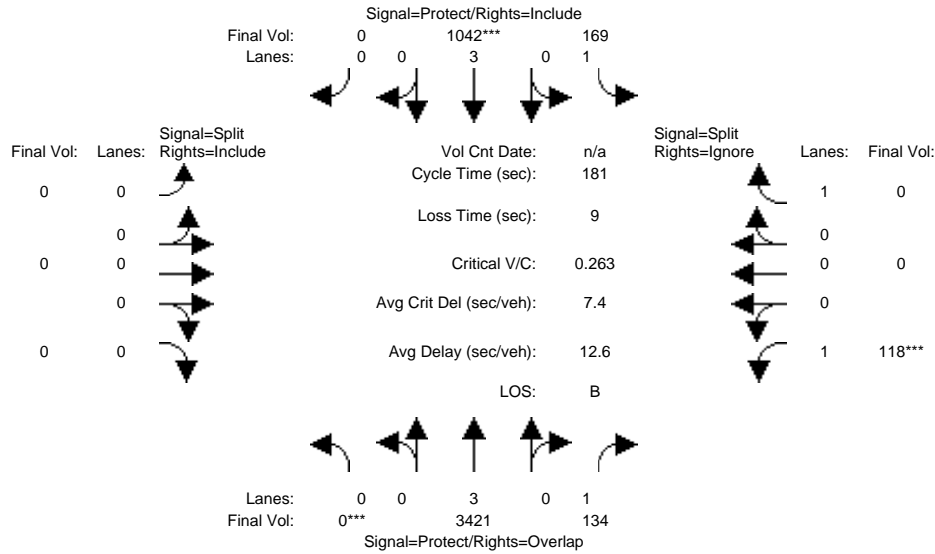
Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	76	57	44	38	36	56	371	30	68	903	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	76	57	44	38	36	56	371	30	68	903	45
Added Vol:	0	0	0	0	0	0	0	33	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	76	57	44	38	36	56	404	30	68	945	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	76	57	44	38	36	56	404	30	68	945	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	76	57	44	38	36	56	404	30	68	945	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	76	57	44	38	36	56	404	30	68	945	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.45	0.55	1.00	0.54	0.46	1.00	1.00	1.86	0.14	1.00	1.91	0.09
Final Sat.:	809	991	1750	966	834	1750	1750	3444	256	1750	3532	168
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.05	0.02	0.03	0.12	0.12	0.04	0.27	0.27
Crit Moves:	****			****		****				****		
Green Time:	15.4	15.4	38.3	10.0	10.0	17.0	7.0	37.7	37.7	22.9	53.6	53.6
Volume/Cap:	0.49	0.49	0.08	0.45	0.45	0.12	0.45	0.31	0.31	0.17	0.49	0.49
Delay/Veh:	43.7	43.7	19.0	49.1	49.1	35.0	54.8	21.6	21.6	30.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	43.7	19.0	49.1	49.1	35.0	54.8	21.6	21.6	30.8	14.6	14.6
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2kAvgQ:	5	5	1	3	3	1	2	5	5	2	9	9

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

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Intersection #5632: LAWRENCE/MITTY



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	114	114	22	146	0	0	0	0	24	0	24
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	3242	134	169	906	0	0	0	0	118	0	759
Growth Adj:	1.00	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	3242	134	169	906	0	0	0	0	118	0	759
Added Vol:	0	179	0	0	136	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3421	134	169	1042	0	0	0	0	118	0	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3421	134	169	1042	0	0	0	0	118	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3421	134	169	1042	0	0	0	0	118	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	3421	134	169	1042	0	0	0	0	118	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

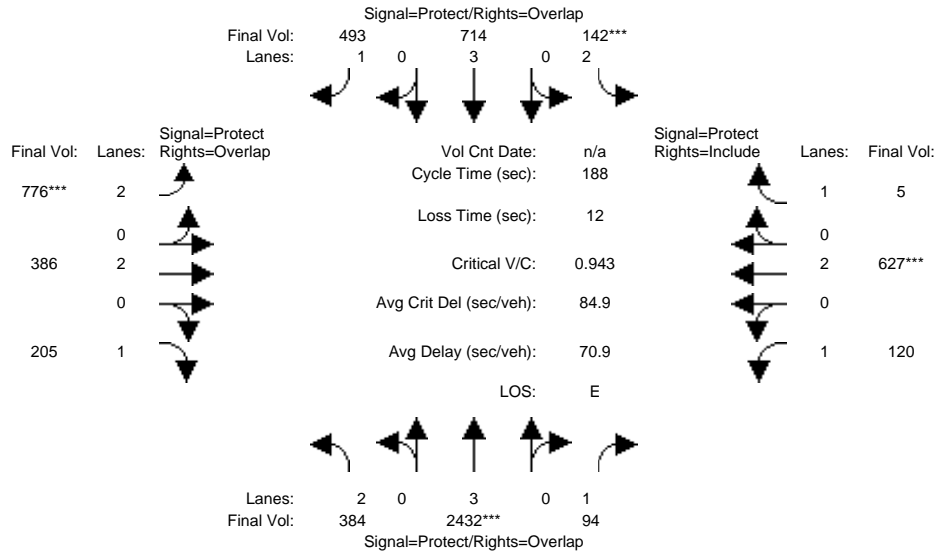
Vol/Sat:	0.00	0.60	0.08	0.10	0.18	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	122	148.4	23.6	146	0.0	0.0	0.0	0.0	26.0	0.0	0.0
Volume/Cap:	0.00	0.89	0.09	0.74	0.23	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	11.2	0.0	87.9	0.0	0.0	0.0	0.0	0.0	72.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	0.0	87.9	0.0	0.0	0.0	0.0	0.0	72.6	0.0	0.0
LOS by Move:	A	B	A	F	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	29	0	10	0	0	0	0	0	7	0	0

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

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Bkgd+School AM

Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	14	62	62	44	62	62	16	40	40
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7

Volume Module:

Base Vol:	350	2253	94	142	578	493	776	386	162	120	627	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	2253	94	142	578	493	776	386	162	120	627	5
Added Vol:	34	179	0	0	136	0	0	0	43	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	2432	94	142	714	493	776	386	205	120	627	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	2432	94	142	714	493	776	386	205	120	627	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	2432	94	142	714	493	776	386	205	120	627	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	384	2432	94	142	714	493	776	386	205	120	627	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

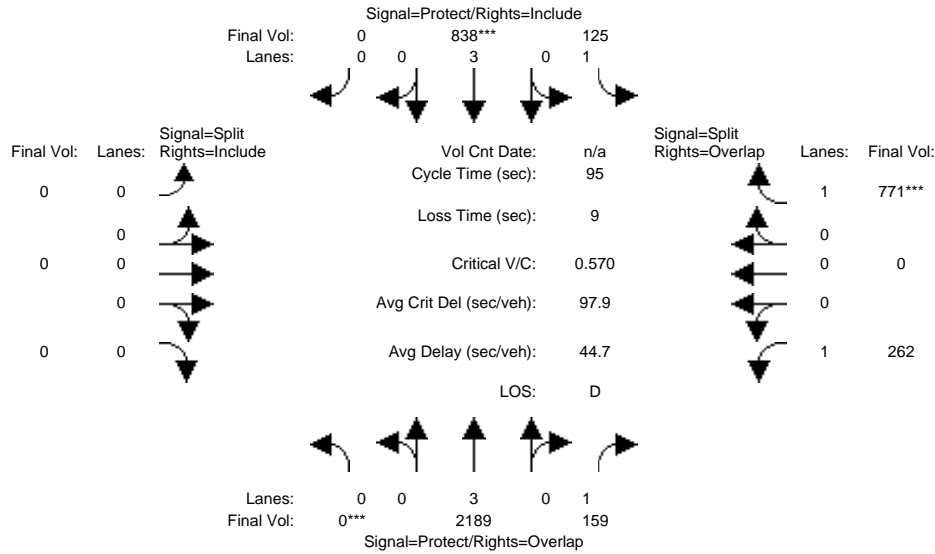
Vol/Sat:	0.12	0.43	0.05	0.05	0.13	0.28	0.25	0.10	0.12	0.07	0.17	0.00
Crit Moves:	****			****			****			****		
Green Time:	24.7	77.3	94.7	14.0	66.7	111.3	44.7	67.3	91.9	17.4	40.0	40.0
Volume/Cap:	0.93	1.04	0.11	0.61	0.35	0.48	1.04	0.28	0.24	0.74	0.78	0.01
Delay/Veh:	108.2	77.8	18.7	88.8	42.1	13.3	114.6	43.2	27.9	99.9	74.5	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.2	77.8	18.7	88.8	42.1	13.3	114.6	43.2	27.9	99.9	74.5	58.4
LOS by Move:	F	E	B	F	D	B	F	D	C	F	E	E
HCM2kAvgQ:	14	52	2	5	8	10	33	8	7	9	18	0

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

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Intersection #5634: LAWRENCE/DOYLE



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	51	51	11	67	0	0	0	0	17	0	17
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	1976	159	125	659	0	0	0	0	262	0	771
Growth Adj:	1.00	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	1976	159	125	659	0	0	0	0	262	0	771
Added Vol:	0	213	0	0	179	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2189	159	125	838	0	0	0	0	262	0	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2189	159	125	838	0	0	0	0	262	0	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2189	159	125	838	0	0	0	0	262	0	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2189	159	125	838	0	0	0	0	262	0	771

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.09	0.07	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	****			****						****		
Green Time:	0.0	55.1	74.1	11.9	67.0	0.0	0.0	0.0	0.0	19.0	0.0	30.9
Volume/Cap:	0.00	0.66	0.12	0.57	0.21	0.00	0.00	0.00	0.00	0.75	0.00	1.36
Delay/Veh:	0.0	8.9	0.0	42.7	1.2	0.0	0.0	0.0	0.0	44.4	0.0	203.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	0.0	42.7	1.2	0.0	0.0	0.0	0.0	44.4	0.0	203.1
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	9	0	4	1	0	0	0	0	10	0	53

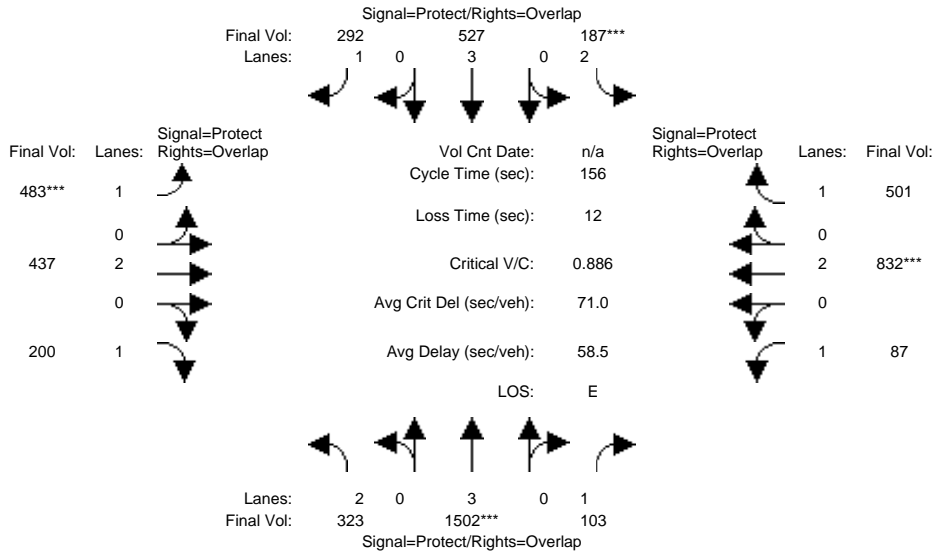
Note: Queue reported is the number of cars per lane.



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Intersection #5635: Lawrence Expwy/Prospect



Street Name:	Lawrence Expwy						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	47	47	15	44	44	27	55	55	16	44	44
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0

Volume Module:												
Base Vol:	284	1404	105	129	406	292	483	414	139	87	804	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1404	105	129	406	292	483	414	139	87	804	386
Added Vol:	39	98	-2	58	121	0	0	23	61	0	28	115
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	1502	103	187	527	292	483	437	200	87	832	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	1502	103	187	527	292	483	437	200	87	832	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	1502	103	187	527	292	483	437	200	87	832	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	323	1502	103	187	527	292	483	437	200	87	832	501

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

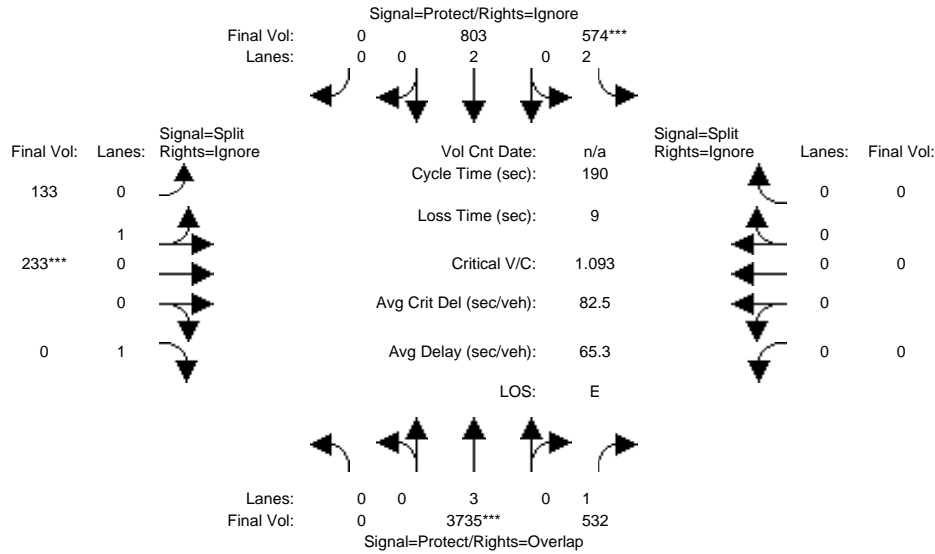
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.06	0.06	0.09	0.17	0.28	0.12	0.11	0.05	0.22	0.29
Crit Moves:	****			****		****				****		
Green Time:	18.0	47.0	65.5	15.0	44.0	82.0	38.0	63.5	81.5	18.5	44.0	59.0
Volume/Cap:	0.89	0.87	0.14	0.62	0.33	0.32	1.13	0.28	0.22	0.42	0.78	0.76
Delay/Veh:	90.5	56.3	24.4	71.6	44.4	15.5	144.2	31.1	20.2	65.2	55.1	47.3
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:	90.5	56.3	24.4	71.6	44.4	15.5	144.2	31.1	20.2	65.2	55.1	47.3
LOS by Move:	F	E	C	E	D	B	F	C	C	E	E	D
HCM2kAvgQ:	10	23	2	5	6	6	34	7	5	4	18	23

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

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Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



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	115	115	31	150	0	28	28	28	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	4.0	4.0	4.0

Volume Module:

Base Vol:	0	3556	532	574	755	0	133	233	263	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3556	532	574	755	0	133	233	263	0	0	0
Added Vol:	0	179	0	0	48	0	0	0	88	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3735	532	574	803	0	133	233	351	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3735	532	574	803	0	133	233	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3735	532	574	803	0	133	233	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3735	532	574	803	0	133	233	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.36	0.64	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	654	1146	1750	0	0	0

Capacity Analysis Module:

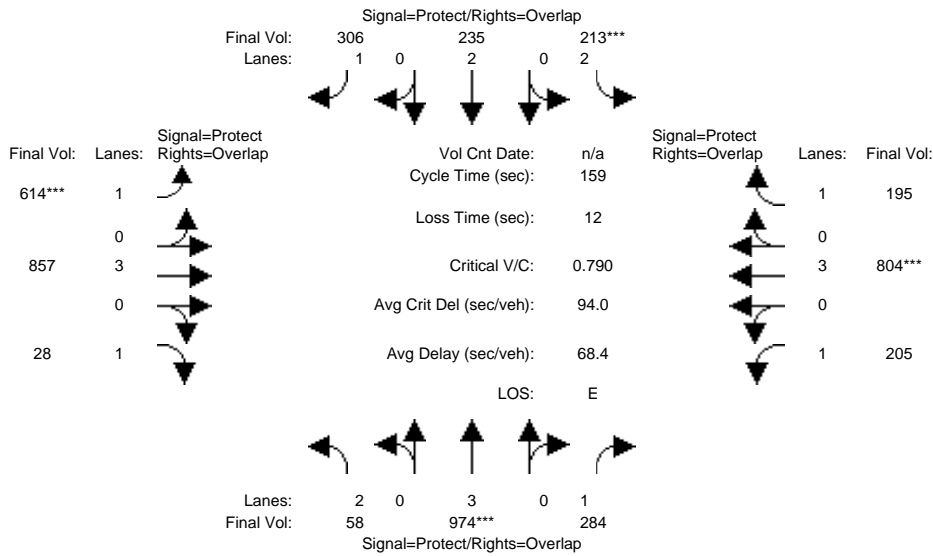
Vol/Sat:	0.00	0.66	0.30	0.18	0.21	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.0	31.2	146	0.0	34.8	34.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.08	0.50	1.11	0.27	0.00	1.11	1.11	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	64.2	12.3	152.6	0.1	0.0	160.1	160	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	64.2	12.3	152.6	0.1	0.0	160.1	160	0.0	0.0	0.0	0.0
LOS by Move:	A	E	B	F	A	A	F	F	A	A	A	A
HCM2kAvgQ:	0	82	10	27	0	0	30	30	0	0	0	0

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

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Intersection #5640: Lawrence Expwy/Saratoga

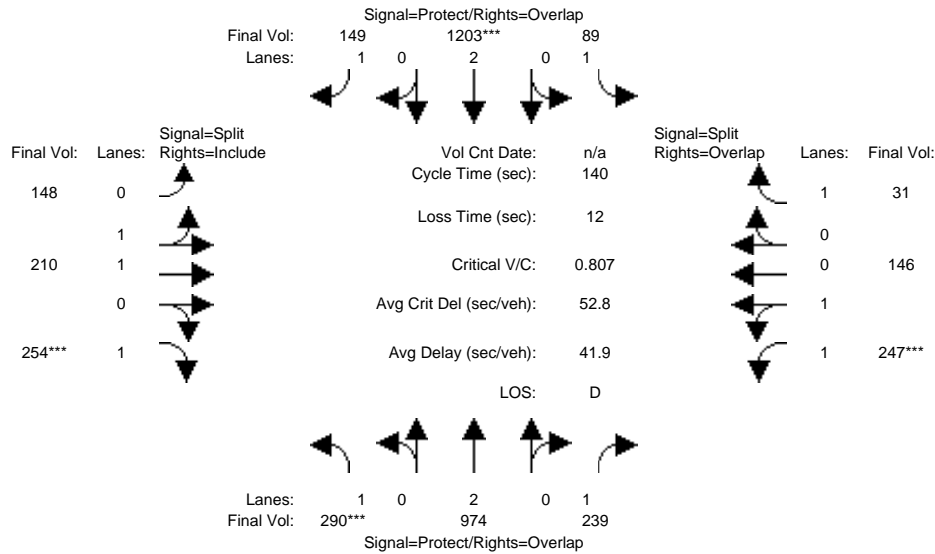


Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	58	58	3	52	52	38	55	55	19	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module:												
Base Vol:	58	933	275	31	235	306	614	650	28	190	714	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	933	275	31	235	306	614	650	28	190	714	101
Added Vol:	0	41	9	182	0	0	0	207	0	15	90	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	974	284	213	235	306	614	857	28	205	804	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	974	284	213	235	306	614	857	28	205	804	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	974	284	213	235	306	614	857	28	205	804	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	974	284	213	235	306	614	857	28	205	804	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.16	0.07	0.06	0.17	0.35	0.15	0.02	0.12	0.14	0.11
Crit Moves:	****			****			****			****		
Green Time:	10.7	58.0	78.7	8.6	55.8	100.3	44.4	59.8	70.5	20.7	36.0	44.6
Volume/Cap:	0.27	0.47	0.33	1.26	0.18	0.28	1.26	0.40	0.04	0.90	0.62	0.40
Delay/Veh:	71.1	36.1	19.0	229.1	33.7	6.7	188.1	36.6	25.0	102.6	56.3	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:	71.1	36.1	19.0	229.1	33.7	6.7	188.1	36.6	25.0	102.6	56.3	46.9
LOS by Move:	E	D	B	F	C	A	F	D	C	F	E	D
HCM2kAvgQ:	1	10	6	10	3	3	49	10	1	14	12	8

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

El Paseo Mixed Use Development  
 San Jose, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Bkgd+School PM

Intersection #6: Saratoga/Cox



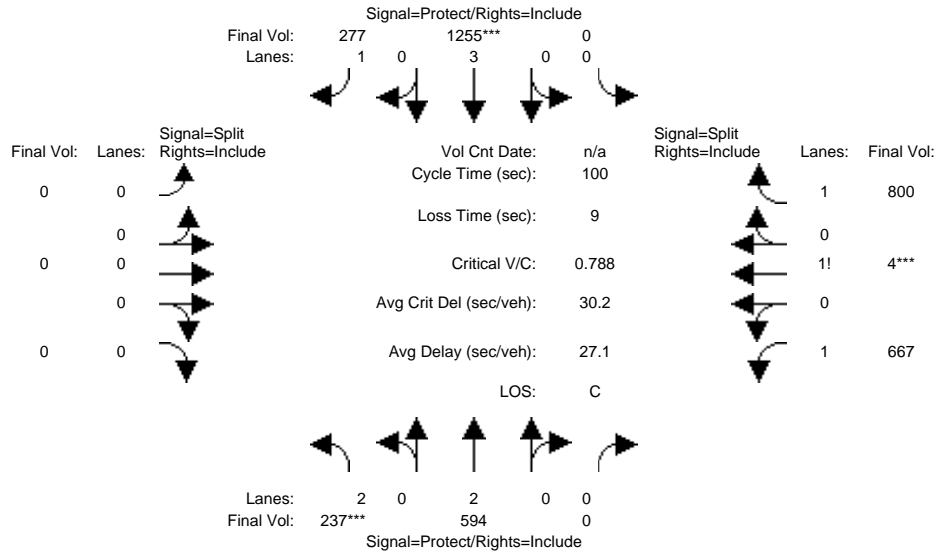
Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	947	239	89	1167	143	147	210	254	247	146	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	947	239	89	1167	143	147	210	254	247	146	31
Added Vol:	0	27	0	0	36	6	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	974	239	89	1203	149	148	210	254	247	146	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	974	239	89	1203	149	148	210	254	247	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	974	239	89	1203	149	148	210	254	247	146	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	290	974	239	89	1203	149	148	210	254	247	146	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	1.15	1.00	1.27	0.73	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1529	2169	1750	2231	1319	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.14	0.05	0.32	0.09	0.10	0.10	0.15	0.11	0.11	0.02
Crit Moves:	****			****			****	****				
Green Time:	28.7	69.8	89.0	13.8	54.9	80.1	25.2	25.2	25.2	19.2	19.2	33.0
Volume/Cap:	0.81	0.51	0.21	0.51	0.81	0.15	0.54	0.54	0.81	0.81	0.81	0.08
Delay/Veh:	65.7	23.9	10.9	62.5	41.2	14.1	53.0	53.0	69.3	68.3	68.3	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	23.9	10.9	62.5	41.2	14.1	53.0	53.0	69.3	68.3	68.3	41.7
LOS by Move:	E	C	B	E	D	B	D	D	E	E	E	D
HCM2kAvgQ:	13	14	5	5	24	3	8	8	13	11	11	1

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

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Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
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Bkgd+School PM

Intersection #7: Saratoga/SR 85 NB Ramps



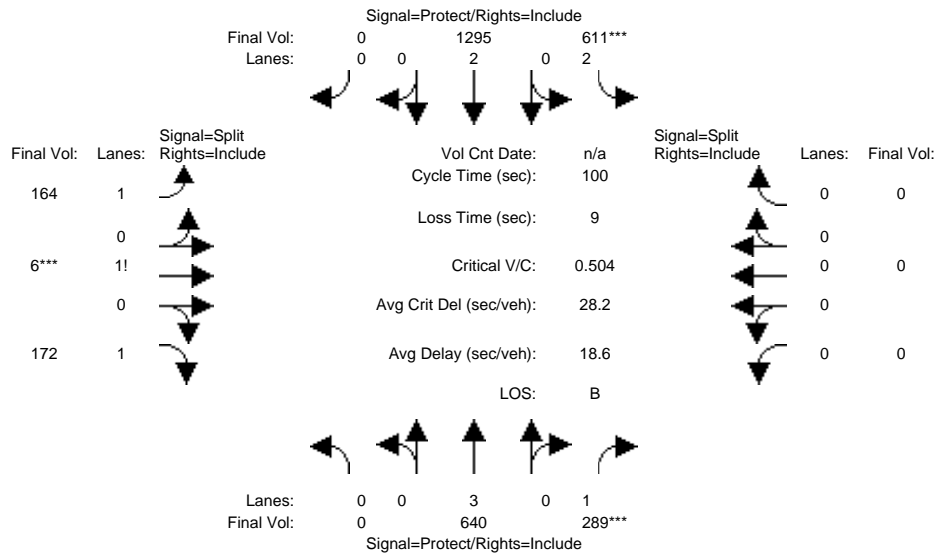
Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	237	592	0	0	1220	277	0	0	0	667	4	775
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	592	0	0	1220	277	0	0	0	667	4	775
Added Vol:	0	2	0	0	35	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	594	0	0	1255	277	0	0	0	667	4	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	594	0	0	1255	277	0	0	0	667	4	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	594	0	0	1255	277	0	0	0	667	4	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	594	0	0	1255	277	0	0	0	667	4	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2541	9	2699
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.00	0.22	0.16	0.00	0.00	0.00	0.26	0.42	0.30
Crit Moves:	****			****						****		
Green Time:	9.6	37.5	0.0	0.0	28.0	28.0	0.0	0.0	0.0	53.5	53.5	53.5
Volume/Cap:	0.79	0.42	0.00	0.00	0.79	0.57	0.00	0.00	0.00	0.49	0.79	0.55
Delay/Veh:	57.2	23.3	0.0	0.0	36.0	32.4	0.0	0.0	0.0	14.8	21.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	23.3	0.0	0.0	36.0	32.4	0.0	0.0	0.0	14.8	21.0	15.6
LOS by Move:	E	C	A	A	D	C	A	A	A	B	C	B
HCM2kAvgQ:	5	7	0	0	12	7	0	0	0	10	21	12

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #8: Saratoga/SR 85 SB Ramps



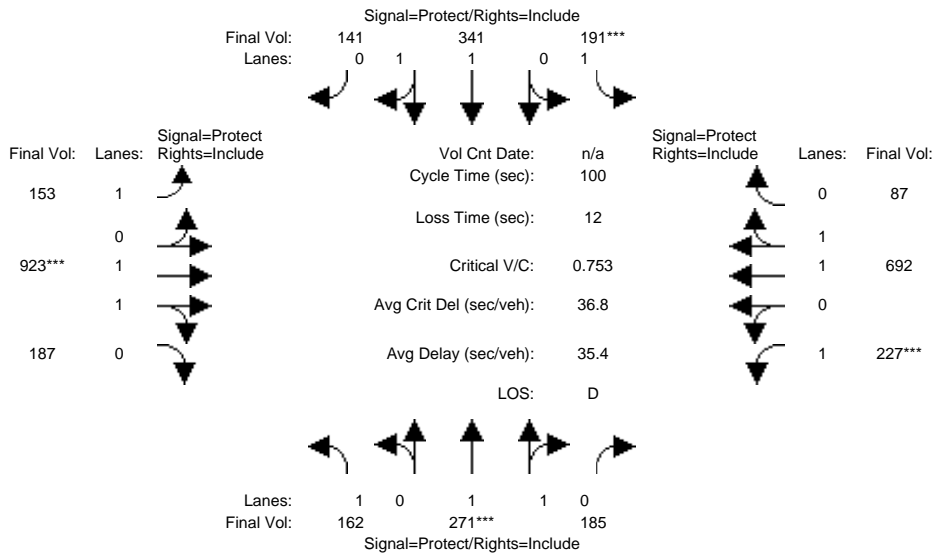
Street Name:	Saratoga						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	638	289	588	1283	0	164	6	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	638	289	588	1283	0	164	6	172	0	0	0
Added Vol:	0	2	0	23	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	640	289	611	1295	0	164	6	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	640	289	611	1295	0	164	6	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	289	611	1295	0	164	6	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	640	289	611	1295	0	164	6	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.47	0.03	1.50	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2575	60	2615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.17	0.19	0.34	0.00	0.06	0.10	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	32.8	32.8	38.5	71.3	0.0	19.7	19.7	19.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.50	0.50	0.48	0.00	0.32	0.50	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	25.6	27.8	23.8	6.4	0.0	34.6	36.4	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	27.8	23.8	6.4	0.0	34.6	36.4	34.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	5	8	8	8	0	3	6	3	0	0	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	271	185	191	341	141	153	913	187	227	681	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	271	185	191	341	141	153	913	187	227	681	87
Added Vol:	0	0	0	0	0	0	0	10	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	271	185	191	341	141	153	923	187	227	692	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	271	185	191	341	141	153	923	187	227	692	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	271	185	191	341	141	153	923	187	227	692	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	271	185	191	341	141	153	923	187	227	692	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.17	0.83	1.00	1.40	0.60	1.00	1.65	0.35	1.00	1.77	0.23
Final Sat.:	1750	2198	1500	1750	2617	1082	1750	3076	623	1750	3286	413
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.11	0.13	0.13	0.09	0.30	0.30	0.13	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	12.8	16.4	16.4	14.5	18.1	18.1	16.8	39.9	39.9	17.2	40.4	40.4
Volume/Cap:	0.72	0.75	0.75	0.75	0.72	0.72	0.52	0.75	0.75	0.75	0.52	0.52
Delay/Veh:	52.8	45.2	45.2	53.0	42.5	42.5	39.7	28.1	28.1	49.6	22.9	22.9
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:	52.8	45.2	45.2	53.0	42.5	42.5	39.7	28.1	28.1	49.6	22.9	22.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	9	9	8	9	9	5	15	15	9	9	9

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

El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+School PM

Intersection #18: Quito/Northlawn

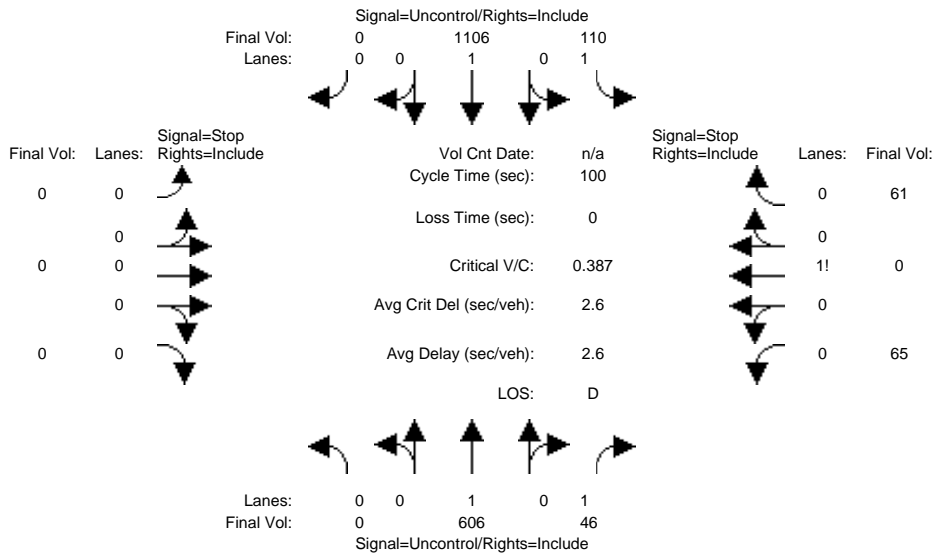


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R) and Volume Module data (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Critical Gap Module table showing Critical Gp and FollowUpTim values for different approaches and movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., Total Cap, and Volume/Cap for different approaches and movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	606	46	110	1106	0	0	0	0	65	0	61							
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		33.7												

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

Signal Warrant Rule #1: [vehicle-hours=1.2]

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

Signal Warrant Rule #2: [approach volume=126]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1994]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	606	46	110	1106	0	0	0	0	65	0	61							

Major Street Volume: 1868

Minor Approach Volume: 126

Minor Approach Volume Threshold: 70 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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

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

El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+School PM

Intersection #19: Quito/Cox

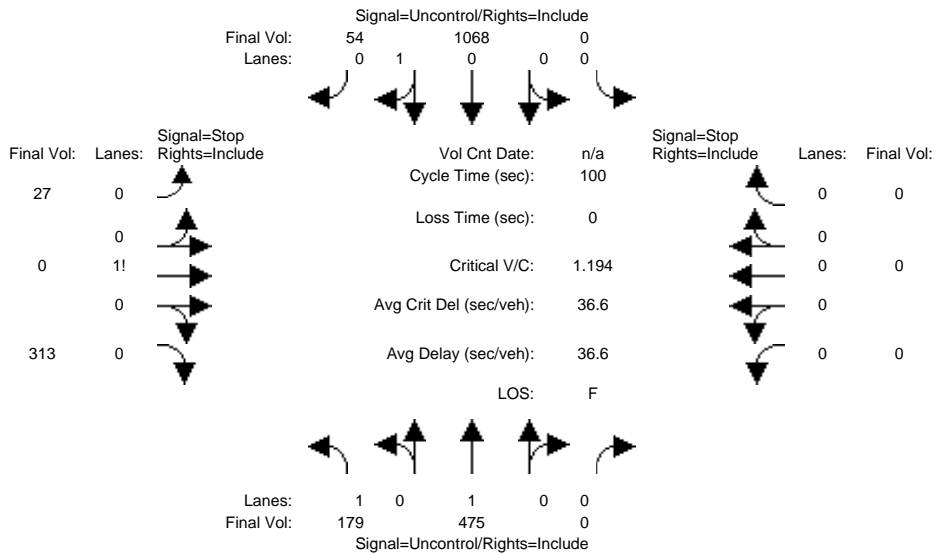


Table with columns for Street Name (Quito, Cox), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim. Values are provided for each approach and movement.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Total Cap., and Volume/Cap. Values are provided for each approach and movement.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Values are provided for each approach and movement.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #19 Quito/Cox
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	179	475	0	0	1068	54	27	0	313	0	0	0
ApproachDel:	xxxxxx			xxxxxx			221.0			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=20.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=340]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2116]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	179	475	0	0	1068	54	27	0	313	0	0	0

Major Street Volume: 1776

Minor Approach Volume: 340

Minor Approach Volume Threshold: 87 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

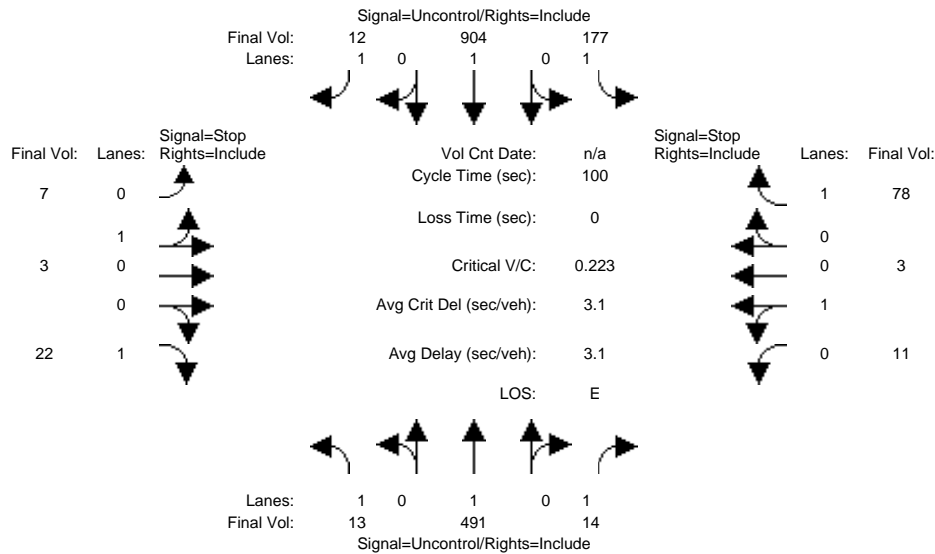
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+School PM

Intersection #20: Quito/McCoy



Street Name: Quito McCoy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 12 rows representing volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns representing movements and 12 rows representing critical gap metrics: Critical Gap, FollowUpTime.

Table with 12 columns representing movements and 12 rows representing capacity metrics: Conflict Vol, Potent Cap, Move Cap, Volume/Cap.

Table with 12 columns representing movements and 12 rows representing level of service metrics: 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #20 Quito/McCoy
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 491 14	177 904 12	7 3 22	11 3 78
ApproachDel:	xxxxxx	xxxxxx	41.6	25.1

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=32]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1735]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.6]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=92]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1735]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #20 Quito/McCoy  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 491 14	177 904 12	7 3 22	11 3 78
Major Street Volume:	1611			
Minor Approach Volume:	92			
Minor Approach Volume Threshold:	169			

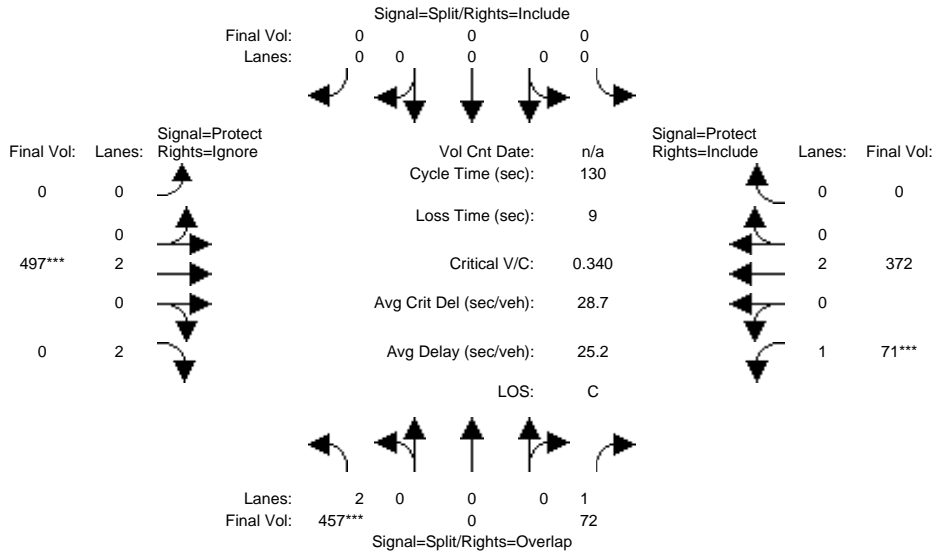
SIGNAL WARRANT DISCLAIMER  
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3089: Campbell/Hamilton



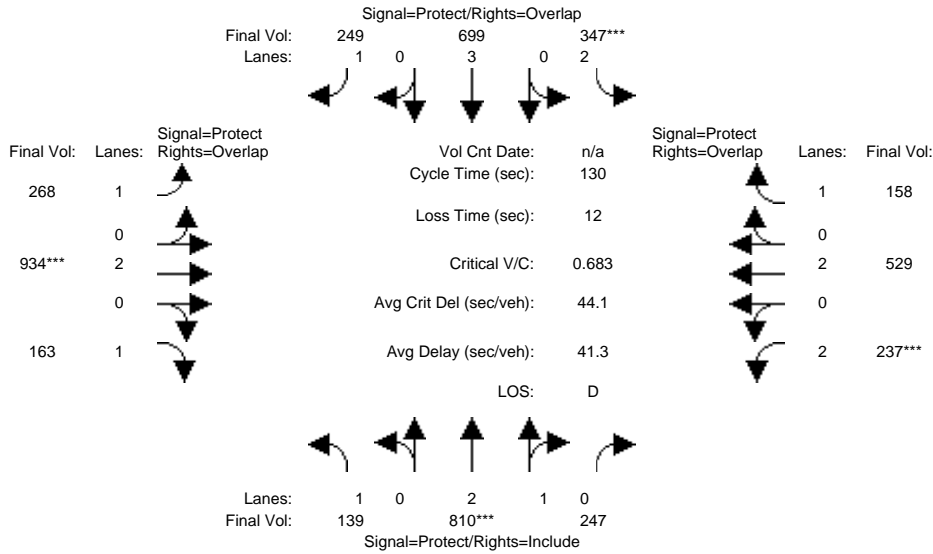
Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	72	0	0	0	0	480	948	71	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	72	0	0	0	0	480	948	71	359	0
Added Vol:	7	0	0	0	0	0	0	17	-1	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	0	72	0	0	0	0	497	947	71	372	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	457	0	72	0	0	0	0	497	0	71	372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	0	72	0	0	0	0	497	0	71	372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	457	0	72	0	0	0	0	497	0	71	372	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.00	0.04	0.10	0.00
Crit Moves:	****						****		****			
Green Time:	55.5	0.0	71.0	0.0	0.0	0.0	0.0	50.0	0.0	15.5	65.5	0.0
Volume/Cap:	0.34	0.00	0.08	0.00	0.00	0.00	0.00	0.34	0.00	0.34	0.19	0.00
Delay/Veh:	25.1	0.0	14.0	0.0	0.0	0.0	0.0	28.5	0.0	53.5	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	0.0	14.0	0.0	0.0	0.0	0.0	28.5	0.0	53.5	17.8	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	7	0	1	0	0	0	0	7	0	3	4	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3090: Saratoga/Campbell



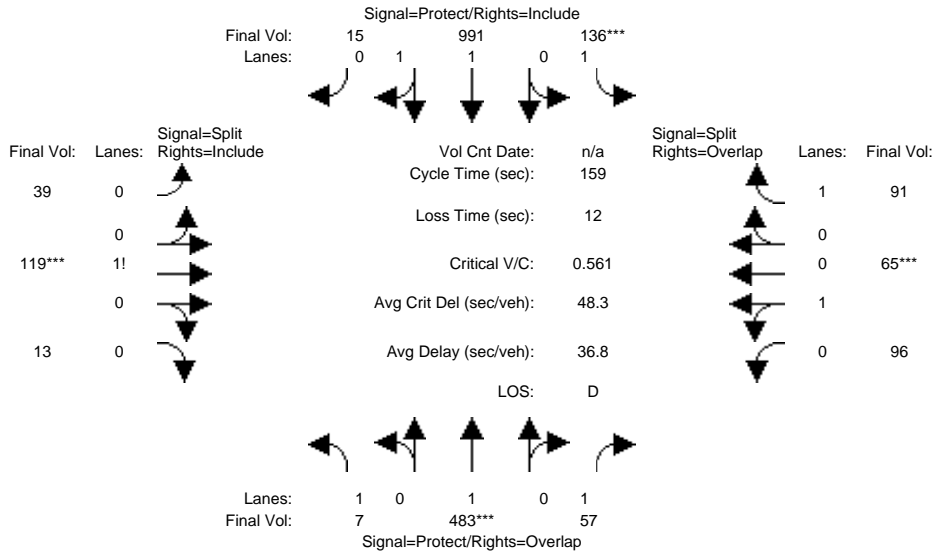
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	775	243	314	652	249	274	930	128	231	511	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	775	243	314	652	249	274	930	128	231	511	134
Added Vol:	5	35	4	33	47	0	-6	4	35	6	18	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	810	247	347	699	249	268	934	163	237	529	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	810	247	347	699	249	268	934	163	237	529	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	810	247	347	699	249	268	934	163	237	529	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	810	247	347	699	249	268	934	163	237	529	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.27	0.73	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4290	1308	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.11	0.12	0.14	0.15	0.25	0.09	0.08	0.14	0.09
Crit Moves:	****			****			****			****		
Green Time:	22.4	35.9	35.9	21.0	34.5	66.5	32.0	46.8	69.1	14.3	29.1	50.1
Volume/Cap:	0.46	0.68	0.68	0.68	0.46	0.28	0.62	0.68	0.18	0.68	0.62	0.23
Delay/Veh:	49.5	43.2	43.2	55.2	40.2	18.2	46.4	36.8	15.8	61.2	46.9	27.2
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:	49.5	43.2	43.2	55.2	40.2	18.2	46.4	36.8	15.8	61.2	46.9	27.2
LOS by Move:	D	D	D	E	D	B	D	D	B	E	D	C
HCM2kAvgQ:	5	13	13	8	7	6	10	16	3	6	9	4

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3358: BUCKNALL/QUITO



Approach:	North Bound			South Bound			East 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:	7	482	57	136	980	15	39	119	13	96	65	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	482	57	136	980	15	39	119	13	96	65	91
Added Vol:	0	1	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	483	57	136	991	15	39	119	13	96	65	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	483	57	136	991	15	39	119	13	96	65	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	483	57	136	991	15	39	119	13	96	65	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	483	57	136	991	15	39	119	13	96	65	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.23	0.69	0.08	0.60	0.40	1.00
Final Sat.:	1750	1900	1750	1750	3645	55	399	1218	133	1073	727	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.03	0.08	0.27	0.27	0.10	0.10	0.10	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.1	72.0	97.3	22.0	80.9	80.9	27.7	27.7	27.7	25.3	25.3	47.3
Volume/Cap:	0.05	0.56	0.05	0.56	0.53	0.53	0.56	0.56	0.56	0.56	0.56	0.17
Delay/Veh:	67.3	32.8	12.4	67.0	26.6	26.6	62.5	62.5	62.5	64.2	64.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	32.8	12.4	67.0	26.6	26.6	62.5	62.5	62.5	64.2	64.2	41.5
LOS by Move:	E	C	B	E	C	C	E	E	E	E	E	D
HCM2kAvgQ:	0	17	1	7	17	17	9	9	9	8	8	3

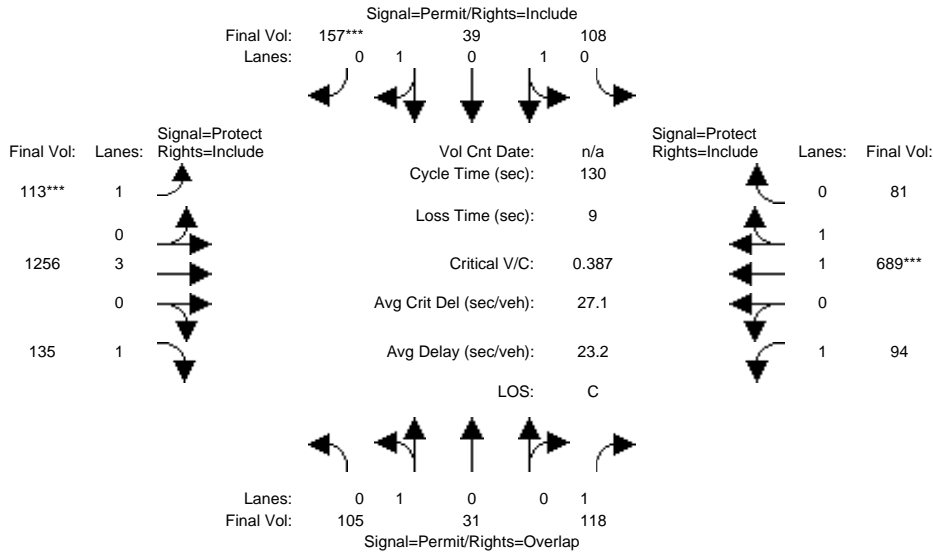
Note: Queue reported is the number of cars per lane.



El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3375: Westgate/Campbell



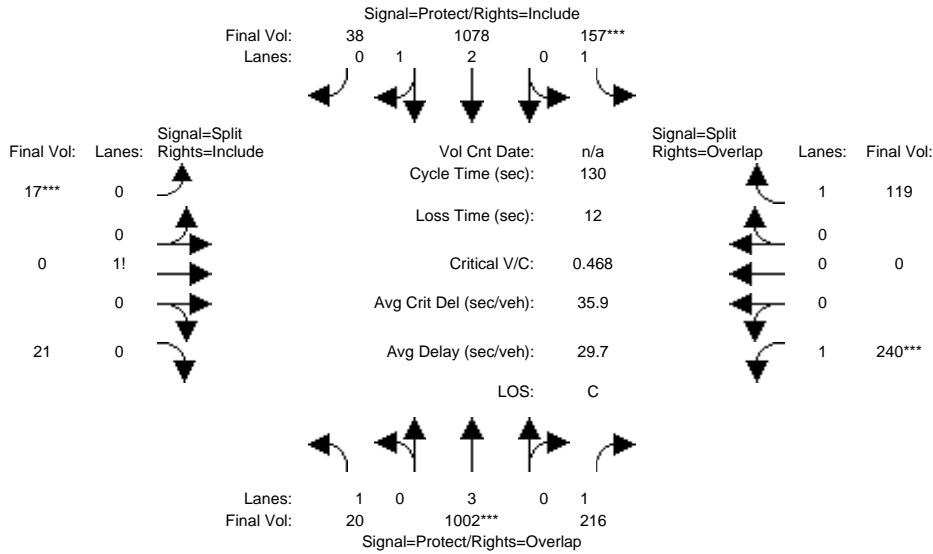
Street Name:	Westgate Entrance						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	31	104	108	39	157	113	1255	94	80	683	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	31	104	108	39	157	113	1255	94	80	683	81
Added Vol:	42	0	14	0	0	0	0	1	41	14	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	31	118	108	39	157	113	1256	135	94	689	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	31	118	108	39	157	113	1256	135	94	689	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	31	118	108	39	157	113	1256	135	94	689	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	31	118	108	39	157	113	1256	135	94	689	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.77	0.23	1.00	0.73	0.27	1.00	1.00	3.00	1.00	1.00	1.78	0.22
Final Sat.:	1390	410	1750	1322	478	1800	1750	5700	1750	1750	3310	389
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.07	0.08	0.08	0.09	0.06	0.22	0.08	0.05	0.21	0.21
Crit Moves:						****	****					
Green Time:	29.3	29.3	47.3	29.3	29.3	29.3	21.7	73.7	73.7	18.0	70.0	70.0
Volume/Cap:	0.33	0.33	0.19	0.36	0.36	0.39	0.39	0.39	0.14	0.39	0.39	0.39
Delay/Veh:	42.7	42.7	28.3	42.7	42.7	43.0	49.1	15.7	13.3	52.0	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	42.7	28.3	42.7	42.7	43.0	49.1	15.7	13.3	52.0	17.6	17.6
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	5	3	5	5	6	4	9	3	4	9	9

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3464: Saratoga/El Paseo de Saratoga



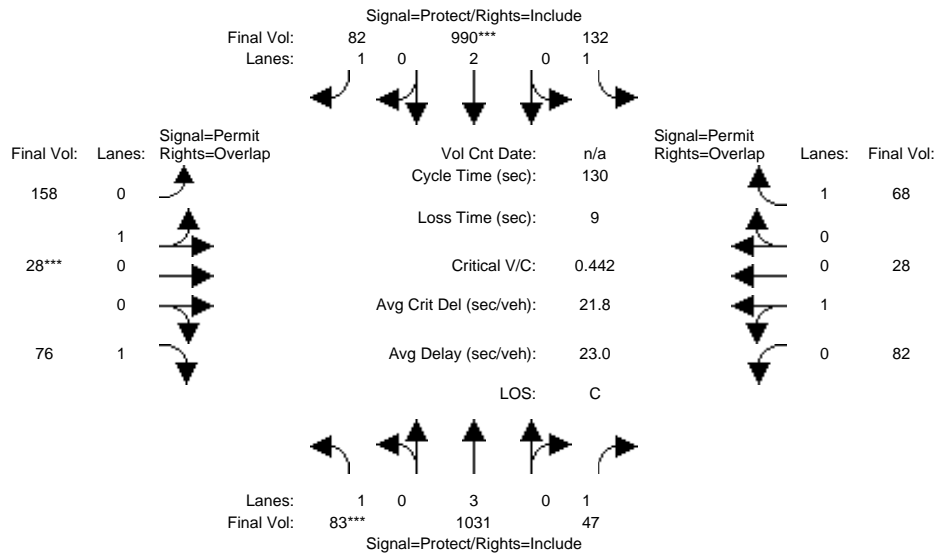
Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	989	227	103	1083	1	0	0	0	178	0	105
Growth Adj:	1.00	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	989	227	103	1083	1	0	0	0	178	0	105
Added Vol:	20	13	-11	54	-5	37	17	0	21	62	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1002	216	157	1078	38	17	0	21	240	0	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1002	216	157	1078	38	17	0	21	240	0	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1002	216	157	1078	38	17	0	21	240	0	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	1002	216	157	1078	38	17	0	21	240	0	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.89	0.11	0.45	0.00	0.55	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5409	191	783	0	967	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.12	0.09	0.20	0.20	0.02	0.00	0.02	0.14	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.1	47.2	83.9	24.1	56.1	56.1	10.0	0.0	10.0	36.8	0.0	60.8
Volume/Cap:	0.10	0.48	0.19	0.48	0.46	0.46	0.28	0.00	0.28	0.48	0.00	0.15
Delay/Veh:	51.5	32.2	9.4	48.6	26.4	26.4	57.8	0.0	57.8	39.5	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	32.2	9.4	48.6	26.4	26.4	57.8	0.0	57.8	39.5	0.0	19.8
LOS by Move:	D	C	A	D	C	C	E	A	E	D	A	B
HCM2kAvgQ:	1	10	4	6	11	11	2	0	2	9	0	3

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

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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3560: Saratoga/Graves



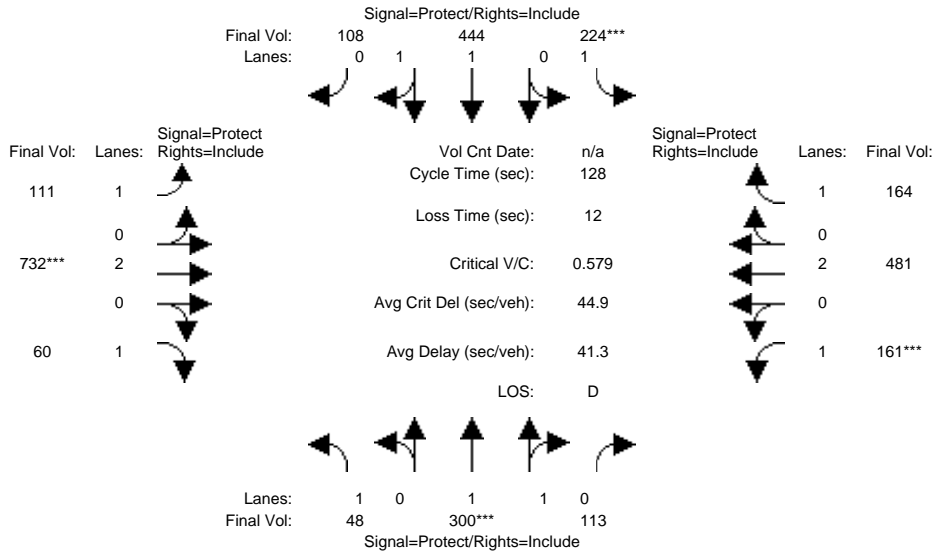
Street Name:	Saratoga						Graves					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	977	47	132	910	82	158	28	76	82	28	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	977	47	132	910	82	158	28	76	82	28	68
Added Vol:	0	54	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1031	47	132	990	82	158	28	76	82	28	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1031	47	132	990	82	158	28	76	82	28	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1031	47	132	990	82	158	28	76	82	28	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	1031	47	132	990	82	158	28	76	82	28	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1529	271	1750	1342	458	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.03	0.08	0.26	0.05	0.10	0.10	0.04	0.06	0.06	0.04
Crit Moves:	****			****			****					
Green Time:	14.0	63.9	63.9	26.7	76.6	76.6	30.4	30.4	44.4	30.4	30.4	57.1
Volume/Cap:	0.44	0.37	0.05	0.37	0.44	0.08	0.44	0.44	0.13	0.26	0.26	0.09
Delay/Veh:	56.0	20.6	17.3	45.1	14.9	11.5	43.3	43.3	29.6	41.0	41.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	20.6	17.3	45.1	14.9	11.5	43.3	43.3	29.6	41.0	41.0	21.3
LOS by Move:	E	C	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	8	1	5	11	1	7	7	2	4	4	2

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

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Intersection #3569: San Tomas Aquino/Hamilton



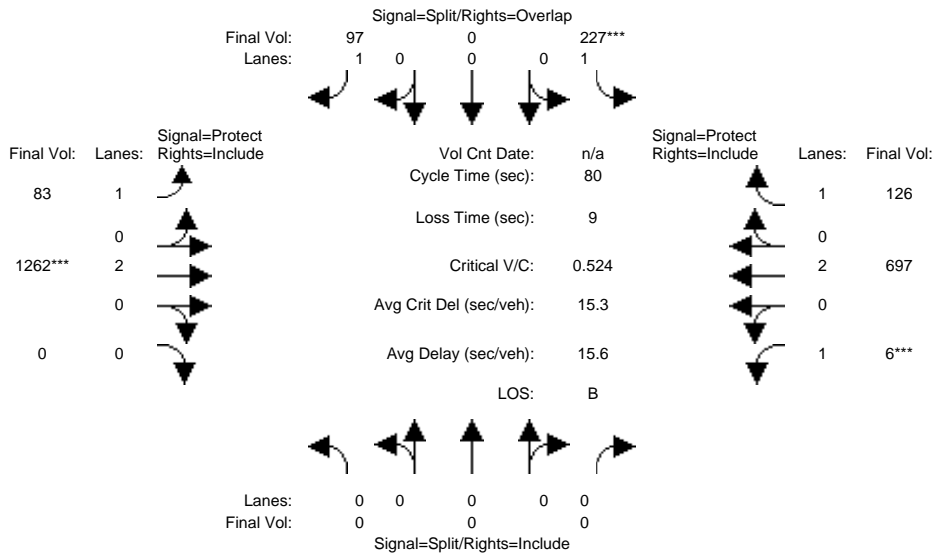
Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	300	113	224	444	108	111	715	60	161	468	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	300	113	224	444	108	111	715	60	161	468	164
Added Vol:	0	0	0	0	0	0	0	17	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	300	113	224	444	108	111	732	60	161	481	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	300	113	224	444	108	111	732	60	161	481	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	300	113	224	444	108	111	732	60	161	481	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	300	113	224	444	108	111	732	60	161	481	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2687	1012	1750	2976	724	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.13	0.15	0.15	0.06	0.19	0.03	0.09	0.13	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.2	24.7	24.7	28.3	38.8	38.8	21.0	42.6	42.6	20.4	42.0	42.0
Volume/Cap:	0.25	0.58	0.58	0.58	0.49	0.49	0.39	0.58	0.10	0.58	0.39	0.29
Delay/Veh:	55.0	50.3	50.3	50.7	38.1	38.1	51.6	37.2	29.8	58.3	34.0	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	50.3	50.3	50.7	38.1	38.1	51.6	37.2	29.8	58.3	34.0	33.2
LOS by Move:	E	D	D	D	D	D	D	D	C	E	C	C
HCM2kAvgQ:	2	8	8	9	9	9	4	12	2	7	7	5

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

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Bkgd+School PM

Intersection #3601: Johnson/Prospect



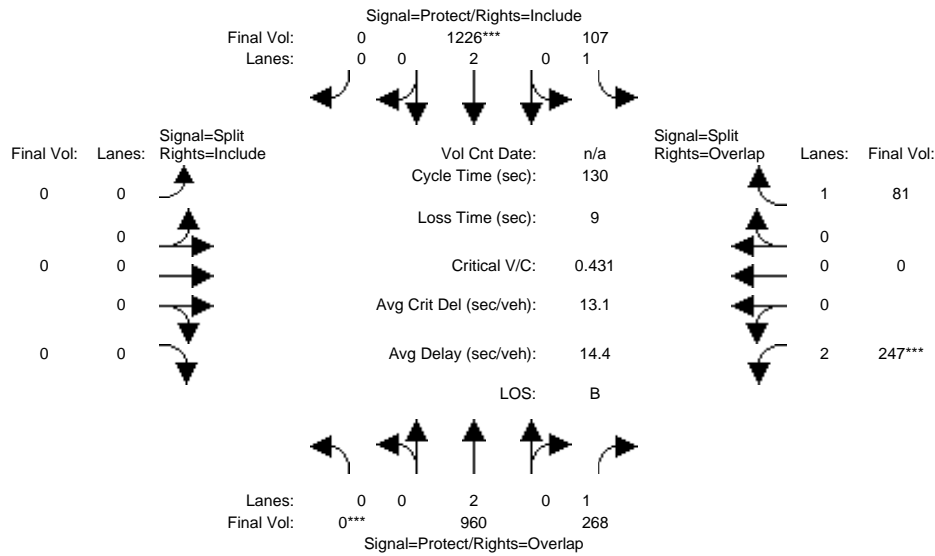
Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	227	0	97	83	1239	0	6	677	127
Growth Adj:	1.00	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	227	0	97	83	1239	0	6	677	127
Added Vol:	0	0	0	0	0	0	0	23	0	0	20	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	0	97	83	1262	0	6	697	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	0	97	83	1262	0	6	697	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	97	83	1262	0	6	697	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	227	0	97	83	1262	0	6	697	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.06	0.05	0.33	0.00	0.00	0.18	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	18.0	0.0	35.1	17.1	46.0	0.0	7.0	35.9	35.9
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.13	0.22	0.58	0.00	0.04	0.41	0.16
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	13.7	27.3	11.9	0.0	33.9	15.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	13.7	27.3	11.9	0.0	33.9	15.6	13.5
LOS by Move:	A	A	A	C	A	B	C	B	A	C	B	B
HCM2kAvgQ:	0	0	0	6	0	2	2	10	0	0	6	2

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

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Bkgd+School PM

Intersection #3736: Saratoga/Payne

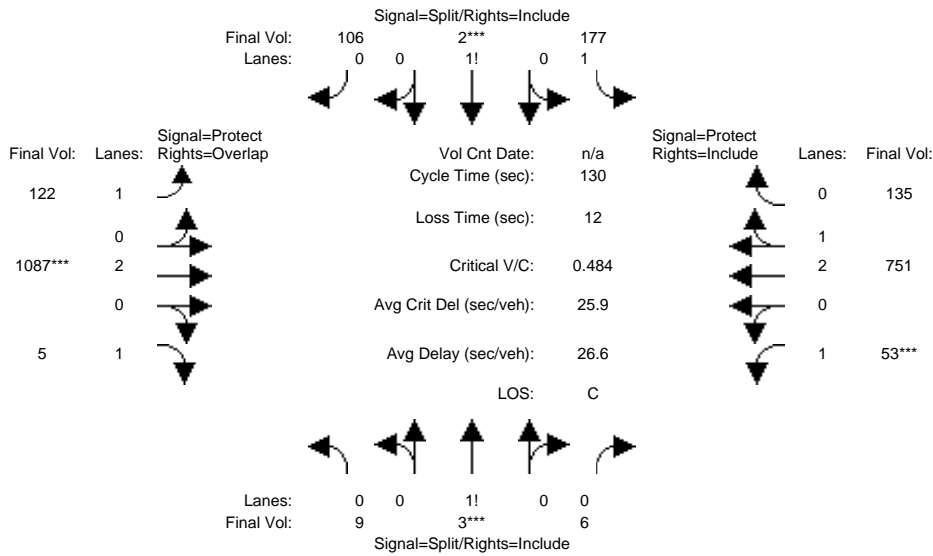


Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	904	269	107	1144	0	0	0	0	248	0	81
Growth Adj:	1.00	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	904	269	107	1144	0	0	0	0	248	0	81
Added Vol:	0	56	-1	0	82	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	960	268	107	1226	0	0	0	0	247	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	960	268	107	1226	0	0	0	0	247	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	960	268	107	1226	0	0	0	0	247	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	960	268	107	1226	0	0	0	0	247	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.15	0.06	0.32	0.00	0.00	0.00	0.00	0.00	0.08	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	78.4	102.0	19.0	97.3	0.0	0.0	0.0	0.0	23.7	0.0	42.6
Volume/Cap:	0.00	0.42	0.20	0.42	0.43	0.00	0.00	0.00	0.00	0.43	0.00	0.14
Delay/Veh:	0.0	13.8	3.6	51.6	6.2	0.0	0.0	0.0	0.0	47.7	0.0	30.9
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	13.8	3.6	51.6	6.2	0.0	0.0	0.0	0.0	47.7	0.0	30.9
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	10	3	5	9	0	0	0	0	6	0	2

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+School PM

Intersection #3746: Prospect/Westgate West



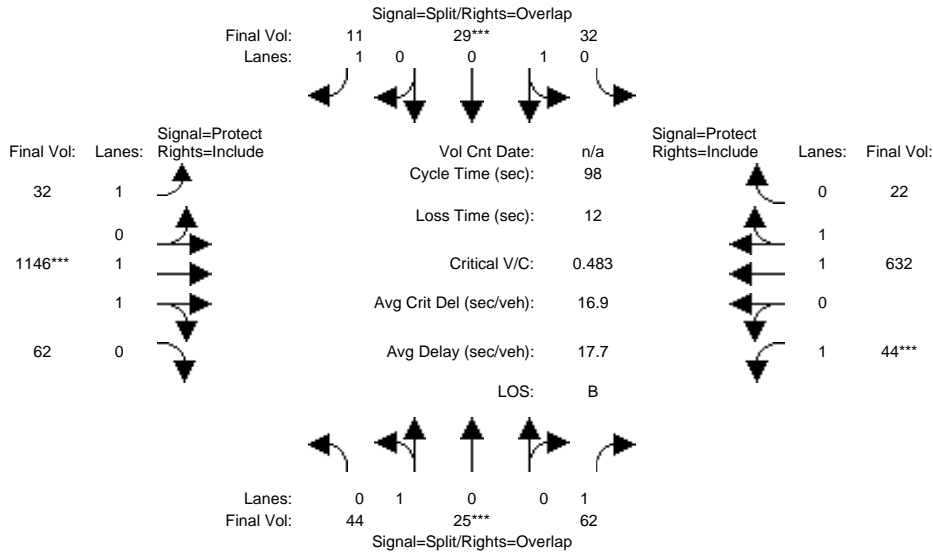
Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	3	6	177	2	106	122	1053	5	53	727	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	3	6	177	2	106	122	1053	5	53	727	135
Added Vol:	0	0	0	0	0	0	0	34	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	3	6	177	2	106	122	1087	5	53	751	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	3	6	177	2	106	122	1087	5	53	751	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	6	177	2	106	122	1087	5	53	751	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	3	6	177	2	106	122	1087	5	53	751	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.50	0.17	0.33	1.45	0.01	0.54	1.00	2.00	1.00	1.00	2.53	0.47
Final Sat.:	875	292	583	2538	18	944	1750	3800	1750	1750	4746	853
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.11	0.11	0.07	0.29	0.00	0.03	0.16	0.16
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	10.0	28.3	28.3	28.3	24.4	72.1	82.1	7.6	55.3	55.3
Volume/Cap:	0.13	0.13	0.13	0.32	0.52	0.52	0.37	0.52	0.00	0.52	0.37	0.37
Delay/Veh:	56.4	56.4	56.4	43.0	45.7	45.7	46.8	18.3	8.9	63.9	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	56.4	43.0	45.7	45.7	46.8	18.3	8.9	63.9	25.6	25.6
LOS by Move:	E	E	E	D	D	D	D	B	A	E	C	C
HCM2kAvgQ:	1	1	1	4	8	8	4	13	0	3	8	8

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

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Intersection #3876: Fallbrook/Campbell



Street Name:	Fallbrook						Campbell					
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:	44	25	62	32	29	11	32	1136	62	44	621	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	25	62	32	29	11	32	1136	62	44	621	22
Added Vol:	0	0	0	0	0	0	0	10	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	25	62	32	29	11	32	1146	62	44	632	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	25	62	32	29	11	32	1146	62	44	632	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	25	62	32	29	11	32	1146	62	44	632	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	25	62	32	29	11	32	1146	62	44	632	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.64	0.36	1.00	0.52	0.48	1.00	1.00	1.89	0.11	1.00	1.93	0.07
Final Sat.:	1148	652	1750	944	856	1750	1750	3510	190	1750	3575	124
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.01	0.02	0.33	0.33	0.03	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	17.0	10.0	10.0	29.0	19.0	59.0	59.0	7.0	47.0	47.0
Volume/Cap:	0.38	0.38	0.20	0.33	0.33	0.02	0.09	0.54	0.54	0.35	0.37	0.37
Delay/Veh:	46.9	46.9	36.2	45.7	45.7	24.5	33.0	12.5	12.5	51.0	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	46.9	36.2	45.7	45.7	24.5	33.0	12.5	12.5	51.0	16.7	16.7
LOS by Move:	D	D	D	D	D	C	C	B	B	D	B	B
HCM2kAvgQ:	2	2	2	2	2	0	1	11	11	1	6	6

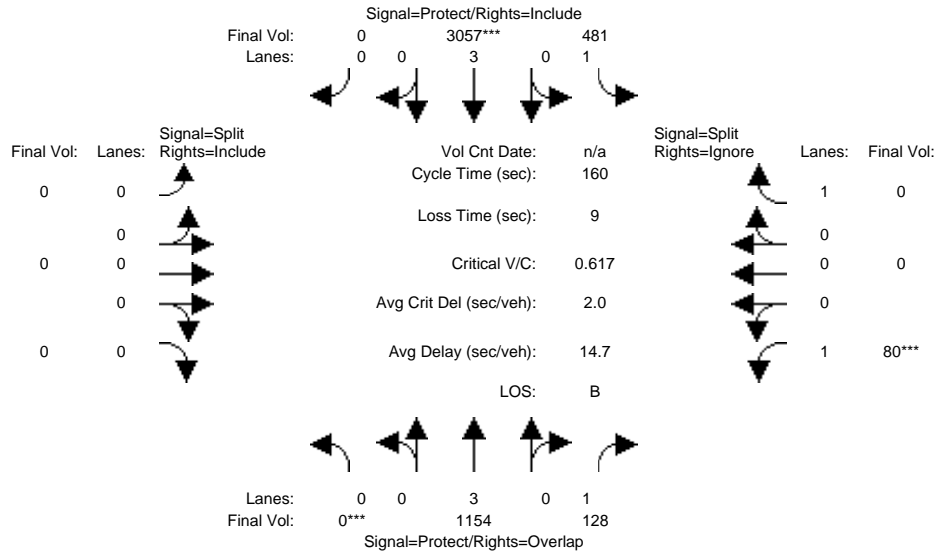
Note: Queue reported is the number of cars per lane.



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Intersection #5632: LAWRENCE/MITTY



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	70	70	50	130	0	0	0	0	19	0	19
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	1108	128	481	2986	0	0	0	0	80	0	245
Growth Adj:	1.00	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	1108	128	481	2986	0	0	0	0	80	0	245
Added Vol:	0	46	0	0	71	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1154	128	481	3057	0	0	0	0	80	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1154	128	481	3057	0	0	0	0	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1154	128	481	3057	0	0	0	0	80	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1154	128	481	3057	0	0	0	0	80	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

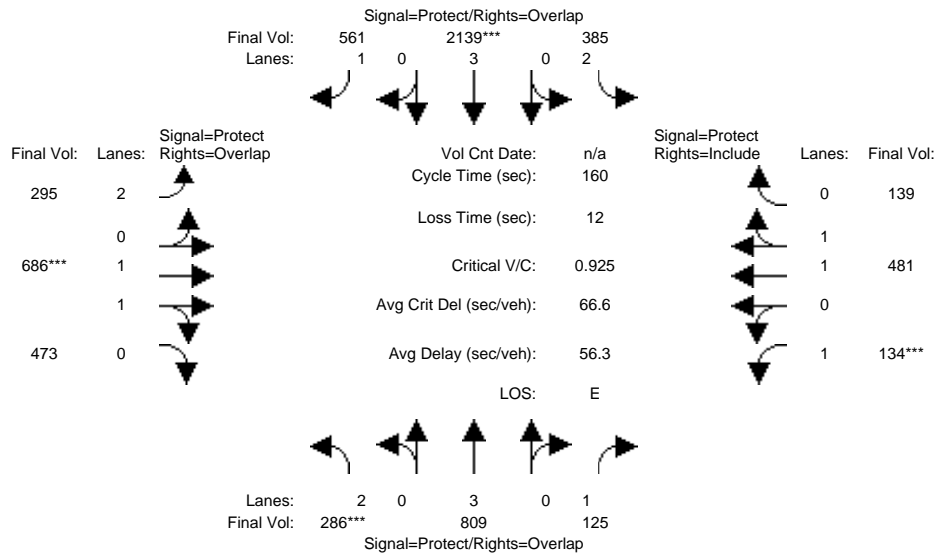
Vol/Sat:	0.00	0.20	0.07	0.27	0.54	0.00	0.00	0.00	0.00	0.00	0.05	0.00
Crit Moves:	****			****					****			
Green Time:	0.0	77.0	96.0	55.0	132	0.0	0.0	0.0	0.0	0.0	19.0	0.0
Volume/Cap:	0.00	0.42	0.12	0.80	0.65	0.00	0.00	0.00	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	33.0	19.3	52.6	0.3	0.0	0.0	0.0	0.0	0.0	66.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.0	19.3	52.6	0.3	0.0	0.0	0.0	0.0	0.0	66.3	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	14	4	21	1	0	0	0	0	4	0	0

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

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Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	56	56	26	65	65	15	40	40	14	39	39
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7

Volume Module:

Base Vol:	276	763	126	385	2068	561	295	686	461	134	481	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	763	126	385	2068	561	295	686	461	134	481	139
Added Vol:	10	46	-1	0	71	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	809	125	385	2139	561	295	686	473	134	481	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	809	125	385	2139	561	295	686	473	134	481	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	809	125	385	2139	561	295	686	473	134	481	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	809	125	385	2139	561	295	686	473	134	481	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2189	1509	1750	2870	829

Capacity Analysis Module:

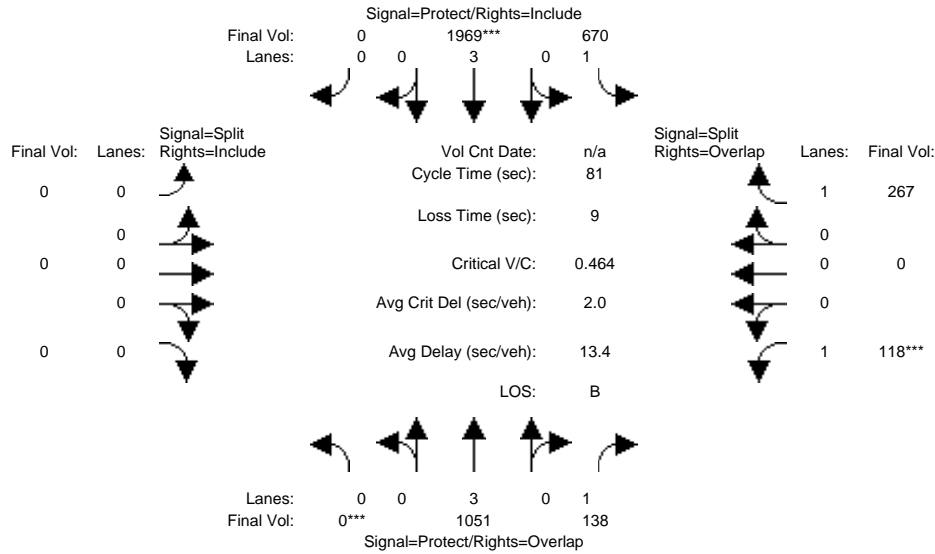
Vol/Sat:	0.09	0.14	0.07	0.12	0.38	0.32	0.09	0.31	0.31	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	17.0	56.0	70.0	26.0	65.0	83.3	18.3	52.0	69.0	14.0	47.7	47.7
Volume/Cap:	0.85	0.41	0.16	0.75	0.92	0.62	0.82	0.96	0.73	0.88	0.56	0.56
Delay/Veh:	89.1	37.3	23.3	70.1	58.4	35.5	82.8	71.1	39.4	111.1	48.0	48.0
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:	89.1	37.3	23.3	70.1	58.4	35.5	82.8	71.1	39.4	111.1	48.0	48.0
LOS by Move:	F	D	C	E	E	D	F	E	D	F	D	D
HCM2kAvgQ:	9	8	3	11	35	24	11	33	24	10	13	13

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

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Intersection #5634: LAWRENCE/DOYLE



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	26	26	30	61	0	0	0	0	9	0	9
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	995	138	670	1887	0	0	0	0	118	0	267
Growth Adj:	1.00	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	995	138	670	1887	0	0	0	0	118	0	267
Added Vol:	0	56	0	0	82	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1051	138	670	1969	0	0	0	0	118	0	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1051	138	670	1969	0	0	0	0	118	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	138	670	1969	0	0	0	0	118	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1051	138	670	1969	0	0	0	0	118	0	267

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

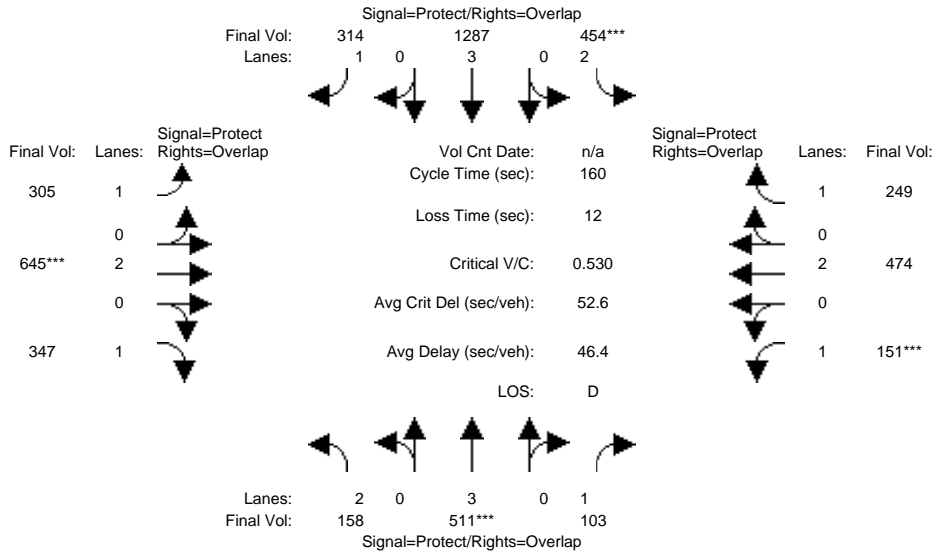
Vol/Sat:	0.00	0.18	0.08	0.38	0.35	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	27.8	38.8	33.2	61.0	0.0	0.0	0.0	0.0	11.0	0.0	44.2
Volume/Cap:	0.00	0.54	0.16	0.93	0.46	0.00	0.00	0.00	0.00	0.50	0.00	0.28
Delay/Veh:	0.0	20.6	9.6	39.6	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	9.6	39.6	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.0
LOS by Move:	A	C	A	D	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	6	1	17	0	0	0	0	0	4	0	4

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

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Intersection #5635: Lawrence Expwy/Prospect



Street Name:	Lawrence Expwy						Prospect					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	41	41	30	53	53	29	46	46	20	37	37
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0

Volume Module:												
Base Vol:	141	476	112	416	1243	314	305	640	329	151	471	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	476	112	416	1243	314	305	640	329	151	471	228
Added Vol:	17	35	-9	38	44	0	0	5	18	0	3	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	511	103	454	1287	314	305	645	347	151	474	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	511	103	454	1287	314	305	645	347	151	474	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	511	103	454	1287	314	305	645	347	151	474	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	511	103	454	1287	314	305	645	347	151	474	249

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

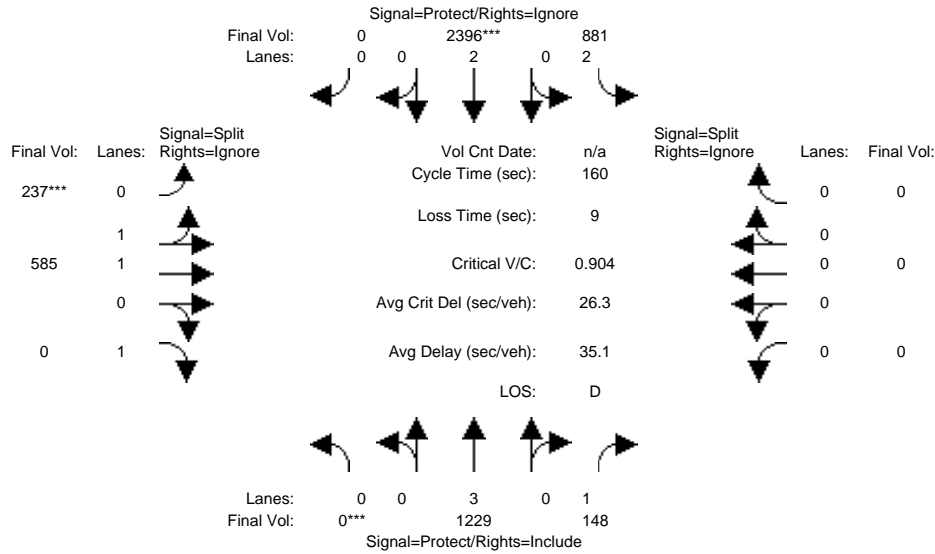
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.14	0.23	0.18	0.17	0.17	0.20	0.09	0.12	0.14
Crit Moves:	****			****			****		****			
Green Time:	20.1	41.0	63.8	38.2	59.1	89.3	30.2	46.0	66.1	22.8	38.6	76.8
Volume/Cap:	0.40	0.35	0.15	0.60	0.61	0.32	0.92	0.59	0.48	0.60	0.52	0.30
Delay/Veh:	65.1	48.8	27.6	55.6	38.6	12.8	93.9	49.8	34.9	68.5	53.1	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	48.8	27.6	55.6	38.6	12.8	93.9	49.8	34.9	68.5	53.1	25.4
LOS by Move:	E	D	C	E	D	B	F	D	C	E	D	C
HCM2kAvgQ:	4	6	3	11	15	6	17	13	13	7	10	8

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

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Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



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	55	55	44	106	0	42	42	42	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	0.0	0.0	0.0

Volume Module:

Base Vol:	0	1183	148	881	2361	0	237	585	985	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1183	148	881	2361	0	237	585	985	0	0	0
Added Vol:	0	46	0	0	35	0	0	0	36	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1229	148	881	2396	0	237	585	1021	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1229	148	881	2396	0	237	585	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1229	148	881	2396	0	237	585	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1229	148	881	2396	0	237	585	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.59	1.41	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1066	2632	1750	0	0	0

Capacity Analysis Module:

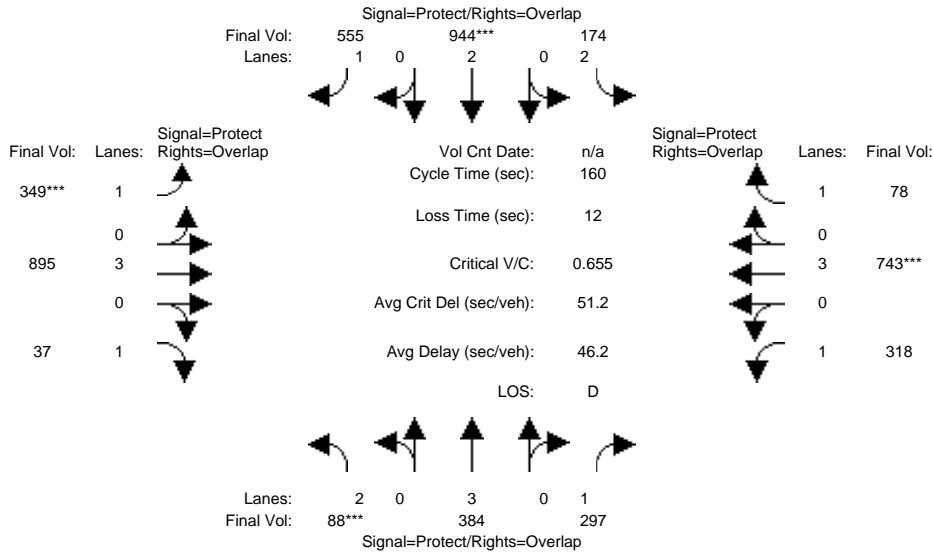
Vol/Sat:	0.00	0.22	0.08	0.28	0.63	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****			****		****						
Green Time:	0.0	60.1	60.1	48.9	109	0.0	42.0	42.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.23	0.92	0.93	0.00	0.85	0.85	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.9	31.5	65.5	13.7	0.0	63.0	63.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.9	31.5	65.5	13.7	0.0	63.0	63.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	E	E	A	A	A	A
HCM2kAvgQ:	0	14	4	28	38	0	22	22	0	0	0	0

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

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Intersection #5640: Lawrence Expwy/Saratoga



Street Name:	Lawrence Expwy						Saratoga					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	54	54	15	58	58	31	40	40	27	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8

Volume Module:												
Base Vol:	88	349	296	111	944	555	349	867	37	307	702	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	349	296	111	944	555	349	867	37	307	702	70
Added Vol:	0	35	1	63	0	0	0	28	0	11	41	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	384	297	174	944	555	349	895	37	318	743	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	384	297	174	944	555	349	895	37	318	743	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	384	297	174	944	555	349	895	37	318	743	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	384	297	174	944	555	349	895	37	318	743	78

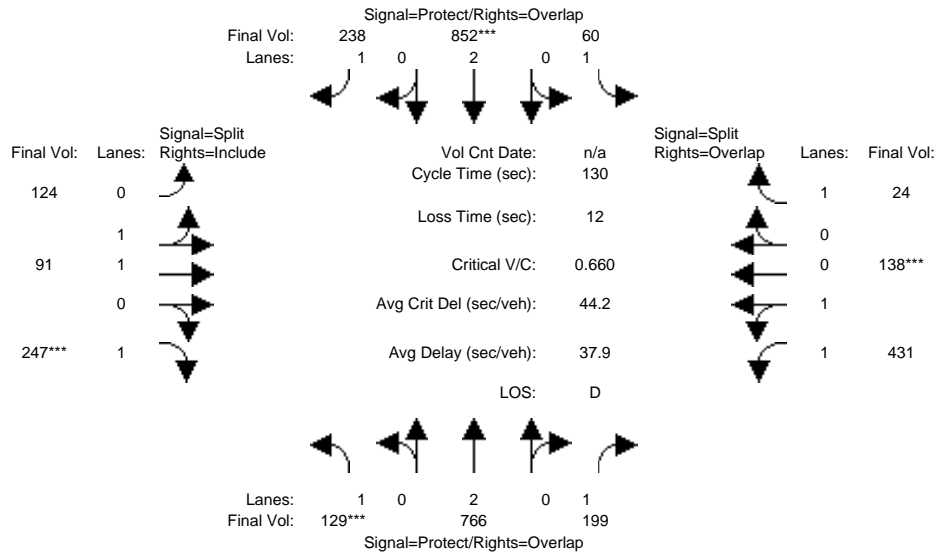
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.17	0.06	0.25	0.32	0.20	0.16	0.02	0.18	0.13	0.04
Crit Moves:	****			****		****				****		
Green Time:	12.0	54.8	87.6	15.2	58.0	100.0	42.0	45.2	57.2	32.8	36.0	51.2
Volume/Cap:	0.37	0.20	0.31	0.58	0.69	0.51	0.76	0.56	0.06	0.89	0.58	0.14
Delay/Veh:	71.4	40.5	25.9	72.2	41.8	8.8	61.6	49.3	33.8	83.9	55.9	38.8
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:	71.4	40.5	25.9	72.2	41.8	8.8	61.6	49.3	33.8	83.9	55.9	38.8
LOS by Move:	E	D	C	E	D	A	E	D	C	F	E	D
HCM2kAvgQ:	2	5	11	5	17	9	17	12	1	19	11	3

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

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Intersection #6: Saratoga/Cox



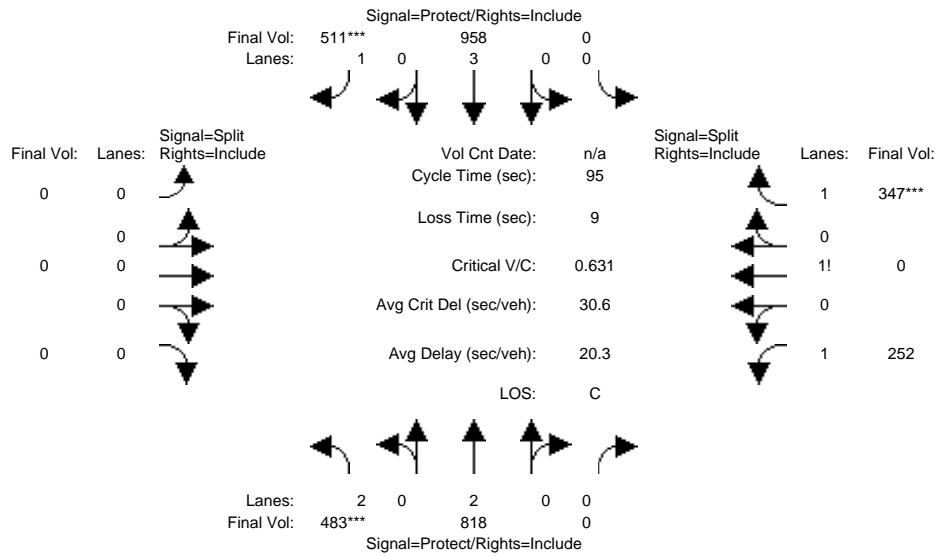
Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	739	199	60	825	238	124	91	247	431	138	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	739	199	60	825	238	124	91	247	431	138	24
Added Vol:	0	27	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	766	199	60	852	238	124	91	247	431	138	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	766	199	60	852	238	124	91	247	431	138	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	766	199	60	852	238	124	91	247	431	138	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	766	199	60	852	238	124	91	247	431	138	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.52	0.48	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	2689	861	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.11	0.03	0.22	0.14	0.07	0.05	0.14	0.16	0.16	0.01
Crit Moves:	****			****			****			****		
Green Time:	14.5	46.3	77.8	12.4	44.1	71.9	27.8	27.8	27.8	31.6	31.6	43.9
Volume/Cap:	0.66	0.57	0.19	0.36	0.66	0.25	0.33	0.22	0.66	0.66	0.66	0.04
Delay/Veh:	63.5	34.3	11.9	56.4	37.8	15.1	43.5	42.3	51.1	46.3	46.3	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	34.3	11.9	56.4	37.8	15.1	43.5	42.3	51.1	46.3	46.3	28.9
LOS by Move:	E	C	B	E	D	B	D	D	D	D	D	C
HCM2kAvgQ:	5	12	4	3	15	5	5	3	11	12	12	1

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

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Intersection #7: Saratoga/SR 85 NB Ramps



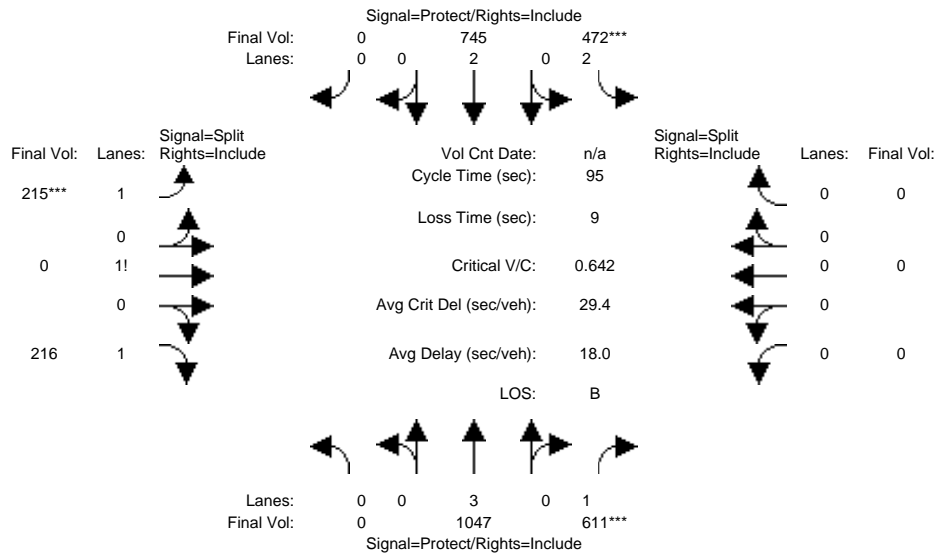
Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	483	811	0	0	932	510	0	0	0	252	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	811	0	0	932	510	0	0	0	252	0	328
Added Vol:	0	7	0	0	26	1	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	818	0	0	958	511	0	0	0	252	0	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	818	0	0	958	511	0	0	0	252	0	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	818	0	0	958	511	0	0	0	252	0	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	483	818	0	0	958	511	0	0	0	252	0	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.42	0.00	1.58
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2486	0	2764
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.00	0.00	0.17	0.29	0.00	0.00	0.00	0.10	0.00	0.13
Crit Moves:	****				****						****	
Green Time:	23.1	67.1	0.0	0.0	44.0	44.0	0.0	0.0	0.0	18.9	0.0	18.9
Volume/Cap:	0.63	0.30	0.00	0.00	0.36	0.63	0.00	0.00	0.00	0.51	0.00	0.63
Delay/Veh:	33.8	5.3	0.0	0.0	16.5	21.0	0.0	0.0	0.0	34.3	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	5.3	0.0	0.0	16.5	21.0	0.0	0.0	0.0	34.3	0.0	36.2
LOS by Move:	C	A	A	A	B	C	A	A	A	C	A	D
HCM2kAvgQ:	8	4	0	0	6	12	0	0	0	6	0	7

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



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Intersection #8: Saratoga/SR 85 SB Ramps

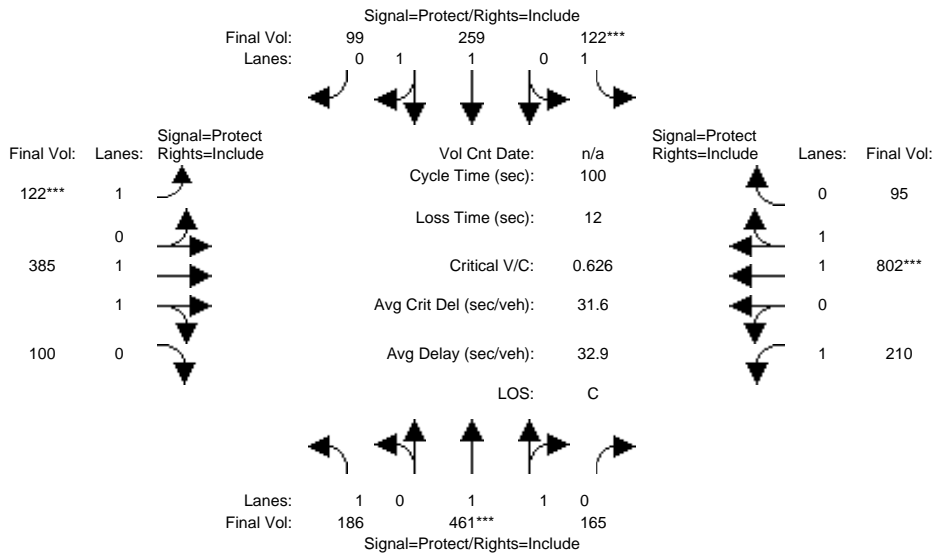


Street Name:	Saratoga						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1044	611	447	744	0	211	0	216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1044	611	447	744	0	211	0	216	0	0	0
Added Vol:	0	3	0	25	1	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1047	611	472	745	0	215	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1047	611	472	745	0	215	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1047	611	472	745	0	215	0	216	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1047	611	472	745	0	215	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.50	0.00	1.50	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2623	0	2627	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.35	0.15	0.20	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:			****	****		****						
Green Time:	0.0	51.7	51.7	22.2	73.8	0.0	12.2	0.0	12.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.64	0.64	0.25	0.00	0.64	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	16.7	34.8	3.0	0.0	41.4	0.0	41.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	16.7	34.8	3.0	0.0	41.4	0.0	41.5	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	6	14	7	3	0	5	0	5	0	0	0

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

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Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	461	165	122	259	99	122	373	100	210	795	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	461	165	122	259	99	122	373	100	210	795	95
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	461	165	122	259	99	122	385	100	210	802	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	461	165	122	259	99	122	385	100	210	802	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	461	165	122	259	99	122	385	100	210	802	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	461	165	122	259	99	122	385	100	210	802	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.43	0.57	1.00	1.58	0.42	1.00	1.78	0.22
Final Sat.:	1750	2724	975	1750	2676	1023	1750	2937	763	1750	3308	392
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.07	0.10	0.10	0.07	0.13	0.13	0.12	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	19.7	27.0	27.0	11.1	18.5	18.5	11.1	26.0	26.0	23.8	38.7	38.7
Volume/Cap:	0.54	0.63	0.63	0.63	0.52	0.52	0.63	0.50	0.50	0.50	0.63	0.63
Delay/Veh:	37.9	33.3	33.3	48.7	37.5	37.5	48.7	31.9	31.9	34.0	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	33.3	33.3	48.7	37.5	37.5	48.7	31.9	31.9	34.0	25.7	25.7
LOS by Move:	D	C	C	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	6	9	9	5	6	6	4	6	6	6	12	12

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

El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Res AM

Intersection #18: Quito/Northlawn

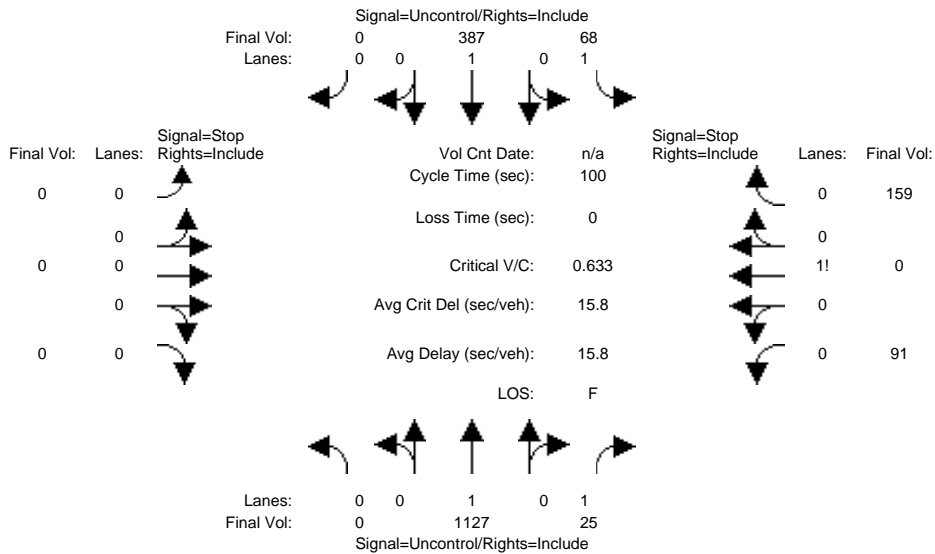


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R), Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume), Critical Gap Module, Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Total Cap, Volume/Cap), and Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1127	25	68	387	0	0	0	0	91	0	159							
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		114.5												

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

Signal Warrant Rule #1: [vehicle-hours=8.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=250]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1857]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	1127	25	68	387	0	0	0	0	91	0	159							

Major Street Volume: 1607

Minor Approach Volume: 250

Minor Approach Volume Threshold: 121

SIGNAL WARRANT DISCLAIMER

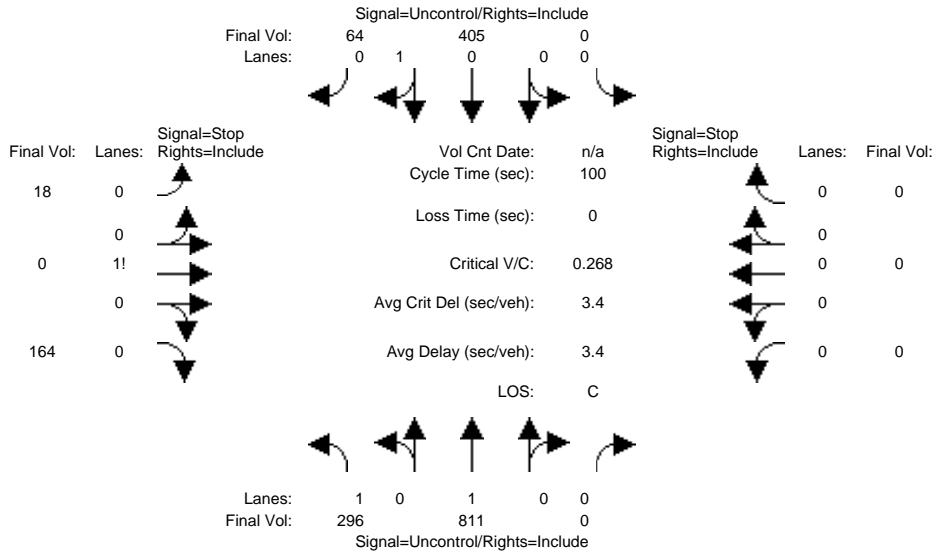
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Res AM

Intersection #19: Quito/Cox



Street Name: Quito Cox
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:
Base Vol: 296 808 0 0 404 64 18 0 164 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 296 808 0 0 404 64 18 0 164 0 0 0
Added Vol: 0 3 0 0 1 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 296 811 0 0 405 64 18 0 164 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 296 811 0 0 405 64 18 0 164 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 296 811 0 0 405 64 18 0 164 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 469 xxxx xxxxx xxxx xxxx xxxxx 1840 1840 437 xxxx xxxx xxxxx
Potent Cap.: 1103 xxxx xxxxx xxxx xxxx xxxxx 84 76 624 xxxx xxxx xxxxx
Move Cap.: 1103 xxxx xxxxx xxxx xxxx xxxxx 66 56 624 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 140 125 xxxxxx 66 111 xxxxxx
Volume/Cap: 0.27 xxxx xxxx xxxx xxxx xxxxx 0.13 0.00 0.26 xxxx xxxx xxxx

Level Of Service Module:
2Way95thQ: 1.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 9.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 465 xxxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 1.8 xxxxxx xxxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.6 xxxxxx xxxxxx xxxx xxxxx
Shared LOS: \* \* \* \* \* \* \* \* C \* \* \* \* \*
ApproachDel: xxxxxx xxxxxx 17.6 xxxxxx
ApproachLOS: \* \* \* C \*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #19 Quito/Cox
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	296	811	0	0	405	64	18	0	164	0	0	0
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=0.9]

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

Signal Warrant Rule #2: [approach volume=182]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1758]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Vol:	296	811	0	0	405	64	18	0	164	0	0	0

Major Street Volume: 1576

Minor Approach Volume: 182

Minor Approach Volume Threshold: 128

SIGNAL WARRANT DISCLAIMER

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

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El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Res AM

Intersection #20: Quito/McCoy

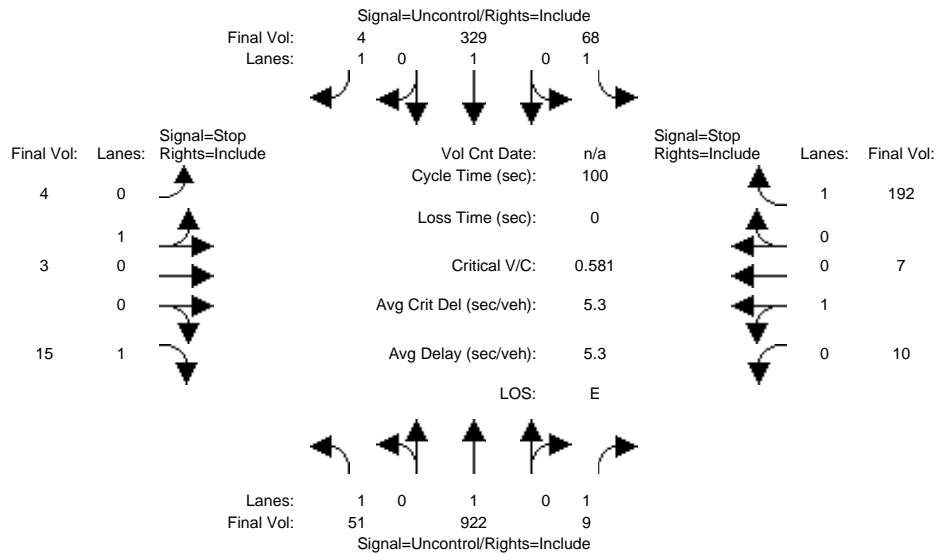


Table with columns for Street Name (Quito, McCoy), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume), Critical Gap Module (Critical Gp, FollowUpTim), Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.), and Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #20 Quito/McCoy
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 922 9	68 329 4	4 3 15	10 7 192
ApproachDel:	xxxxxx	xxxxxx	38.4	31.7

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=22]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1614]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.8]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=209]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1614]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #20 Quito/McCoy  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	51 922 9	68 329 4	4 3 15	10 7 192
Major Street Volume:	1383			
Minor Approach Volume:	209			
Minor Approach Volume Threshold:	235			

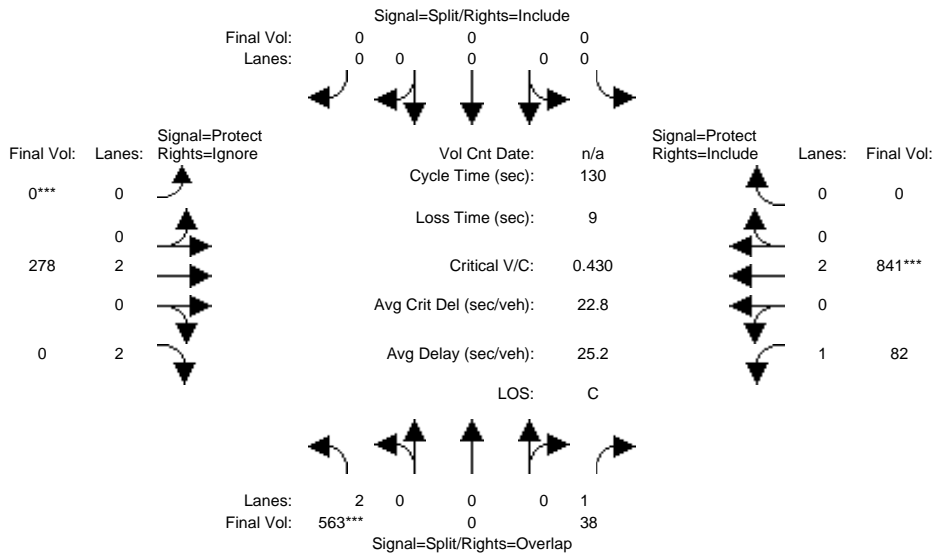
SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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



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San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+Res AM

Intersection #3089: Campbell/Hamilton

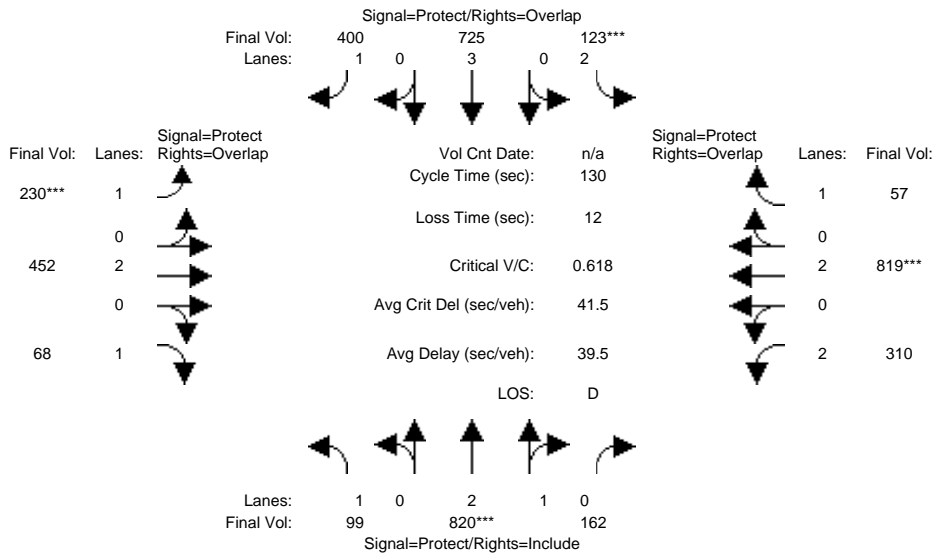


Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	564	0	38	0	0	0	0	265	497	82	830	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:	564	0	38	0	0	0	0	265	497	82	830	0
Added Vol:	-1	0	0	0	0	0	0	13	2	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	0	38	0	0	0	0	278	499	82	841	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	563	0	38	0	0	0	0	278	0	82	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	0	38	0	0	0	0	278	0	82	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	563	0	38	0	0	0	0	278	0	82	841	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.00	0.05	0.22	0.00
Crit Moves:	****						****			****		
Green Time:	54.1	0.0	81.6	0.0	0.0	0.0	0.0	39.4	0.0	27.6	66.9	0.0
Volume/Cap:	0.43	0.00	0.03	0.00	0.00	0.00	0.00	0.24	0.00	0.22	0.43	0.00
Delay/Veh:	27.2	0.0	9.2	0.0	0.0	0.0	0.0	34.2	0.0	42.6	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	0.0	9.2	0.0	0.0	0.0	0.0	34.2	0.0	42.6	19.8	0.0
LOS by Move:	C	A	A	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	9	0	1	0	0	0	0	4	0	3	10	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+Res AM

Intersection #3090: Saratoga/Campbell



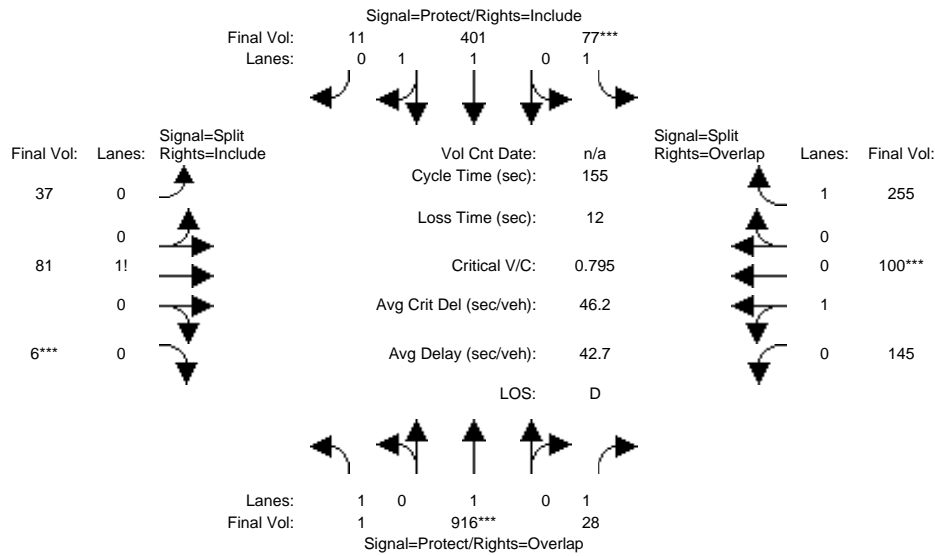
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	740	156	118	685	400	231	453	63	311	819	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	740	156	118	685	400	231	453	63	311	819	55
Added Vol:	22	80	6	5	40	0	-1	-1	5	-1	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	820	162	123	725	400	230	452	68	310	819	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	820	162	123	725	400	230	452	68	310	819	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	820	162	123	725	400	230	452	68	310	819	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	820	162	123	725	400	230	452	68	310	819	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.49	0.51	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4675	924	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.04	0.13	0.23	0.13	0.12	0.04	0.10	0.22	0.03
Crit Moves:	****			****			****			****		
Green Time:	13.9	36.9	36.9	8.2	31.2	58.8	27.6	39.9	53.8	33.0	45.3	53.5
Volume/Cap:	0.53	0.62	0.62	0.62	0.53	0.51	0.62	0.39	0.09	0.39	0.62	0.08
Delay/Veh:	57.8	41.2	41.2	65.2	43.4	25.8	49.6	35.6	23.3	40.4	36.1	23.3
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:	57.8	41.2	41.2	65.2	43.4	25.8	49.6	35.6	23.3	40.4	36.1	23.3
LOS by Move:	E	D	D	E	D	C	D	D	C	D	D	C
HCM2kAvgQ:	4	11	11	3	8	12	9	7	2	6	13	1

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

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San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+Res AM

Intersection #3358: BUCKNALL/QUITO



Approach:	North Bound			South Bound			East 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:	1	913	28	77	400	11	37	81	6	145	100	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	913	28	77	400	11	37	81	6	145	100	255
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	916	28	77	401	11	37	81	6	145	100	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	916	28	77	401	11	37	81	6	145	100	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	916	28	77	401	11	37	81	6	145	100	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	916	28	77	401	11	37	81	6	145	100	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.95	0.05	0.30	0.65	0.05	0.59	0.41	1.00
Final Sat.:	1750	1900	1750	1750	3601	99	522	1143	85	1065	735	1750

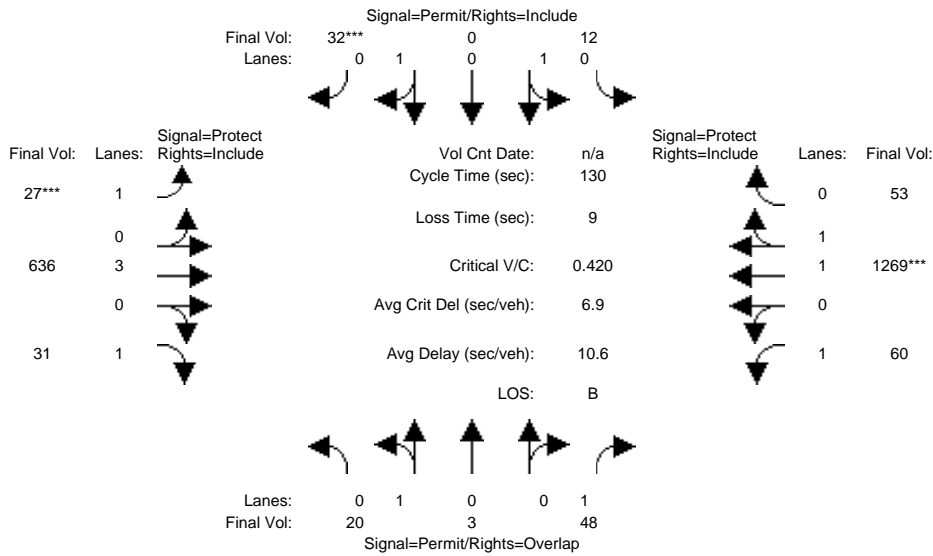
Capacity Analysis Module:

Vol/Sat:	0.00	0.48	0.02	0.04	0.11	0.11	0.07	0.07	0.07	0.14	0.14	0.15
Crit Moves:	****			****			****			****		
Green Time:	29.6	94.0	120.6	8.6	73.0	73.0	13.8	13.8	13.8	26.6	26.6	35.1
Volume/Cap:	0.00	0.79	0.02	0.79	0.24	0.24	0.79	0.79	0.79	0.79	0.79	0.64
Delay/Veh:	50.7	27.0	3.9	107.4	24.5	24.5	93.0	93.0	93.0	74.9	74.9	57.8
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:	50.7	27.0	3.9	107.4	24.5	24.5	93.0	93.0	93.0	74.9	74.9	57.8
LOS by Move:	D	C	A	F	C	C	F	F	F	E	E	E
HCM2kAvgQ:	0	33	0	6	6	6	8	8	8	14	14	12

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

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Intersection #3375: Westgate/Campbell



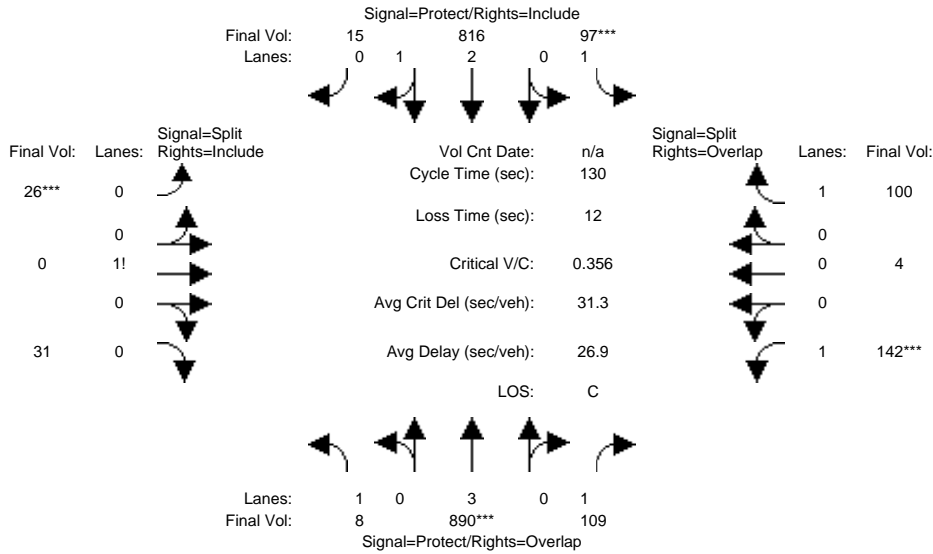
Street Name:	Westgate Entrance						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	3	38	12	0	32	27	631	26	49	1270	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3	38	12	0	32	27	631	26	49	1270	53
Added Vol:	2	0	10	0	0	0	0	5	5	11	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	3	48	12	0	32	27	636	31	60	1269	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	3	48	12	0	32	27	636	31	60	1269	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	3	48	12	0	32	27	636	31	60	1269	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	3	48	12	0	32	27	636	31	60	1269	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	1.00	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.87	0.13	1.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	1.92	0.08
Final Sat.:	1565	235	1750	1800	0	1800	1750	5700	1750	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.01	0.00	0.02	0.02	0.11	0.02	0.03	0.36	0.36
Crit Moves:					****	****				****		
Green Time:	10.0	10.0	46.1	10.0	0.0	10.0	7.0	74.9	74.9	36.1	104	104.0
Volume/Cap:	0.17	0.17	0.08	0.09	0.00	0.23	0.29	0.19	0.03	0.12	0.45	0.45
Delay/Veh:	56.7	56.7	27.9	55.8	0.0	57.0	60.8	13.2	11.9	35.2	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	27.9	55.8	0.0	57.0	60.8	13.2	11.9	35.2	4.2	4.2
LOS by Move:	E	E	C	E	A	E	E	B	B	D	A	A
HCM2kAvgQ:	1	1	1	1	0	1	1	4	1	2	8	8

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

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Intersection #3464: Saratoga/El Paseo de Saratoga

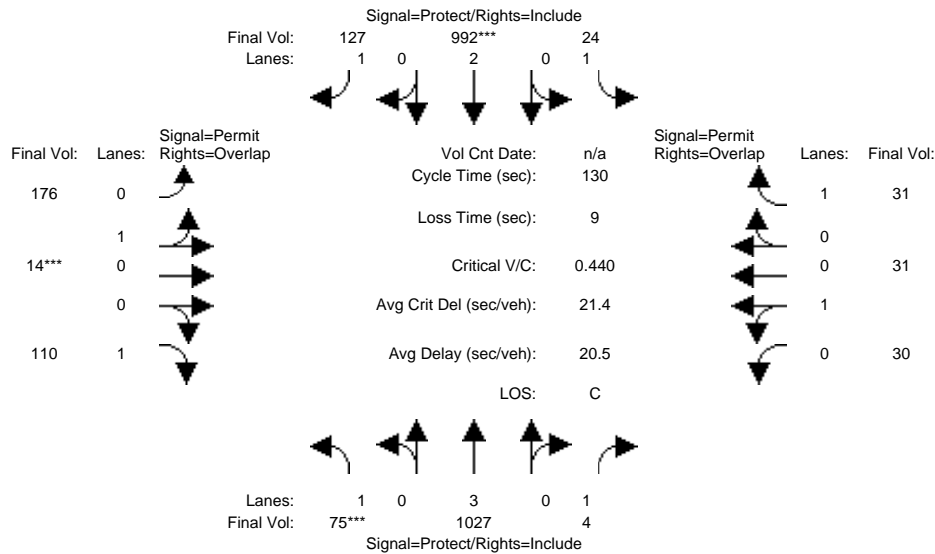


Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	865	117	51	837	2	0	0	0	122	4	42
Growth Adj:	1.00	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	865	117	51	837	2	0	0	0	122	4	42
Added Vol:	8	25	-8	46	-21	13	26	0	31	20	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	890	109	97	816	15	26	0	31	142	4	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	890	109	97	816	15	26	0	31	142	4	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	890	109	97	816	15	26	0	31	142	4	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	890	109	97	816	15	26	0	31	142	4	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	0.46	0.00	0.54	1.00	0.04	0.96
Final Sat.:	1750	5700	1750	1750	5499	101	798	0	952	1800	69	1731
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.06	0.06	0.15	0.15	0.03	0.00	0.03	0.08	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.6	57.0	85.9	20.2	56.7	56.7	11.9	0.0	11.9	28.8	28.8	49.1
Volume/Cap:	0.03	0.36	0.09	0.36	0.34	0.34	0.36	0.00	0.36	0.36	0.26	0.15
Delay/Veh:	46.3	24.4	8.0	49.8	24.3	24.3	56.8	0.0	56.8	43.1	41.9	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	24.4	8.0	49.8	24.3	24.3	56.8	0.0	56.8	43.1	41.9	26.8
LOS by Move:	D	C	A	D	C	C	E	A	E	D	D	C
HCM2kAvgQ:	0	7	2	4	7	7	3	0	3	5	4	3

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

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Intersection #3560: Saratoga/Graves



Street Name:	Saratoga						Graves					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	75	946	4	24	948	127	176	14	110	30	31	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	946	4	24	948	127	176	14	110	30	31	31
Added Vol:	0	81	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1027	4	24	992	127	176	14	110	30	31	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1027	4	24	992	127	176	14	110	30	31	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1027	4	24	992	127	176	14	110	30	31	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	1027	4	24	992	127	176	14	110	30	31	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.93	0.07	1.00	0.49	0.51	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1667	133	1750	885	915	1750

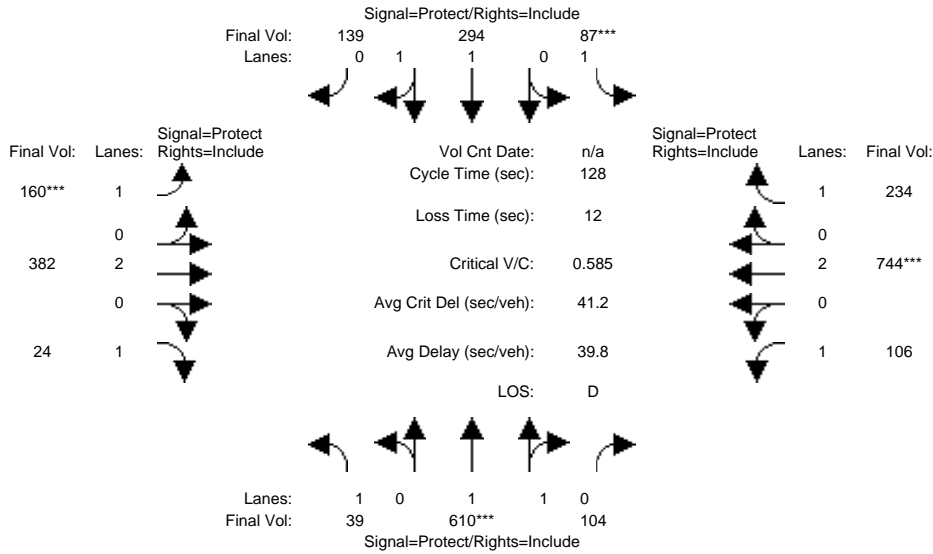
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.01	0.26	0.07	0.11	0.11	0.06	0.03	0.03	0.02
Crit Moves:	****			****			****					
Green Time:	12.7	69.1	69.1	20.7	77.1	77.1	31.2	31.2	43.9	31.2	31.2	51.9
Volume/Cap:	0.44	0.34	0.00	0.09	0.44	0.12	0.44	0.44	0.19	0.14	0.14	0.04
Delay/Veh:	57.1	17.4	14.3	46.8	14.7	11.6	42.7	42.7	30.6	39.0	39.0	23.9
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:	57.1	17.4	14.3	46.8	14.7	11.6	42.7	42.7	30.6	39.0	39.0	23.9
LOS by Move:	E	B	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	7	0	1	11	2	7	7	3	2	2	1

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

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Intersection #3569: San Tomas Aquino/Hamilton

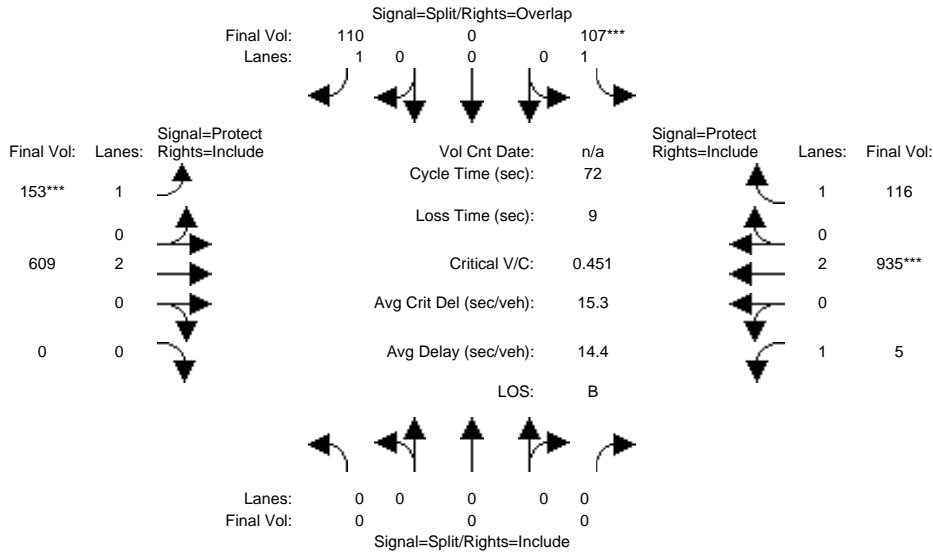


Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	610	104	87	294	139	160	369	24	106	733	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	610	104	87	294	139	160	369	24	106	733	234
Added Vol:	0	0	0	0	0	0	0	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	610	104	87	294	139	160	382	24	106	744	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	610	104	87	294	139	160	382	24	106	744	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	610	104	87	294	139	160	382	24	106	744	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	610	104	87	294	139	160	382	24	106	744	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.70	0.30	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3161	539	1750	2511	1187	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.12	0.12	0.09	0.10	0.01	0.06	0.20	0.13
Crit Moves:	****			****			****			****		
Green Time:	16.9	42.2	42.2	10.9	36.2	36.2	20.0	39.2	39.2	23.6	42.9	42.9
Volume/Cap:	0.17	0.58	0.58	0.58	0.41	0.41	0.58	0.33	0.04	0.33	0.58	0.40
Delay/Veh:	50.9	37.6	37.6	72.1	38.5	38.5	59.0	35.0	31.4	48.0	37.2	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	37.6	37.6	72.1	38.5	38.5	59.0	35.0	31.4	48.0	37.2	34.7
LOS by Move:	D	D	D	E	D	D	E	C	C	D	D	C
HCM2kAvgQ:	2	12	12	4	7	7	6	1	4	12	8	

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

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Intersection #3601: Johnson/Prospect



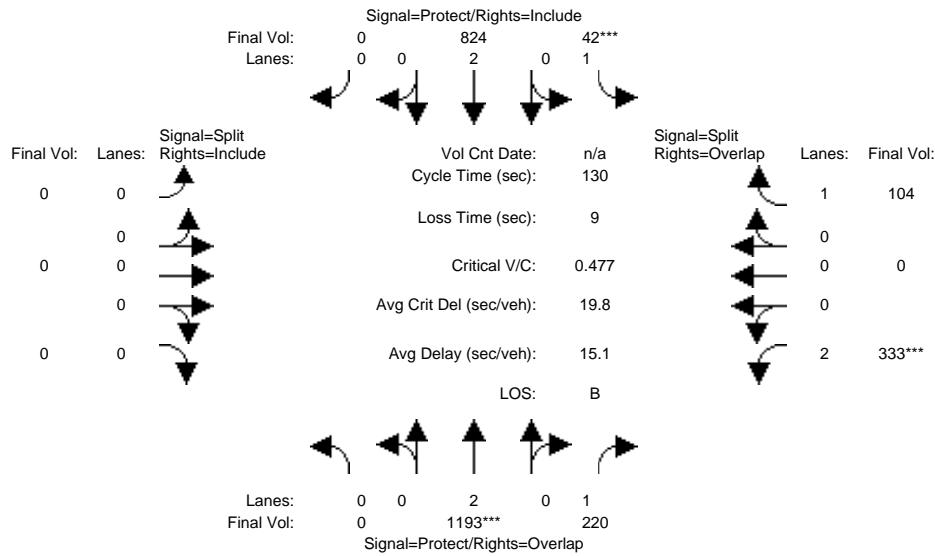
Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	107	0	110	153	595	0	5	911	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	0	110	153	595	0	5	911	116
Added Vol:	0	0	0	0	0	0	0	14	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	107	0	110	153	609	0	5	935	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	110	153	609	0	5	935	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	110	153	609	0	5	935	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	107	0	110	153	609	0	5	935	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.09	0.16	0.00	0.00	0.25	0.07
Crit Moves:				****		****				****		
Green Time:	0.0	0.0	0.0	10.0	0.0	23.9	13.9	33.0	0.0	20.0	39.1	39.1
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.19	0.45	0.35	0.00	0.01	0.45	0.12
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	17.9	30.0	13.1	0.0	18.9	10.7	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	17.9	30.0	13.1	0.0	18.9	10.7	8.3
LOS by Move:	A	A	A	C	A	B	C	B	A	B	B	A
HCM2kAvgQ:	0	0	0	3	0	2	4	4	0	0	6	1

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



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Intersection #3736: Saratoga/Payne

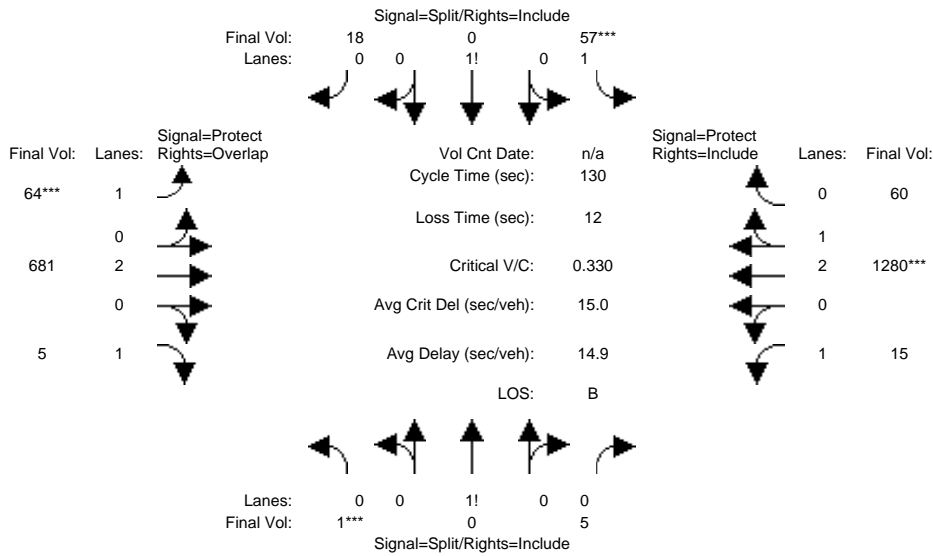


Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1111	220	42	779	0	0	0	0	333	0	104
Growth Adj:	1.00	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	1111	220	42	779	0	0	0	0	333	0	104
Added Vol:	0	82	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1193	220	42	824	0	0	0	0	333	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1193	220	42	824	0	0	0	0	333	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1193	220	42	824	0	0	0	0	333	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1193	220	42	824	0	0	0	0	333	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.13	0.02	0.22	0.00	0.00	0.00	0.00	0.00	0.11	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	85.3	114.0	7.0	92.3	0.0	0.0	0.0	0.0	0.0	28.7	0.0
Volume/Cap:	0.00	0.48	0.14	0.45	0.31	0.00	0.00	0.00	0.00	0.00	0.48	0.00
Delay/Veh:	0.0	11.4	1.2	63.0	7.1	0.0	0.0	0.0	0.0	44.6	0.0	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	1.2	63.0	7.1	0.0	0.0	0.0	0.0	44.6	0.0	36.6
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	1	2	6	0	0	0	0	7	0	3

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

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Intersection #3746: Prospect/Westgate West

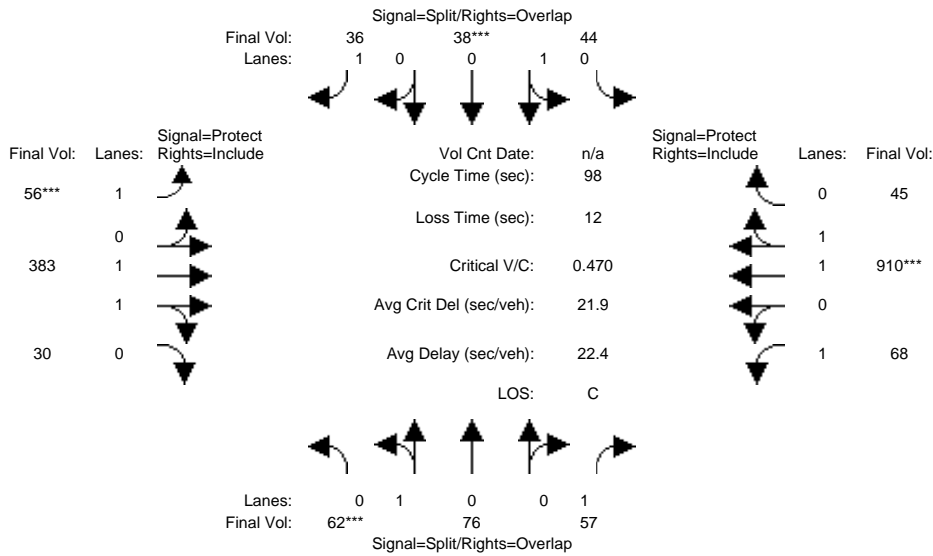


Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	5	57	0	18	64	678	5	15	1251	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	57	0	18	64	678	5	15	1251	60
Added Vol:	0	0	0	0	0	0	0	3	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	5	57	0	18	64	681	5	15	1280	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	5	57	0	18	64	681	5	15	1280	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	5	57	0	18	64	681	5	15	1280	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	5	57	0	18	64	681	5	15	1280	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	0.00	0.83	1.61	0.00	0.39	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	292	0	1458	2823	0	677	1750	3800	1750	1750	5349	251
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.18	0.00	0.01	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.5	0.0	10.5	12.9	75.0	85.0	22.5	84.6	84.6
Volume/Cap:	0.04	0.00	0.04	0.25	0.00	0.33	0.37	0.31	0.00	0.05	0.37	0.37
Delay/Veh:	55.7	0.0	55.7	56.5	0.0	57.3	56.0	14.3	7.8	44.9	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	0.0	55.7	56.5	0.0	57.3	56.0	14.3	7.8	44.9	10.5	10.5
LOS by Move:	E	A	E	E	A	E	E	B	A	D	B	B
HCM2kAvgQ:	0	0	0	2	0	2	3	7	0	1	8	8

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

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Intersection #3876: Fallbrook/Campbell



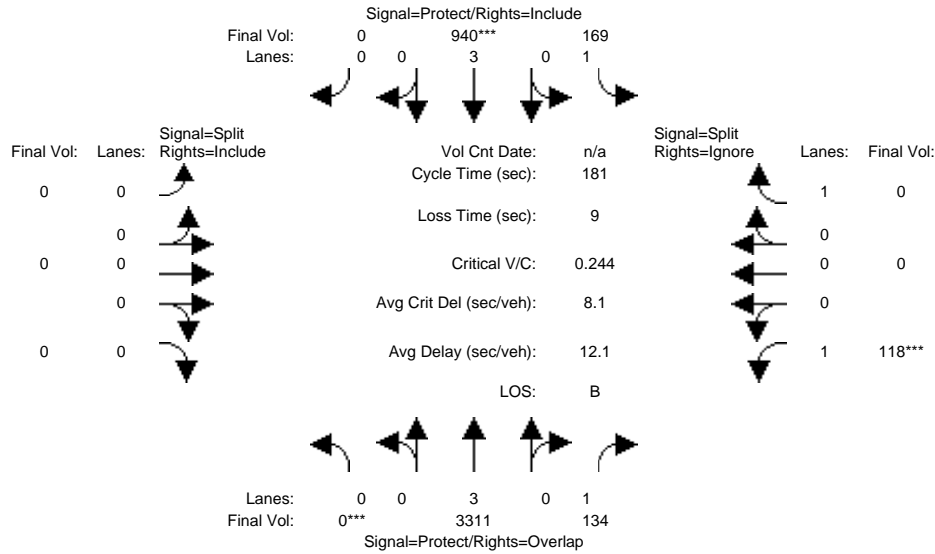
Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	76	57	44	38	36	56	371	30	68	903	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	76	57	44	38	36	56	371	30	68	903	45
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	76	57	44	38	36	56	383	30	68	910	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	76	57	44	38	36	56	383	30	68	910	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	76	57	44	38	36	56	383	30	68	910	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	76	57	44	38	36	56	383	30	68	910	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.45	0.55	1.00	0.54	0.46	1.00	1.00	1.85	0.15	1.00	1.90	0.10
Final Sat.:	809	991	1750	966	834	1750	1750	3431	269	1750	3526	174
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.05	0.02	0.03	0.11	0.11	0.04	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	15.8	15.8	39.3	10.0	10.0	17.0	7.0	36.7	36.7	23.5	53.2	53.2
Volume/Cap:	0.48	0.48	0.08	0.45	0.45	0.12	0.45	0.30	0.30	0.16	0.48	0.48
Delay/Veh:	42.8	42.8	18.4	49.1	49.1	35.0	54.8	22.1	22.1	30.3	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	18.4	49.1	49.1	35.0	54.8	22.1	22.1	30.3	14.6	14.6
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	B
HCM2kAvgQ:	4	4	1	3	3	1	2	4	4	2	9	9

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

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Intersection #5632: LAWRENCE/MITTY



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	114	114	22	146	0	0	0	0	24	0	24
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	3242	134	169	906	0	0	0	0	118	0	759
Growth Adj:	1.00	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	3242	134	169	906	0	0	0	0	118	0	759
Added Vol:	0	69	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3311	134	169	940	0	0	0	0	118	0	759
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3311	134	169	940	0	0	0	0	118	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3311	134	169	940	0	0	0	0	118	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	3311	134	169	940	0	0	0	0	118	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

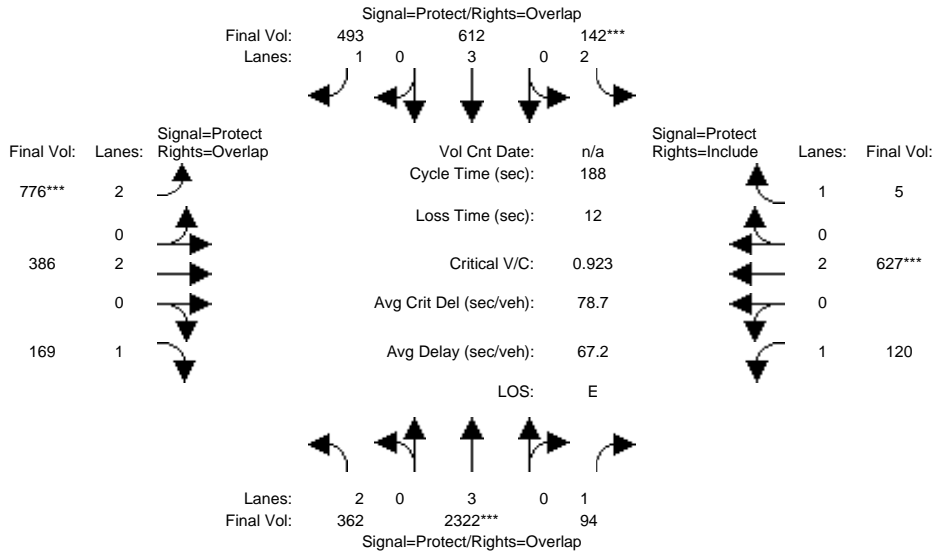
Vol/Sat:	0.00	0.58	0.08	0.10	0.16	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	122	148.4	23.6	146	0.0	0.0	0.0	0.0	26.0	0.0	0.0
Volume/Cap:	0.00	0.86	0.09	0.74	0.20	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	10.1	0.0	87.9	0.0	0.0	0.0	0.0	0.0	72.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	87.9	0.0	0.0	0.0	0.0	0.0	72.6	0.0	0.0
LOS by Move:	A	B	A	F	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	25	0	10	0	0	0	0	0	7	0	0

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

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Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	66	66	14	62	62	44	62	62	16	40	40
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7

Volume Module:

Base Vol:	350	2253	94	142	578	493	776	386	162	120	627	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	2253	94	142	578	493	776	386	162	120	627	5
Added Vol:	12	69	0	0	34	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	2322	94	142	612	493	776	386	169	120	627	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	2322	94	142	612	493	776	386	169	120	627	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	2322	94	142	612	493	776	386	169	120	627	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	2322	94	142	612	493	776	386	169	120	627	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

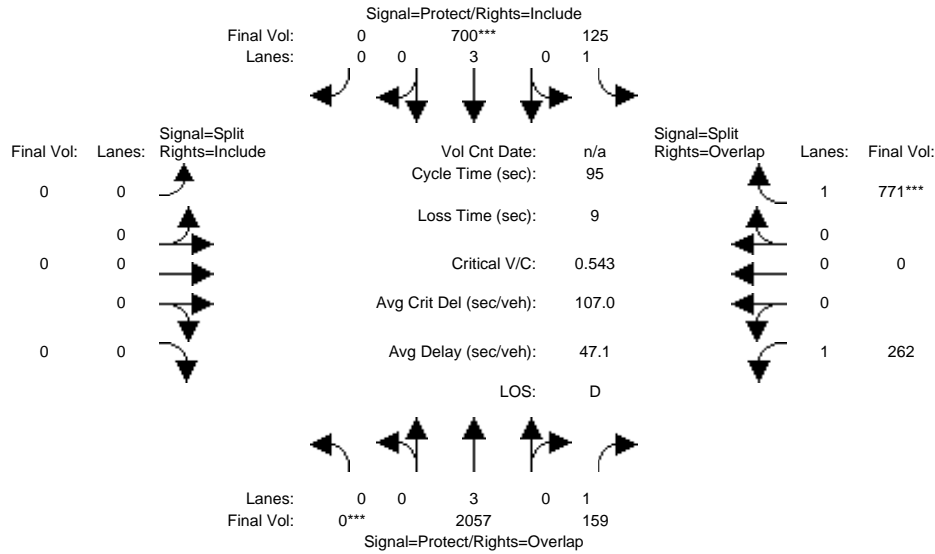
Vol/Sat:	0.11	0.41	0.05	0.05	0.11	0.28	0.25	0.10	0.10	0.07	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.3	76.0	93.7	14.0	66.8	112.7	46.0	68.3	91.6	17.6	40.0	40.0
Volume/Cap:	0.93	1.01	0.11	0.61	0.30	0.47	1.01	0.28	0.20	0.73	0.78	0.01
Delay/Veh:	109.9	70.4	19.3	88.8	41.2	12.4	105.3	42.5	27.5	98.3	74.5	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.9	70.4	19.3	88.8	41.2	12.4	105.3	42.5	27.5	98.3	74.5	58.4
LOS by Move:	F	E	B	F	D	B	F	D	C	F	E	E
HCM2kAvgQ:	13	49	2	5	7	10	32	8	6	9	18	0

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

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Intersection #5634: LAWRENCE/DOYLE



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	51	51	11	67	0	0	0	0	17	0	17
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	1976	159	125	659	0	0	0	0	262	0	771
Growth Adj:	1.00	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	1976	159	125	659	0	0	0	0	262	0	771
Added Vol:	0	81	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2057	159	125	700	0	0	0	0	262	0	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2057	159	125	700	0	0	0	0	262	0	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2057	159	125	700	0	0	0	0	262	0	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2057	159	125	700	0	0	0	0	262	0	771

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

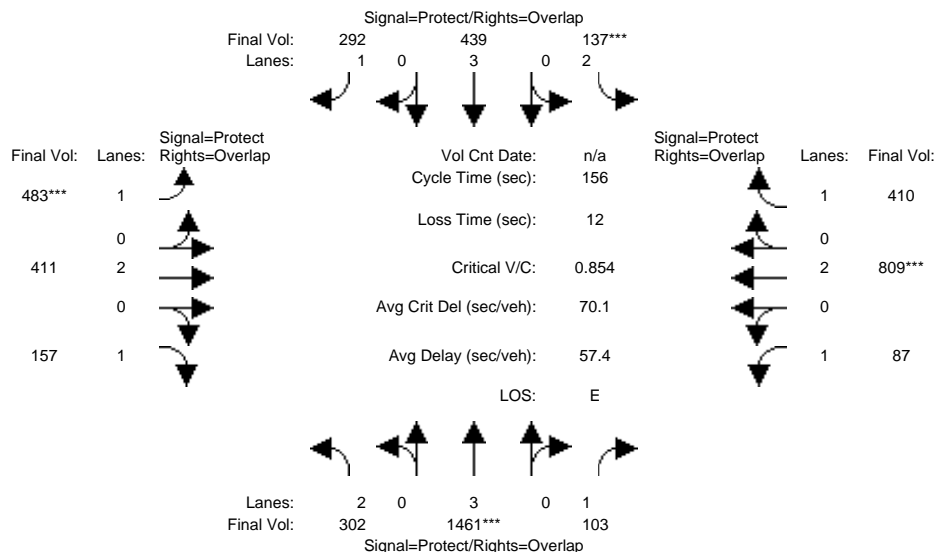
Vol/Sat:	0.00	0.36	0.09	0.07	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.44
Crit Moves:	****			****						****		
Green Time:	0.0	55.1	74.1	11.9	67.0	0.0	0.0	0.0	0.0	19.0	0.0	30.9
Volume/Cap:	0.00	0.62	0.12	0.57	0.17	0.00	0.00	0.00	0.00	0.75	0.00	1.36
Delay/Veh:	0.0	8.5	0.0	42.7	1.1	0.0	0.0	0.0	0.0	44.4	0.0	203.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	42.7	1.1	0.0	0.0	0.0	0.0	44.4	0.0	203.1
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	F
HCM2kAvgQ:	0	8	0	4	1	0	0	0	0	10	0	53

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

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Intersection #5635: Lawrence Expwy/Prospect



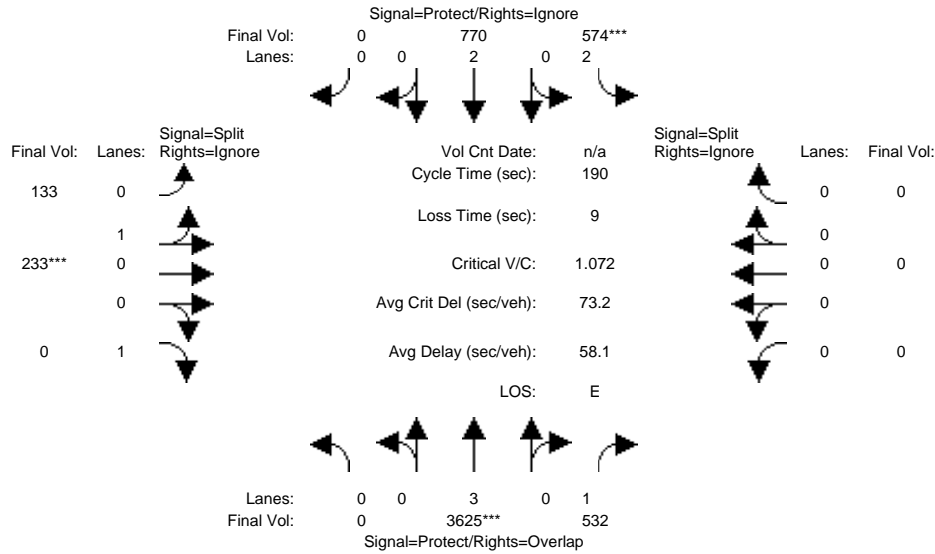
Street Name:	Lawrence Expwy						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	47	47	15	44	44	27	55	55	16	44	44
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0
Volume Module:												
Base Vol:	284	1404	105	129	406	292	483	414	139	87	804	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1404	105	129	406	292	483	414	139	87	804	386
Added Vol:	18	57	-2	8	33	0	0	-3	18	0	5	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1461	103	137	439	292	483	411	157	87	809	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	1461	103	137	439	292	483	411	157	87	809	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1461	103	137	439	292	483	411	157	87	809	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1461	103	137	439	292	483	411	157	87	809	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.06	0.04	0.08	0.17	0.28	0.11	0.09	0.05	0.21	0.23
Crit Moves:	****			****			****			****		
Green Time:	18.0	47.0	65.5	15.0	44.0	82.0	38.0	63.5	81.5	18.5	44.0	59.0
Volume/Cap:	0.83	0.85	0.14	0.45	0.27	0.32	1.13	0.27	0.17	0.42	0.75	0.62
Delay/Veh:	82.4	54.7	24.4	67.7	43.6	15.5	144.2	30.8	19.6	65.2	54.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	54.7	24.4	67.7	43.6	15.5	144.2	30.8	19.6	65.2	54.2	41.2
LOS by Move:	F	D	C	E	D	B	F	C	B	E	D	D
HCM2kAvgQ:	9	22	2	4	5	6	34	6	4	4	18	17

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

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Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



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	115	115	31	150	0	28	28	28	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	4.0	4.0	4.0

Volume Module:

Base Vol:	0	3556	532	574	755	0	133	233	263	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3556	532	574	755	0	133	233	263	0	0	0
Added Vol:	0	69	0	0	15	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3625	532	574	770	0	133	233	282	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3625	532	574	770	0	133	233	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3625	532	574	770	0	133	233	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	3625	532	574	770	0	133	233	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.36	0.64	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	654	1146	1750	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.64	0.30	0.18	0.20	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	115	115.0	31.2	146	0.0	34.8	34.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.05	0.50	1.11	0.26	0.00	1.11	1.11	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	51.9	12.3	152.6	0.0	0.0	160.1	160	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	51.9	12.3	152.6	0.0	0.0	160.1	160	0.0	0.0	0.0	0.0
LOS by Move:	A	D	B	F	A	A	F	F	A	A	A	A
HCM2kAvgQ:	0	77	10	27	0	0	30	30	0	0	0	0

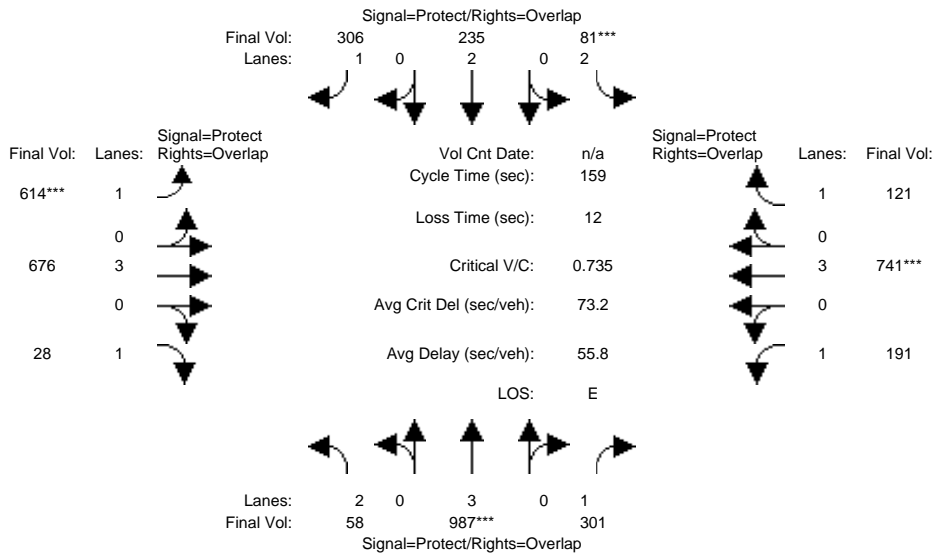
Note: Queue reported is the number of cars per lane.



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Intersection #5640: Lawrence Expwy/Saratoga

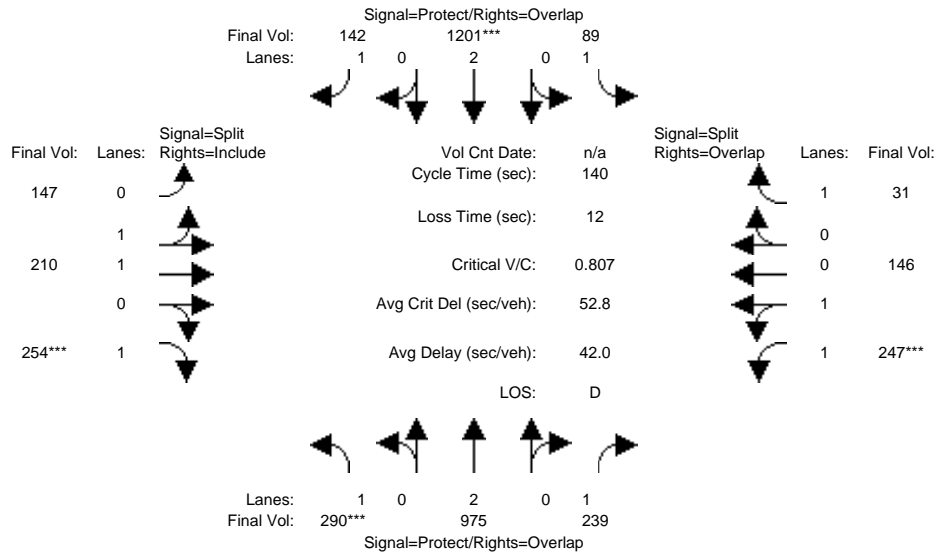


Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	58	58	3	52	52	38	55	55	19	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module:												
Base Vol:	58	933	275	31	235	306	614	650	28	190	714	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	933	275	31	235	306	614	650	28	190	714	101
Added Vol:	0	54	26	50	0	0	0	26	0	1	27	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	987	301	81	235	306	614	676	28	191	741	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	987	301	81	235	306	614	676	28	191	741	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	987	301	81	235	306	614	676	28	191	741	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	987	301	81	235	306	614	676	28	191	741	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.06	0.17	0.35	0.12	0.02	0.11	0.13	0.07
Crit Moves:	****			****			****			****		
Green Time:	9.9	58.0	79.9	3.6	51.7	101.1	49.4	63.5	73.4	21.9	36.0	39.6
Volume/Cap:	0.29	0.47	0.34	1.13	0.19	0.28	1.13	0.30	0.03	0.79	0.57	0.28
Delay/Veh:	72.0	36.2	18.3	223.6	37.3	6.3	134.3	32.6	23.4	82.5	55.3	48.5
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:	72.0	36.2	18.3	223.6	37.3	6.3	134.3	32.6	23.4	82.5	55.3	48.5
LOS by Move:	E	D	B	F	D	A	F	C	C	F	E	D
HCM2kAvgQ:	2	10	6	4	3	3	43	7	1	12	11	5

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

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Intersection #6: Saratoga/Cox



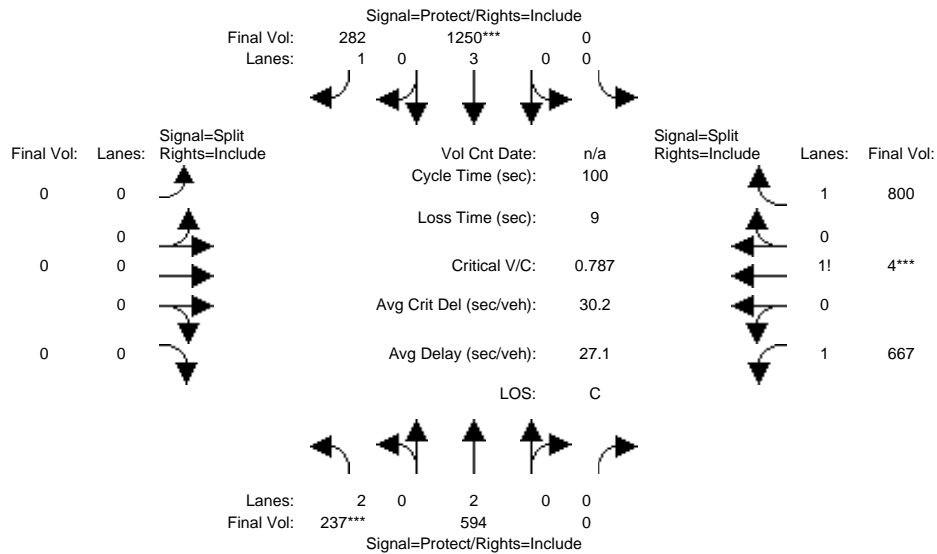
Street Name:	Saratoga						Cox					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	947	239	89	1167	143	147	210	254	247	146	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	947	239	89	1167	143	147	210	254	247	146	31
Added Vol:	0	28	0	0	34	-1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	975	239	89	1201	142	147	210	254	247	146	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	975	239	89	1201	142	147	210	254	247	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	975	239	89	1201	142	147	210	254	247	146	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	975	239	89	1201	142	147	210	254	247	146	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	1.15	1.00	1.27	0.73	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1523	2175	1750	2231	1319	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.14	0.05	0.32	0.08	0.10	0.10	0.15	0.11	0.11	0.02
Crit Moves:	****			****			****	****				
Green Time:	28.8	69.8	89.0	13.8	54.8	80.0	25.2	25.2	25.2	19.2	19.2	33.0
Volume/Cap:	0.81	0.51	0.21	0.51	0.81	0.14	0.54	0.54	0.81	0.81	0.81	0.08
Delay/Veh:	65.6	23.9	10.9	62.6	41.2	14.0	53.0	53.0	69.3	68.2	68.2	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	23.9	10.9	62.6	41.2	14.0	53.0	53.0	69.3	68.2	68.2	41.7
LOS by Move:	E	C	B	E	D	B	D	D	E	E	E	D
HCM2kAvgQ:	13	14	5	5	24	3	8	8	13	11	11	1

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

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Bkgd+Res PM

Intersection #7: Saratoga/SR 85 NB Ramps

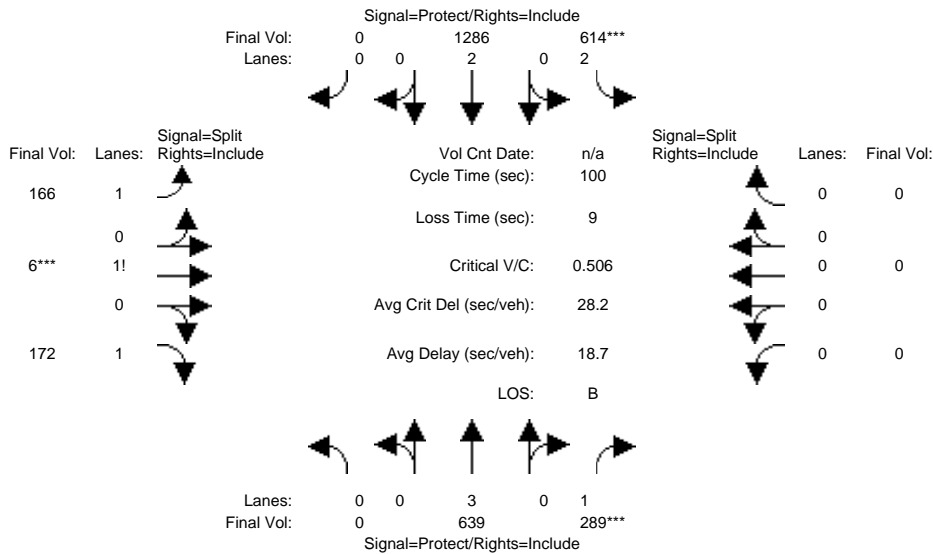


Street Name:	Saratog						SR 85 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	237	592	0	0	1220	277	0	0	0	667	4	775
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	592	0	0	1220	277	0	0	0	667	4	775
Added Vol:	0	2	0	0	30	5	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	594	0	0	1250	282	0	0	0	667	4	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	594	0	0	1250	282	0	0	0	667	4	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	594	0	0	1250	282	0	0	0	667	4	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	594	0	0	1250	282	0	0	0	667	4	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3150	3800	0	0	5700	1750	0	0	0	2541	9	2699
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.00	0.22	0.16	0.00	0.00	0.00	0.26	0.42	0.30
Crit Moves:	****			****						****		
Green Time:	9.6	37.4	0.0	0.0	27.9	27.9	0.0	0.0	0.0	53.6	53.6	53.6
Volume/Cap:	0.79	0.42	0.00	0.00	0.79	0.58	0.00	0.00	0.00	0.49	0.79	0.55
Delay/Veh:	57.1	23.4	0.0	0.0	36.0	32.7	0.0	0.0	0.0	14.7	20.9	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	23.4	0.0	0.0	36.0	32.7	0.0	0.0	0.0	14.7	20.9	15.6
LOS by Move:	E	C	A	A	D	C	A	A	A	B	C	B
HCM2kAvgQ:	5	7	0	0	12	8	0	0	0	10	21	12

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
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Bkgd+Res PM

Intersection #8: Saratoga/SR 85 SB Ramps



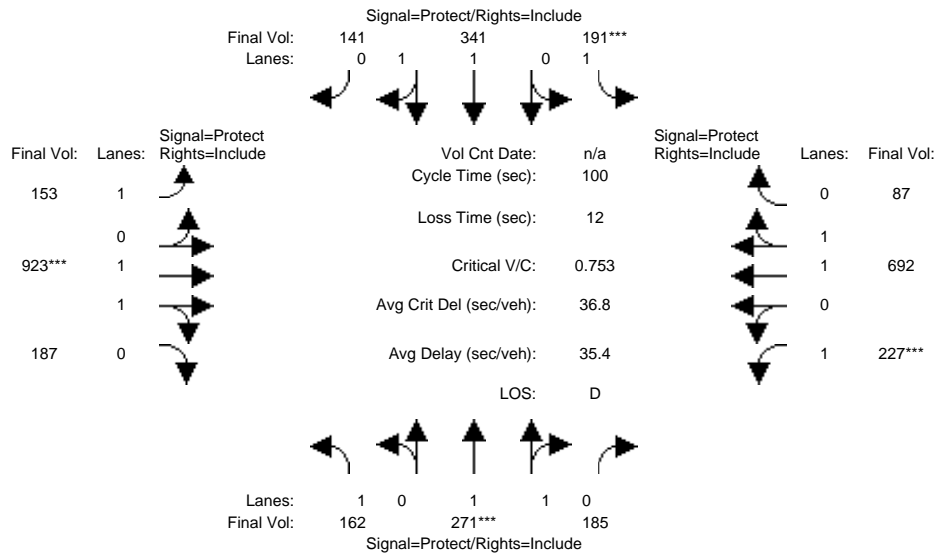
Street Name:	Saratoga						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	638	289	588	1283	0	164	6	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	638	289	588	1283	0	164	6	172	0	0	0
Added Vol:	0	1	0	26	3	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	639	289	614	1286	0	166	6	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	639	289	614	1286	0	166	6	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	639	289	614	1286	0	166	6	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	639	289	614	1286	0	166	6	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.47	0.03	1.50	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2580	60	2610	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.17	0.19	0.34	0.00	0.06	0.10	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	32.7	32.7	38.6	71.2	0.0	19.8	19.8	19.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.51	0.51	0.48	0.00	0.33	0.51	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	25.6	27.9	23.8	6.4	0.0	34.6	36.4	34.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	27.9	23.8	6.4	0.0	34.6	36.4	34.6	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	D	C	A	A	A
HCM2kAvgQ:	0	5	8	8	8	0	3	6	3	0	0	0

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

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San Jose, CA  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+Res PM

Intersection #16: San Tomas Aquino/Campbell



Street Name:	San Tomas Aquino						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	271	185	191	341	141	153	913	187	227	681	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	271	185	191	341	141	153	913	187	227	681	87
Added Vol:	0	0	0	0	0	0	0	10	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	271	185	191	341	141	153	923	187	227	692	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	271	185	191	341	141	153	923	187	227	692	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	271	185	191	341	141	153	923	187	227	692	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	271	185	191	341	141	153	923	187	227	692	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.17	0.83	1.00	1.40	0.60	1.00	1.65	0.35	1.00	1.77	0.23
Final Sat.:	1750	2198	1500	1750	2617	1082	1750	3076	623	1750	3286	413
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.11	0.13	0.13	0.09	0.30	0.30	0.13	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	12.8	16.4	16.4	14.5	18.1	18.1	16.8	39.9	39.9	17.2	40.4	40.4
Volume/Cap:	0.72	0.75	0.75	0.75	0.72	0.72	0.52	0.75	0.75	0.75	0.52	0.52
Delay/Veh:	52.8	45.2	45.2	53.0	42.5	42.5	39.7	28.1	28.1	49.6	22.9	22.9
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:	52.8	45.2	45.2	53.0	42.5	42.5	39.7	28.1	28.1	49.6	22.9	22.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	9	9	8	9	9	5	15	15	9	9	9

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

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San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Res PM

Intersection #18: Quito/Northlawn

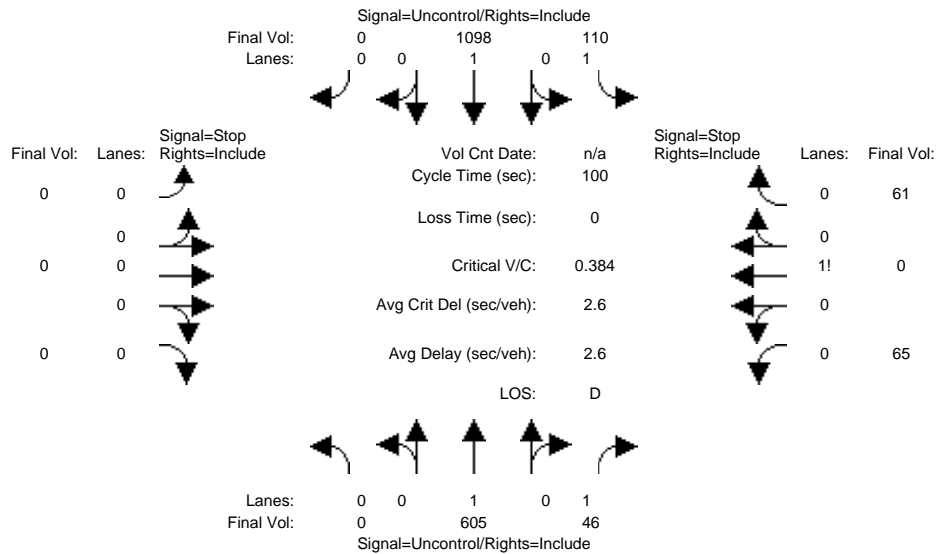


Table with columns for Street Name (Quito, Northlawn) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #18 Quito/Northlawn
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	605	46	110	1098	0	0	0	0	65	0	61							
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		33.4												

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

Signal Warrant Rule #1: [vehicle-hours=1.2]

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

Signal Warrant Rule #2: [approach volume=126]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1985]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #18 Quito/Northlawn

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign												
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	605	46	110	1098	0	0	0	0	65	0	61							

Major Street Volume: 1859

Minor Approach Volume: 126

Minor Approach Volume Threshold: 71 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

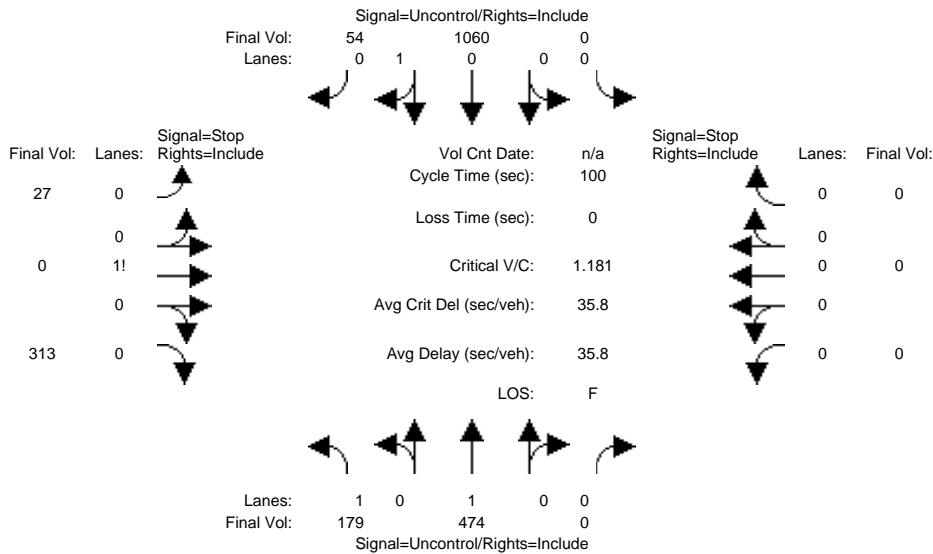
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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El Paseo Mixed Use Development
San Jose, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Res PM

Intersection #19: Quito/Cox



Street Name: Quito Cox
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Values are provided for each of the four approaches.

Table for Critical Gap Module with rows for Critical Gp and FollowUpTim, and columns for each approach.

Table for Capacity Module with rows for Cnflict Vol, Potent Cap., Move Cap., Total Cap., and Volume/Cap, and columns for each approach.

Table for Level Of Service Module with rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #19 Quito/Cox
\*\*\*\*\*



Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	179	474	0	0	1060	54	27	0	313	0	0	0
ApproachDel:	xxxxxx			xxxxxx			215.0			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=20.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=340]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2107]

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

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #19 Quito/Cox

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	179	474	0	0	1060	54	27	0	313	0	0	0

Major Street Volume: 1767

Minor Approach Volume: 340

Minor Approach Volume Threshold: 89 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

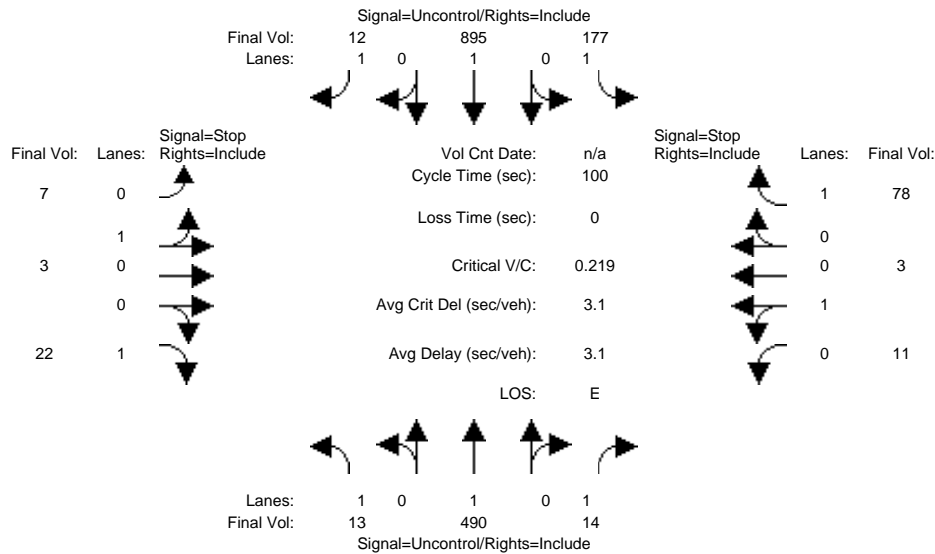
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bkgd+Res PM

Intersection #20: Quito/McCoy



Street Name: Quito McCoy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing different approaches and movements. Rows include: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with 12 columns. Rows include: Critical Gap and FollowUpTim.

Table with 12 columns. Rows include: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with 12 columns. Rows include: Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS).

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #20 Quito/McCoy
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 490 14	177 895 12	7 3 22	11 3 78
ApproachDel:	xxxxxx	xxxxxx	40.9	24.8

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=32]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1725]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.6]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=92]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1725]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #20 Quito/McCoy  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

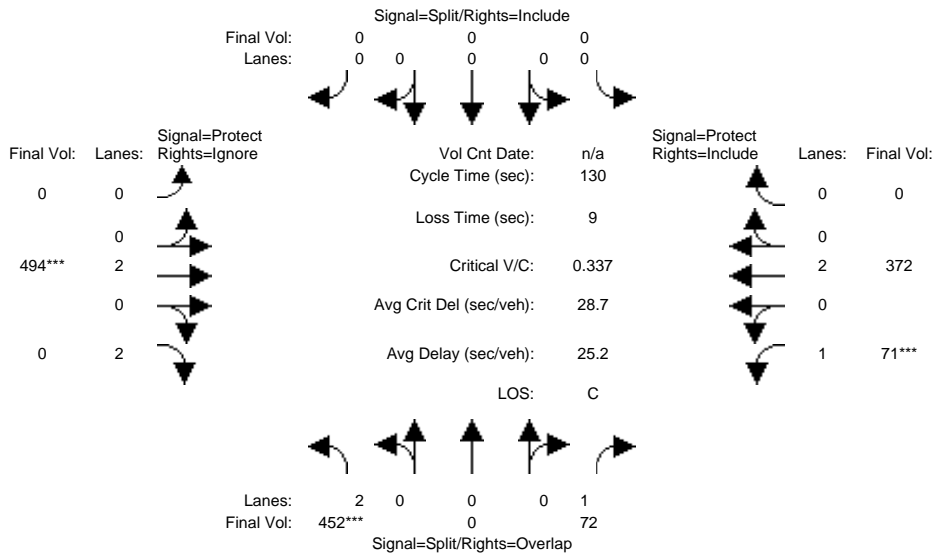
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 1 0 1	0 1 0 0 1	0 1 0 0 1
Initial Vol:	13 490 14	177 895 12	7 3 22	11 3 78
Major Street Volume:	1601			
Minor Approach Volume:	92			
Minor Approach Volume Threshold:	172			

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

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

El Paseo Mixed Use Development  
San Jose, CA  
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Bkgd+Res PM

Intersection #3089: Campbell/Hamilton

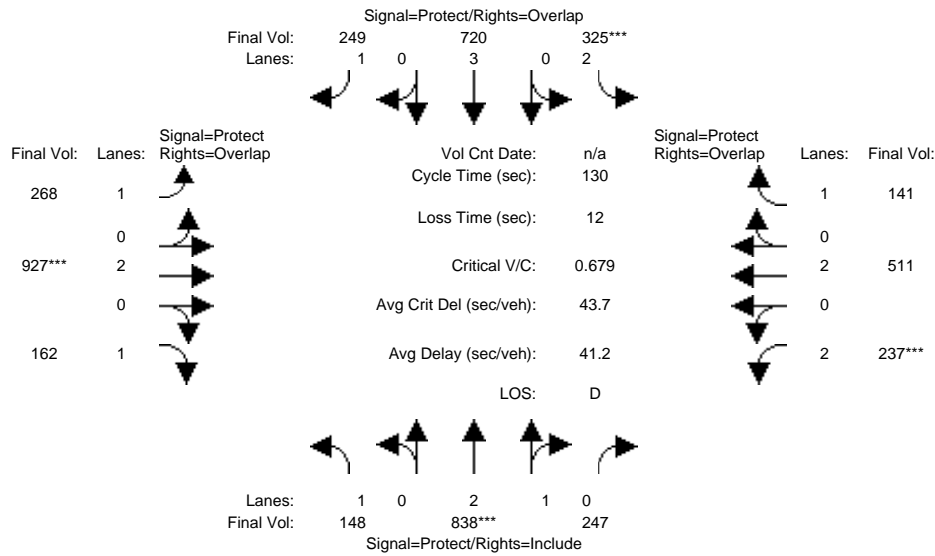


Street Name:	Campbell						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	72	0	0	0	0	480	948	71	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	72	0	0	0	0	480	948	71	359	0
Added Vol:	2	0	0	0	0	0	0	14	-1	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	0	72	0	0	0	0	494	947	71	372	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	452	0	72	0	0	0	0	494	0	71	372	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	0	72	0	0	0	0	494	0	71	372	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	452	0	72	0	0	0	0	494	0	71	372	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	3150	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.00	0.04	0.10	0.00
Crit Moves:	****						****		****			
Green Time:	55.3	0.0	70.9	0.0	0.0	0.0	0.0	50.1	0.0	15.6	65.7	0.0
Volume/Cap:	0.34	0.00	0.08	0.00	0.00	0.00	0.00	0.34	0.00	0.34	0.19	0.00
Delay/Veh:	25.2	0.0	14.0	0.0	0.0	0.0	0.0	28.4	0.0	53.4	17.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	0.0	14.0	0.0	0.0	0.0	0.0	28.4	0.0	53.4	17.7	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	7	0	1	0	0	0	0	7	0	3	4	0

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

El Paseo Mixed Use Development  
San Jose, CA  
Hexagon Transportation Consultants, Inc.  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Bkgd+Res PM

Intersection #3090: Saratoga/Campbell



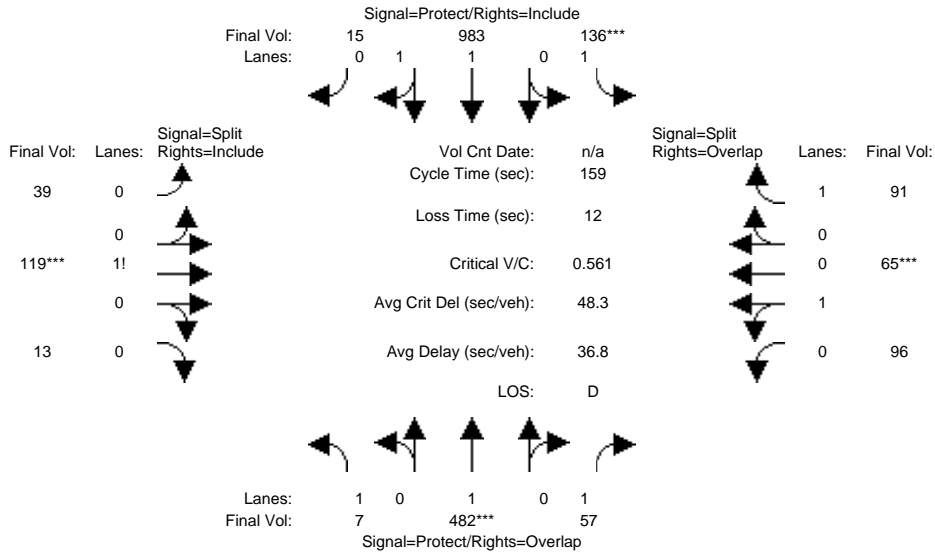
Street Name:	Saratoga						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	775	243	314	652	249	274	930	128	231	511	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	775	243	314	652	249	274	930	128	231	511	134
Added Vol:	14	63	4	11	68	0	-6	-3	34	6	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	838	247	325	720	249	268	927	162	237	511	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	838	247	325	720	249	268	927	162	237	511	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	838	247	325	720	249	268	927	162	237	511	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	148	838	247	325	720	249	268	927	162	237	511	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.29	0.71	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4323	1274	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.10	0.13	0.14	0.15	0.24	0.09	0.08	0.13	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.8	37.1	37.1	19.8	34.1	66.6	32.5	46.7	69.5	14.4	28.6	48.3
Volume/Cap:	0.48	0.68	0.68	0.68	0.48	0.28	0.61	0.68	0.17	0.68	0.61	0.22
Delay/Veh:	49.5	42.4	42.4	56.0	40.8	18.2	45.7	36.7	15.6	60.9	47.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	42.4	42.4	56.0	40.8	18.2	45.7	36.7	15.6	60.9	47.1	28.1
LOS by Move:	D	D	D	E	D	B	D	D	B	E	D	C
HCM2kAvgQ:	6	13	13	7	8	6	10	15	3	6	9	4

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

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Intersection #3358: BUCKNALL/QUITO

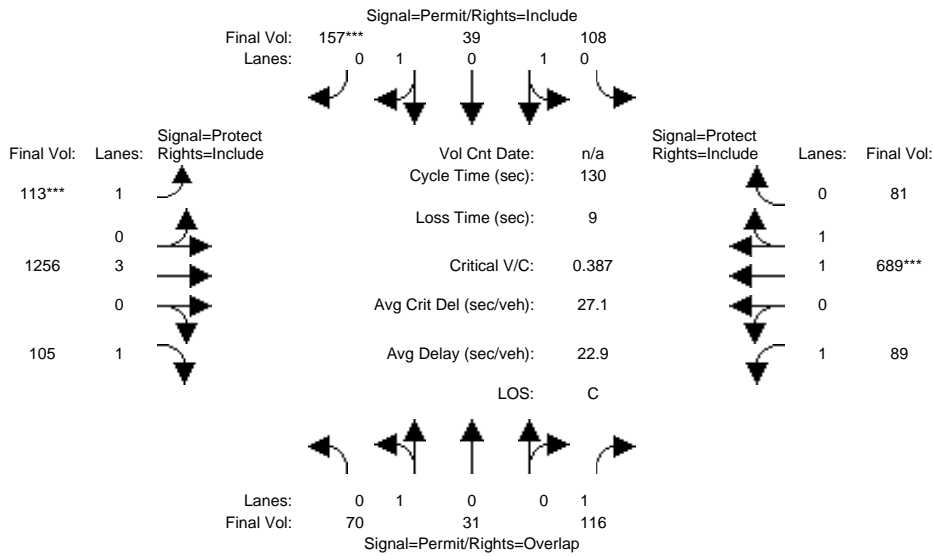


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	482	57	136	980	15	39	119	13	96	65	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	482	57	136	980	15	39	119	13	96	65	91
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	482	57	136	983	15	39	119	13	96	65	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	482	57	136	983	15	39	119	13	96	65	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	482	57	136	983	15	39	119	13	96	65	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	482	57	136	983	15	39	119	13	96	65	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.23	0.69	0.08	0.60	0.40	1.00
Final Sat.:	1750	1900	1750	1750	3644	56	399	1218	133	1073	727	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.03	0.08	0.27	0.27	0.10	0.10	0.10	0.09	0.09	0.05
Crit Moves:	****			****			****			****		
Green Time:	13.2	71.9	97.3	22.0	80.8	80.8	27.7	27.7	27.7	25.4	25.4	47.4
Volume/Cap:	0.05	0.56	0.05	0.56	0.53	0.53	0.56	0.56	0.56	0.56	0.56	0.17
Delay/Veh:	67.3	32.8	12.4	66.9	26.7	26.7	62.4	62.4	62.4	64.2	64.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	32.8	12.4	66.9	26.7	26.7	62.4	62.4	62.4	64.2	64.2	41.5
LOS by Move:	E	C	B	E	C	C	E	E	E	E	E	D
HCM2kAvgQ:	0	17	1	7	16	16	9	9	9	8	8	3

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

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Intersection #3375: Westgate/Campbell



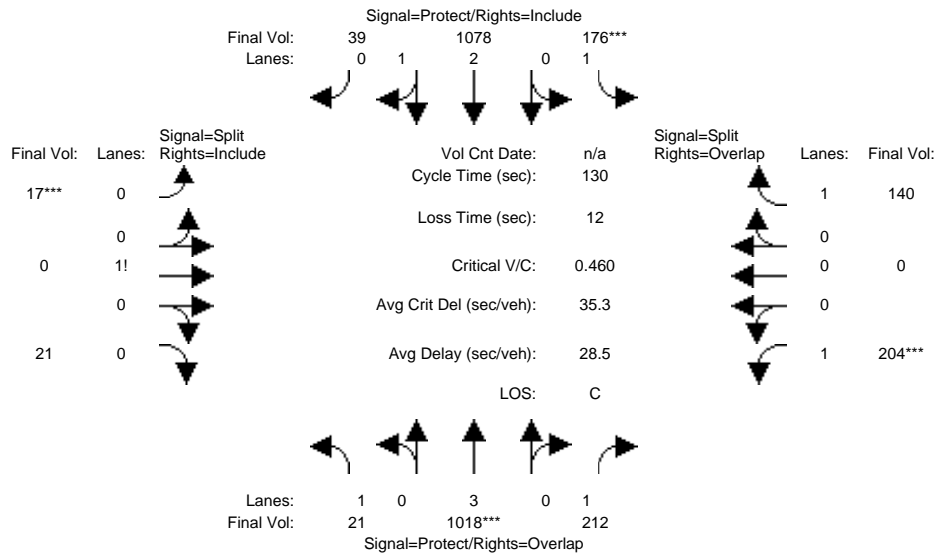
Street Name:	Westgate Entrance						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	31	104	108	39	157	113	1255	94	80	683	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	31	104	108	39	157	113	1255	94	80	683	81
Added Vol:	7	0	12	0	0	0	0	1	11	9	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	31	116	108	39	157	113	1256	105	89	689	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	31	116	108	39	157	113	1256	105	89	689	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	31	116	108	39	157	113	1256	105	89	689	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	31	116	108	39	157	113	1256	105	89	689	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.69	0.31	1.00	0.73	0.27	1.00	1.00	3.00	1.00	1.00	1.78	0.22
Final Sat.:	1248	552	1750	1322	478	1800	1750	5700	1750	1750	3310	389
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.08	0.08	0.09	0.06	0.22	0.06	0.05	0.21	0.21
Crit Moves:						****	****				****	
Green Time:	29.3	29.3	47.3	29.3	29.3	29.3	21.7	73.7	73.7	18.0	70.0	70.0
Volume/Cap:	0.25	0.25	0.18	0.36	0.36	0.39	0.39	0.39	0.11	0.37	0.39	0.39
Delay/Veh:	41.6	41.6	28.3	42.7	42.7	43.0	49.1	15.7	13.0	51.8	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.6	28.3	42.7	42.7	43.0	49.1	15.7	13.0	51.8	17.6	17.6
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	5	5	6	4	9	2	3	9	9

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

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Intersection #3464: Saratoga/El Paseo de Saratoga



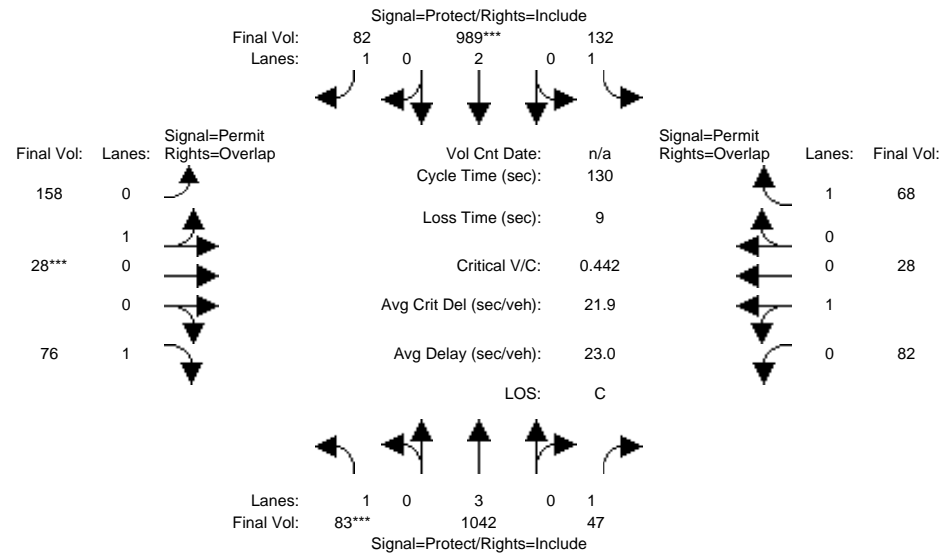
Street Name:	Saratoga						El Paseo de Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	989	227	103	1083	1	0	0	0	178	0	105
Growth Adj:	1.00	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	989	227	103	1083	1	0	0	0	178	0	105
Added Vol:	21	29	-15	73	-5	38	17	0	21	26	0	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1018	212	176	1078	39	17	0	21	204	0	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1018	212	176	1078	39	17	0	21	204	0	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1018	212	176	1078	39	17	0	21	204	0	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1018	212	176	1078	39	17	0	21	204	0	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.89	0.11	0.45	0.00	0.55	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5404	196	783	0	967	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.12	0.10	0.20	0.20	0.02	0.00	0.02	0.12	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	16.2	48.7	80.6	27.4	60.0	60.0	10.0	0.0	10.0	31.8	0.0	59.3
Volume/Cap:	0.10	0.48	0.20	0.48	0.43	0.43	0.28	0.00	0.28	0.48	0.00	0.18
Delay/Veh:	50.6	31.1	10.8	45.9	23.7	23.7	57.8	0.0	57.8	42.8	0.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	31.1	10.8	45.9	23.7	23.7	57.8	0.0	57.8	42.8	0.0	21.0
LOS by Move:	D	C	B	D	C	C	E	A	E	D	A	C
HCM2kAvgQ:	1	10	4	7	10	10	2	0	2	8	0	3

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



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Intersection #3560: Saratoga/Graves



Street Name:	Saratoga						Graves					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	83	977	47	132	910	82	158	28	76	82	28	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	977	47	132	910	82	158	28	76	82	28	68
Added Vol:	0	65	0	0	79	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1042	47	132	989	82	158	28	76	82	28	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1042	47	132	989	82	158	28	76	82	28	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1042	47	132	989	82	158	28	76	82	28	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	1042	47	132	989	82	158	28	76	82	28	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	1529	271	1750	1342	458	1750

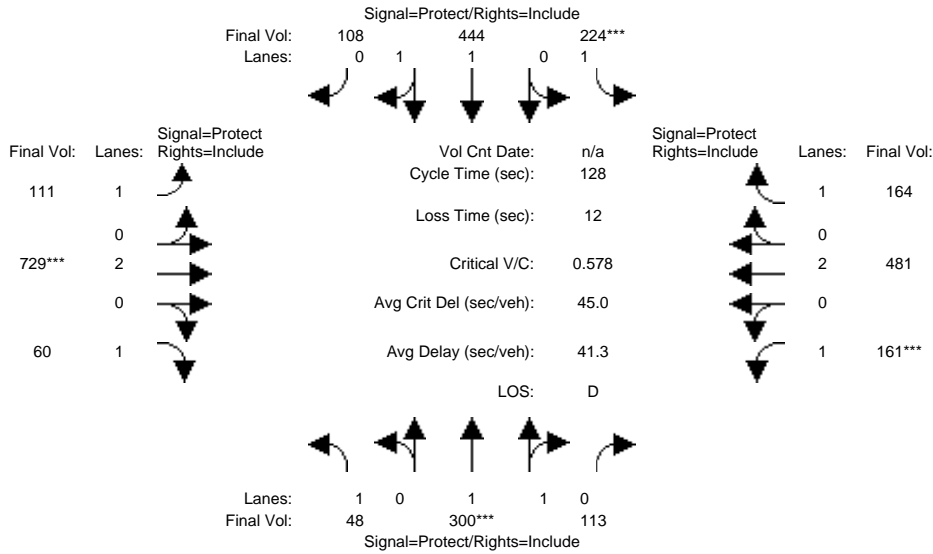
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.03	0.08	0.26	0.05	0.10	0.10	0.04	0.06	0.06	0.04
Crit Moves:	****			****			****					
Green Time:	14.0	64.1	64.1	26.5	76.6	76.6	30.4	30.4	44.4	30.4	30.4	56.9
Volume/Cap:	0.44	0.37	0.05	0.37	0.44	0.08	0.44	0.44	0.13	0.26	0.26	0.09
Delay/Veh:	56.0	20.5	17.2	45.3	15.0	11.5	43.3	43.3	29.6	41.0	41.0	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	20.5	17.2	45.3	15.0	11.5	43.3	43.3	29.6	41.0	41.0	21.4
LOS by Move:	E	C	B	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	3	8	1	5	11	1	7	7	2	4	4	2

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

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Intersection #3569: San Tomas Aquino/Hamilton

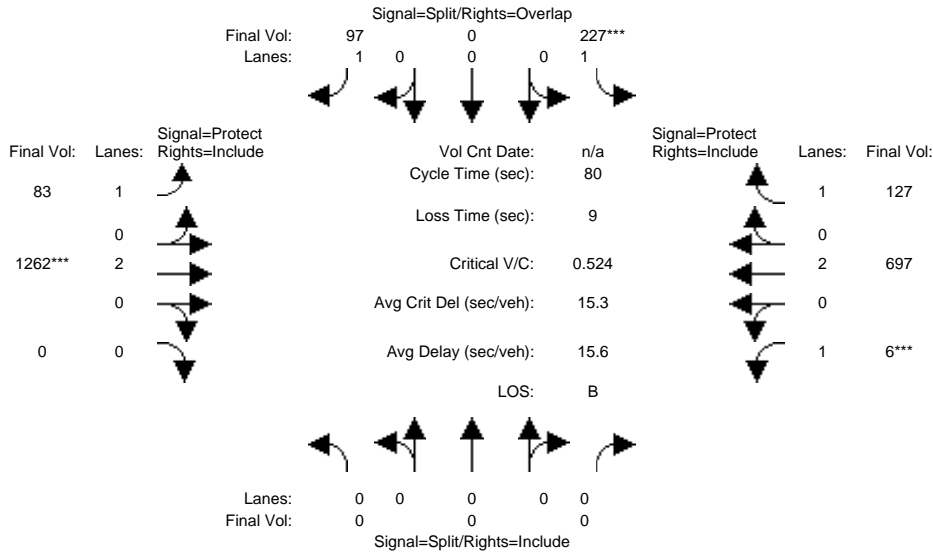


Street Name:	San Tomas Aquino						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	300	113	224	444	108	111	715	60	161	468	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	300	113	224	444	108	111	715	60	161	468	164
Added Vol:	0	0	0	0	0	0	0	14	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	300	113	224	444	108	111	729	60	161	481	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	300	113	224	444	108	111	729	60	161	481	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	300	113	224	444	108	111	729	60	161	481	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	300	113	224	444	108	111	729	60	161	481	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2687	1012	1750	2976	724	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.13	0.15	0.15	0.06	0.19	0.03	0.09	0.13	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.2	24.7	24.7	28.4	38.9	38.9	21.0	42.5	42.5	20.4	41.9	41.9
Volume/Cap:	0.25	0.58	0.58	0.58	0.49	0.49	0.39	0.58	0.10	0.58	0.39	0.29
Delay/Veh:	55.0	50.3	50.3	50.6	38.0	38.0	51.7	37.3	29.9	58.3	34.1	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	50.3	50.3	50.6	38.0	38.0	51.7	37.3	29.9	58.3	34.1	33.2
LOS by Move:	D	D	D	D	D	D	D	D	C	E	C	C
HCM2kAvgQ:	2	8	8	9	9	9	4	12	2	7	7	5

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

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Intersection #3601: Johnson/Prospect

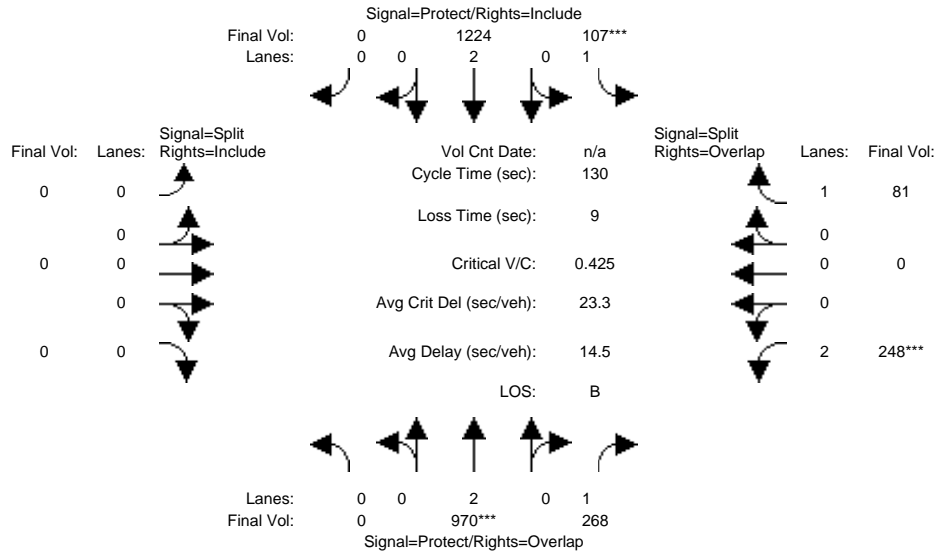


Street Name:	Johnson						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	227	0	97	83	1239	0	6	677	127
Growth Adj:	1.00	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	227	0	97	83	1239	0	6	677	127
Added Vol:	0	0	0	0	0	0	0	23	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	0	97	83	1262	0	6	697	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	227	0	97	83	1262	0	6	697	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	0	97	83	1262	0	6	697	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	227	0	97	83	1262	0	6	697	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.06	0.05	0.33	0.00	0.00	0.18	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	18.0	0.0	35.1	17.1	46.0	0.0	7.0	35.9	35.9
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.13	0.22	0.58	0.00	0.04	0.41	0.16
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	13.7	27.3	11.9	0.0	33.9	15.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	13.7	27.3	11.9	0.0	33.9	15.6	13.5
LOS by Move:	A	A	A	C	A	B	C	B	A	C	B	B
HCM2kAvgQ:	0	0	0	6	0	2	2	10	0	0	6	2

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

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Intersection #3736: Saratoga/Payne

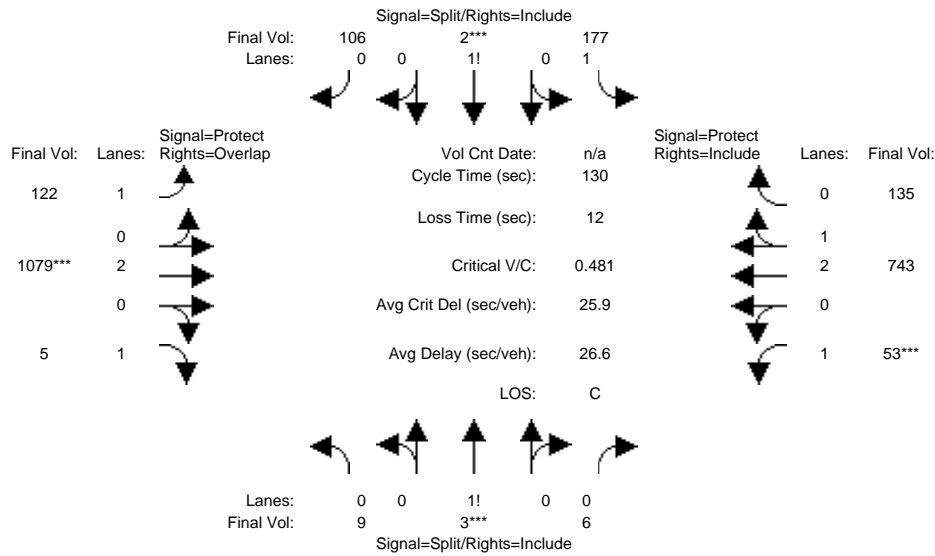


Street Name:	Saratoga						Payne					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	904	269	107	1144	0	0	0	0	248	0	81
Growth Adj:	1.00	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	904	269	107	1144	0	0	0	0	248	0	81
Added Vol:	0	66	-1	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	970	268	107	1224	0	0	0	0	248	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	970	268	107	1224	0	0	0	0	248	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	970	268	107	1224	0	0	0	0	248	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	970	268	107	1224	0	0	0	0	248	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.15	0.06	0.32	0.00	0.00	0.00	0.00	0.08	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	78.2	102.3	18.7	96.9	0.0	0.0	0.0	0.0	24.1	0.0	42.8
Volume/Cap:	0.00	0.42	0.19	0.42	0.43	0.00	0.00	0.00	0.00	0.42	0.00	0.14
Delay/Veh:	0.0	14.0	3.6	51.9	6.3	0.0	0.0	0.0	0.0	47.3	0.0	30.8
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	14.0	3.6	51.9	6.3	0.0	0.0	0.0	0.0	47.3	0.0	30.8
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	10	3	5	9	0	0	0	0	5	0	2

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

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Intersection #3746: Prospect/Westgate West

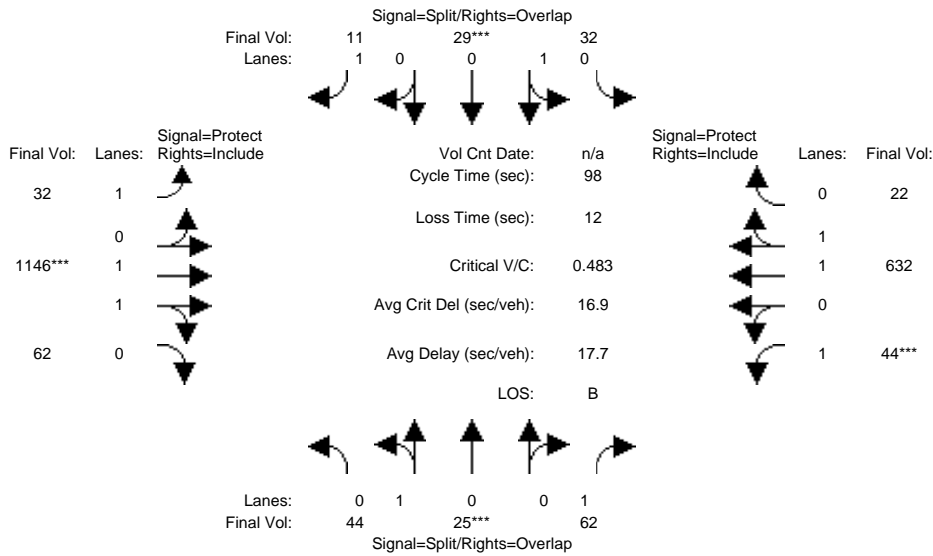


Street Name:	Westgate West Entrance						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	3	6	177	2	106	122	1053	5	53	727	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	3	6	177	2	106	122	1053	5	53	727	135
Added Vol:	0	0	0	0	0	0	0	26	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	3	6	177	2	106	122	1079	5	53	743	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	3	6	177	2	106	122	1079	5	53	743	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	3	6	177	2	106	122	1079	5	53	743	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	3	6	177	2	106	122	1079	5	53	743	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.50	0.17	0.33	1.45	0.01	0.54	1.00	2.00	1.00	1.00	2.52	0.48
Final Sat.:	875	292	583	2538	18	944	1750	3800	1750	1750	4738	861
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.11	0.11	0.07	0.28	0.00	0.03	0.16	0.16
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	10.0	28.4	28.4	28.4	24.5	71.9	81.9	7.7	55.1	55.1
Volume/Cap:	0.13	0.13	0.13	0.32	0.51	0.51	0.37	0.51	0.00	0.51	0.37	0.37
Delay/Veh:	56.4	56.4	56.4	42.9	45.5	45.5	46.7	18.4	8.9	63.7	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	56.4	42.9	45.5	45.5	46.7	18.4	8.9	63.7	25.7	25.7
LOS by Move:	E	E	E	D	D	D	D	B	A	E	C	C
HCM2kAvgQ:	1	1	1	4	8	8	4	13	0	3	8	8

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

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Intersection #3876: Fallbrook/Campbell



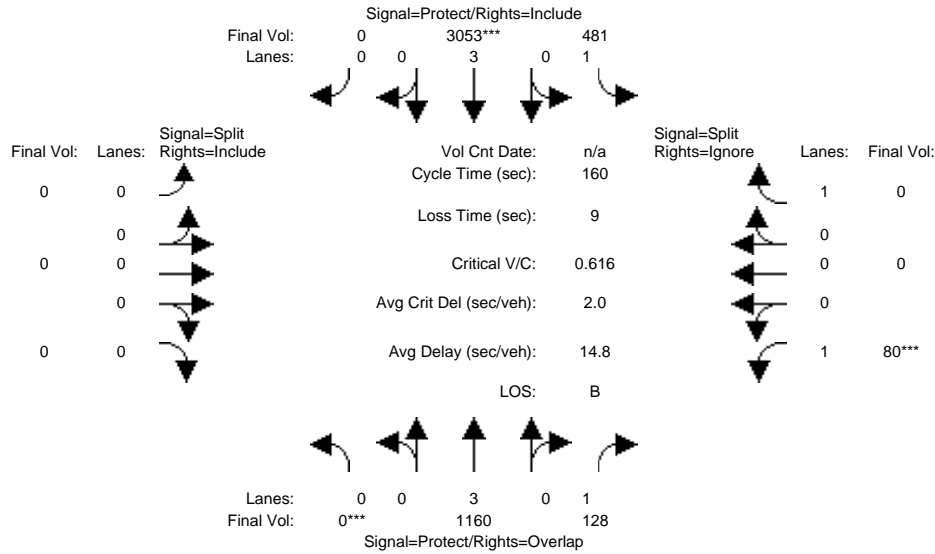
Street Name:	Fallbrook						Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	25	62	32	29	11	32	1136	62	44	621	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	25	62	32	29	11	32	1136	62	44	621	22
Added Vol:	0	0	0	0	0	0	0	10	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	25	62	32	29	11	32	1146	62	44	632	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	25	62	32	29	11	32	1146	62	44	632	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	25	62	32	29	11	32	1146	62	44	632	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	25	62	32	29	11	32	1146	62	44	632	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.64	0.36	1.00	0.52	0.48	1.00	1.00	1.89	0.11	1.00	1.93	0.07
Final Sat.:	1148	652	1750	944	856	1750	1750	3510	190	1750	3575	124
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.01	0.02	0.33	0.33	0.03	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	17.0	10.0	10.0	29.0	19.0	59.0	59.0	7.0	47.0	47.0
Volume/Cap:	0.38	0.38	0.20	0.33	0.33	0.02	0.09	0.54	0.54	0.35	0.37	0.37
Delay/Veh:	46.9	46.9	36.2	45.7	45.7	24.5	33.0	12.5	12.5	51.0	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	46.9	36.2	45.7	45.7	24.5	33.0	12.5	12.5	51.0	16.7	16.7
LOS by Move:	D	D	D	D	D	C	C	B	B	D	B	B
HCM2kAvgQ:	2	2	2	2	2	0	1	11	11	1	6	6

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

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Intersection #5632: LAWRENCE/MITTY



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	70	70	50	130	0	0	0	0	19	0	19
Y+R:	4.0	6.2	6.2	5.0	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	1108	128	481	2986	0	0	0	0	80	0	245
Growth Adj:	1.00	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	1108	128	481	2986	0	0	0	0	80	0	245
Added Vol:	0	52	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	128	481	3053	0	0	0	0	80	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1160	128	481	3053	0	0	0	0	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	128	481	3053	0	0	0	0	80	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1160	128	481	3053	0	0	0	0	80	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

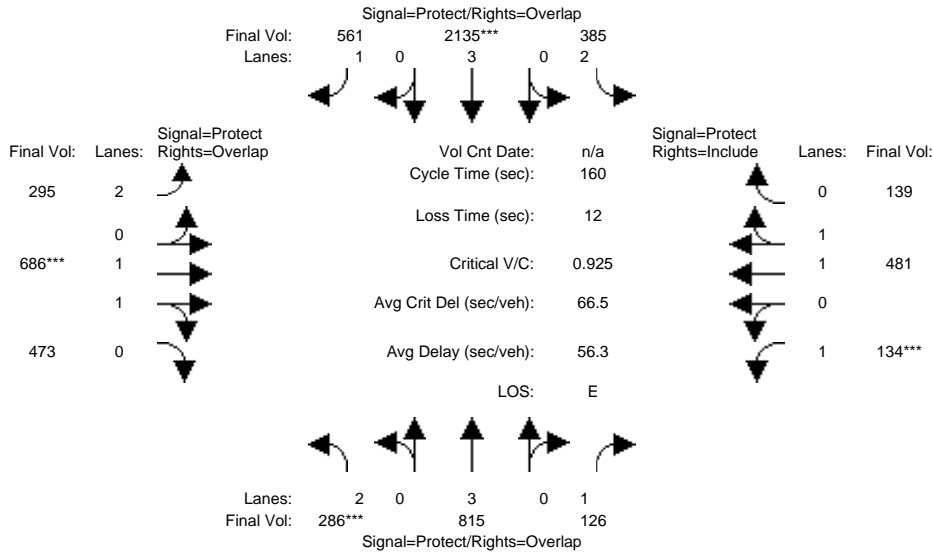
Vol/Sat:	0.00	0.20	0.07	0.27	0.54	0.00	0.00	0.00	0.00	0.00	0.05	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	77.0	96.0	55.0	132	0.0	0.0	0.0	0.0	0.0	19.0	0.0
Volume/Cap:	0.00	0.42	0.12	0.80	0.65	0.00	0.00	0.00	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	33.0	19.3	52.6	0.3	0.0	0.0	0.0	0.0	0.0	66.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.0	19.3	52.6	0.3	0.0	0.0	0.0	0.0	0.0	66.3	0.0
LOS by Move:	A	C	B	D	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	14	4	21	1	0	0	0	0	4	0	0

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

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Intersection #5633: LAWRENCE EXPWY/BOLLINGER-MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	56	56	26	65	65	15	40	40	14	39	39
Y+R:	5.7	6.2	6.2	5.6	6.2	6.2	5.8	5.8	5.8	5.6	5.7	5.7

Volume Module:

Base Vol:	276	763	126	385	2068	561	295	686	461	134	481	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	763	126	385	2068	561	295	686	461	134	481	139
Added Vol:	10	52	0	0	67	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	815	126	385	2135	561	295	686	473	134	481	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	815	126	385	2135	561	295	686	473	134	481	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	815	126	385	2135	561	295	686	473	134	481	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	815	126	385	2135	561	295	686	473	134	481	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.54	0.46
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2189	1509	1750	2870	829

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.07	0.12	0.37	0.32	0.09	0.31	0.31	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	17.0	56.0	70.0	26.0	65.0	83.3	18.3	52.0	69.0	14.0	47.7	47.7
Volume/Cap:	0.85	0.41	0.16	0.75	0.92	0.62	0.82	0.96	0.73	0.88	0.56	0.56
Delay/Veh:	89.1	37.4	23.3	70.1	58.2	35.5	82.8	71.1	39.4	111.1	48.0	48.0
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:	89.1	37.4	23.3	70.1	58.2	35.5	82.8	71.1	39.4	111.1	48.0	48.0
LOS by Move:	F	D	C	E	E	D	F	E	D	F	D	D
HCM2kAvgQ:	9	8	3	11	35	24	11	33	24	10	13	13

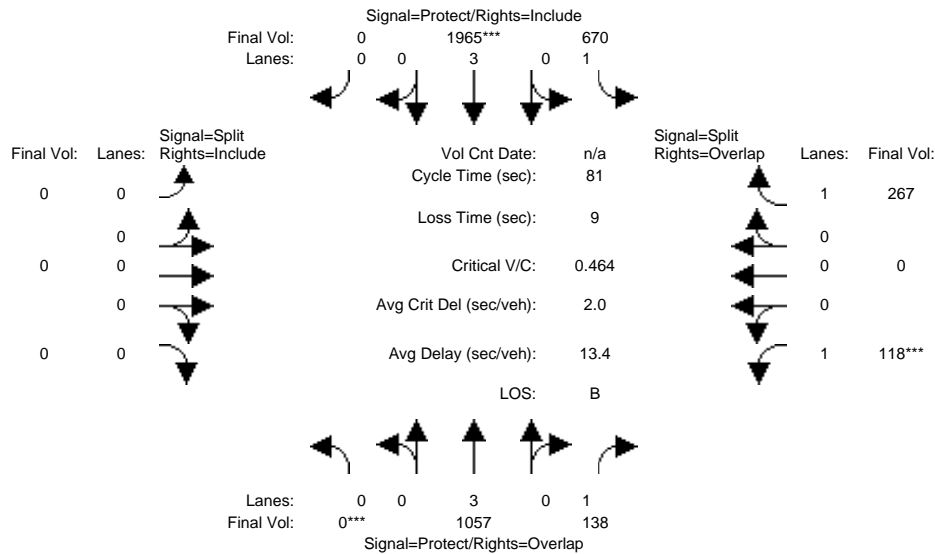
Note: Queue reported is the number of cars per lane.



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Intersection #5634: LAWRENCE/DOYLE



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	26	26	30	61	0	0	0	0	9	0	9
Y+R:	4.0	6.2	6.2	4.9	6.2	4.0	4.0	4.0	4.0	4.8	4.0	4.8

Volume Module:

Base Vol:	0	995	138	670	1887	0	0	0	0	118	0	267
Growth Adj:	1.00	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	995	138	670	1887	0	0	0	0	118	0	267
Added Vol:	0	62	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1057	138	670	1965	0	0	0	0	118	0	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1057	138	670	1965	0	0	0	0	118	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1057	138	670	1965	0	0	0	0	118	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1057	138	670	1965	0	0	0	0	118	0	267

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1750	0	1750

Capacity Analysis Module:

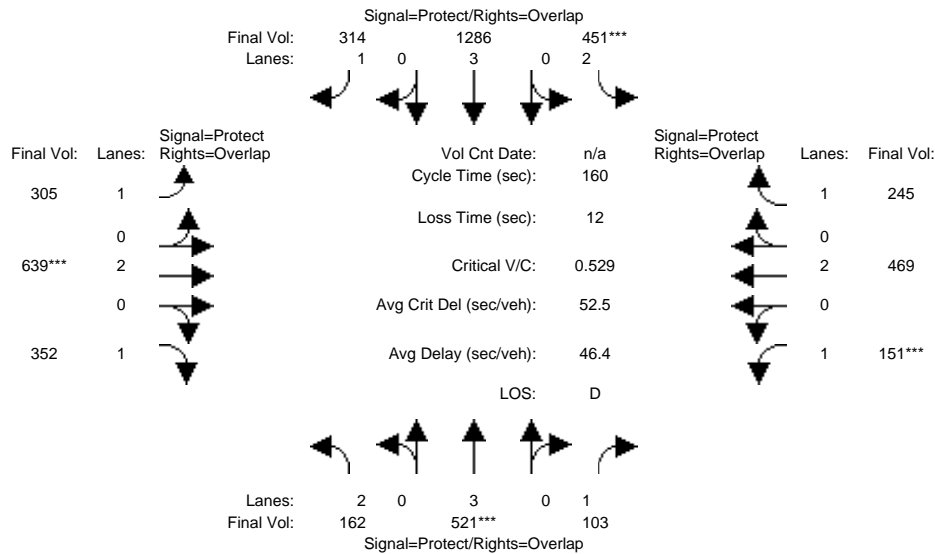
Vol/Sat:	0.00	0.19	0.08	0.38	0.34	0.00	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****			****					****			
Green Time:	0.0	27.8	38.8	33.2	61.0	0.0	0.0	0.0	0.0	11.0	0.0	44.2
Volume/Cap:	0.00	0.54	0.16	0.93	0.46	0.00	0.00	0.00	0.00	0.50	0.00	0.28
Delay/Veh:	0.0	20.7	9.6	39.6	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	9.6	39.6	0.1	0.0	0.0	0.0	0.0	34.1	0.0	10.0
LOS by Move:	A	C	A	D	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	6	1	17	0	0	0	0	0	4	0	4

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

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Intersection #5635: Lawrence Expwy/Prospect



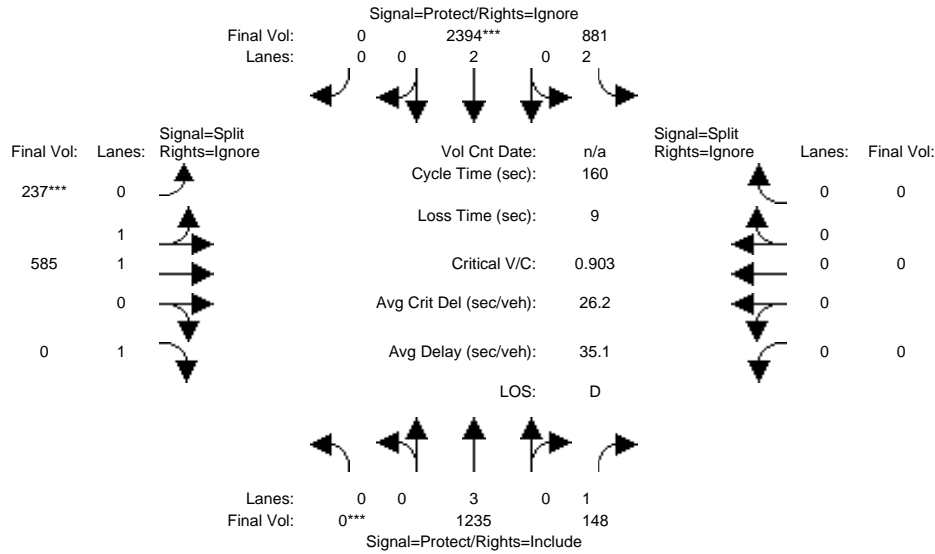
Street Name:	Lawrence Expwy						Prospect					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	41	41	30	53	53	29	46	46	20	37	37
Y+R:	6.3	6.2	6.2	6.3	6.2	6.2	5.3	5.8	5.8	5.3	6.0	6.0
Volume Module:												
Base Vol:	141	476	112	416	1243	314	305	640	329	151	471	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	476	112	416	1243	314	305	640	329	151	471	228
Added Vol:	21	45	-9	35	43	0	0	-1	23	0	-2	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	521	103	451	1286	314	305	639	352	151	469	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	521	103	451	1286	314	305	639	352	151	469	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	521	103	451	1286	314	305	639	352	151	469	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	521	103	451	1286	314	305	639	352	151	469	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.14	0.23	0.18	0.17	0.17	0.20	0.09	0.12	0.14
Crit Moves:	****			****			****			****		
Green Time:	20.0	41.0	63.9	38.1	59.0	89.3	30.3	46.0	66.0	22.9	38.6	76.7
Volume/Cap:	0.41	0.36	0.15	0.60	0.61	0.32	0.92	0.58	0.49	0.60	0.51	0.29
Delay/Veh:	65.2	48.9	27.5	55.6	38.6	12.9	93.6	49.6	35.1	68.3	53.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	48.9	27.5	55.6	38.6	12.9	93.6	49.6	35.1	68.3	53.0	25.4
LOS by Move:	E	D	C	E	D	B	F	D	D	E	D	C
HCM2kAvgQ:	4	6	3	11	15	6	17	13	13	7	10	8

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

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Intersection #5636: LAWRENCE EXPWY/CALVERT DR (280 ON RAMP)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	55	55	44	106	0	42	42	42	0	0	0
Y+R:	0.0	6.2	6.2	5.5	6.2	0.0	5.7	5.7	5.7	0.0	0.0	0.0

Volume Module:

Base Vol:	0	1183	148	881	2361	0	237	585	985	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1183	148	881	2361	0	237	585	985	0	0	0
Added Vol:	0	52	0	0	33	0	0	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1235	148	881	2394	0	237	585	1019	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1235	148	881	2394	0	237	585	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1235	148	881	2394	0	237	585	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1235	148	881	2394	0	237	585	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.59	1.41	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1066	2632	1750	0	0	0

Capacity Analysis Module:

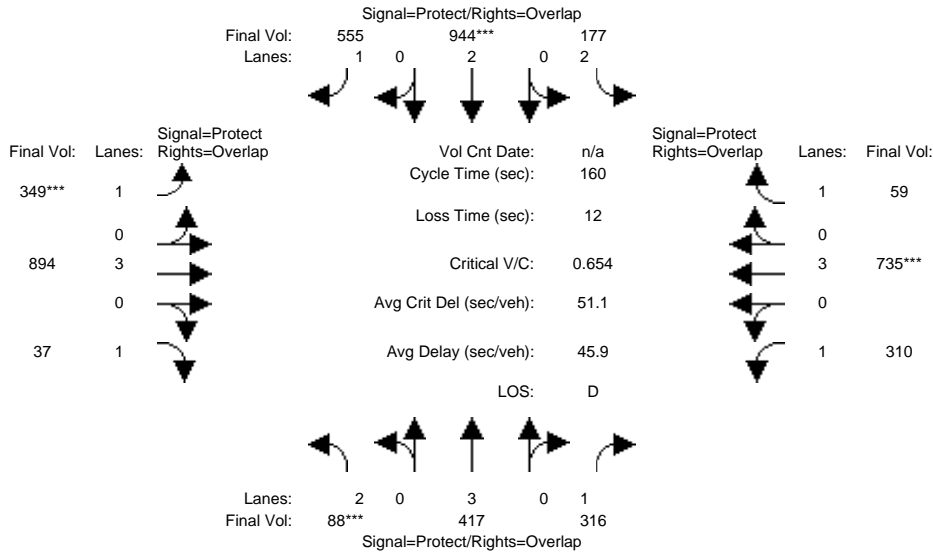
Vol/Sat:	0.00	0.22	0.08	0.28	0.63	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****			****		****						
Green Time:	0.0	60.1	60.1	48.9	109	0.0	42.0	42.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.23	0.92	0.92	0.00	0.85	0.85	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	37.0	31.5	65.5	13.6	0.0	63.0	63.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.0	31.5	65.5	13.6	0.0	63.0	63.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D	C	E	B	A	E	E	A	A	A	A
HCM2kAvgQ:	0	14	4	28	38	0	22	22	0	0	0	0

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

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Bkgd+Res PM

Intersection #5640: Lawrence Expwy/Saratoga

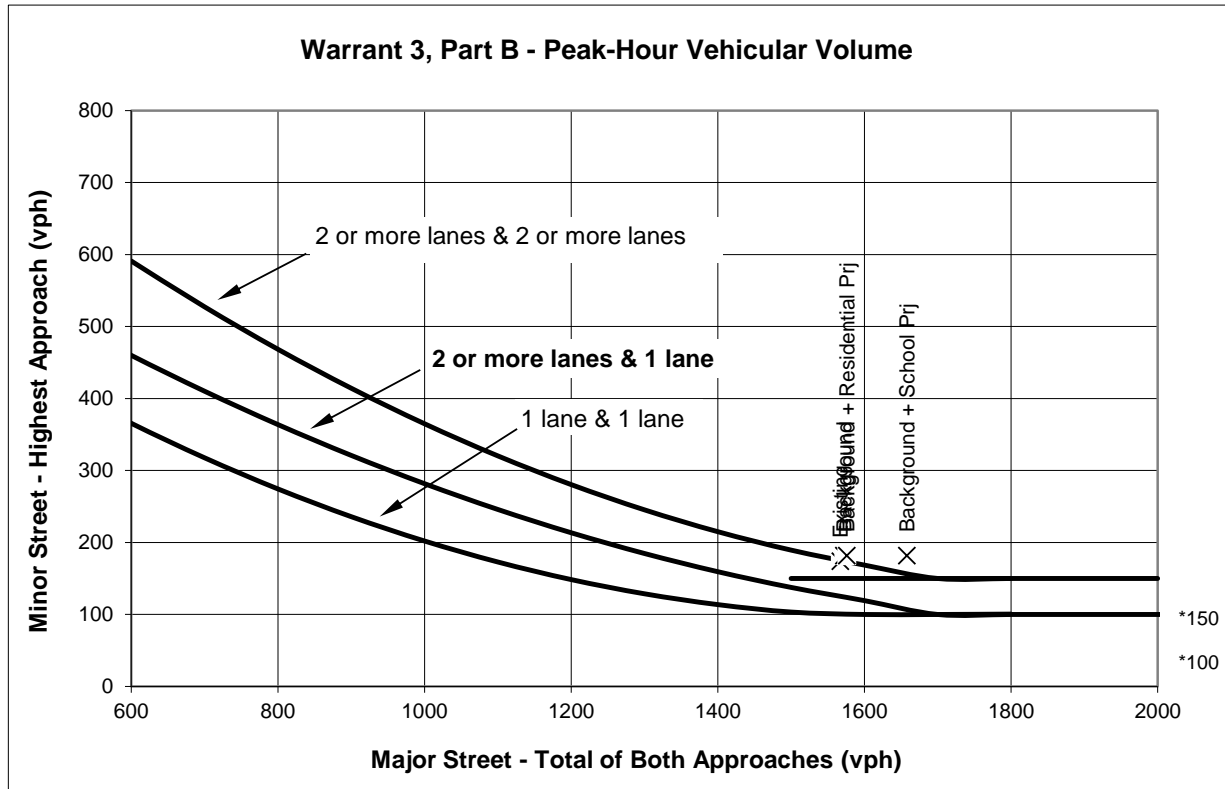


Street Name:	Lawrence Expwy						Saratoga					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	54	54	15	58	58	31	40	40	27	36	36
Y+R:	5.4	6.2	6.2	5.6	6.2	6.2	6.0	6.0	6.0	6.0	5.8	5.8
Volume Module:												
Base Vol:	88	349	296	111	944	555	349	867	37	307	702	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	349	296	111	944	555	349	867	37	307	702	70
Added Vol:	0	68	20	66	0	0	0	27	0	3	33	-11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	417	316	177	944	555	349	894	37	310	735	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	417	316	177	944	555	349	894	37	310	735	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	417	316	177	944	555	349	894	37	310	735	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	417	316	177	944	555	349	894	37	310	735	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.18	0.06	0.25	0.32	0.20	0.16	0.02	0.18	0.13	0.03
Crit Moves:	****			****		****				****		
Green Time:	12.0	54.8	87.1	15.2	58.0	100.0	42.0	45.7	57.7	32.3	36.0	51.2
Volume/Cap:	0.37	0.21	0.33	0.59	0.69	0.51	0.76	0.55	0.06	0.88	0.57	0.11
Delay/Veh:	71.4	40.8	26.5	72.5	41.8	8.8	61.6	48.9	33.5	82.9	55.8	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	40.8	26.5	72.5	41.8	8.8	61.6	48.9	33.5	82.9	55.8	38.4
LOS by Move:	E	D	C	E	D	A	E	D	C	F	E	D
HCM2kAvgQ:	2	5	11	5	17	9	17	12	1	19	11	2

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

## **Appendix F**

### **Signal Warrant Analysis**



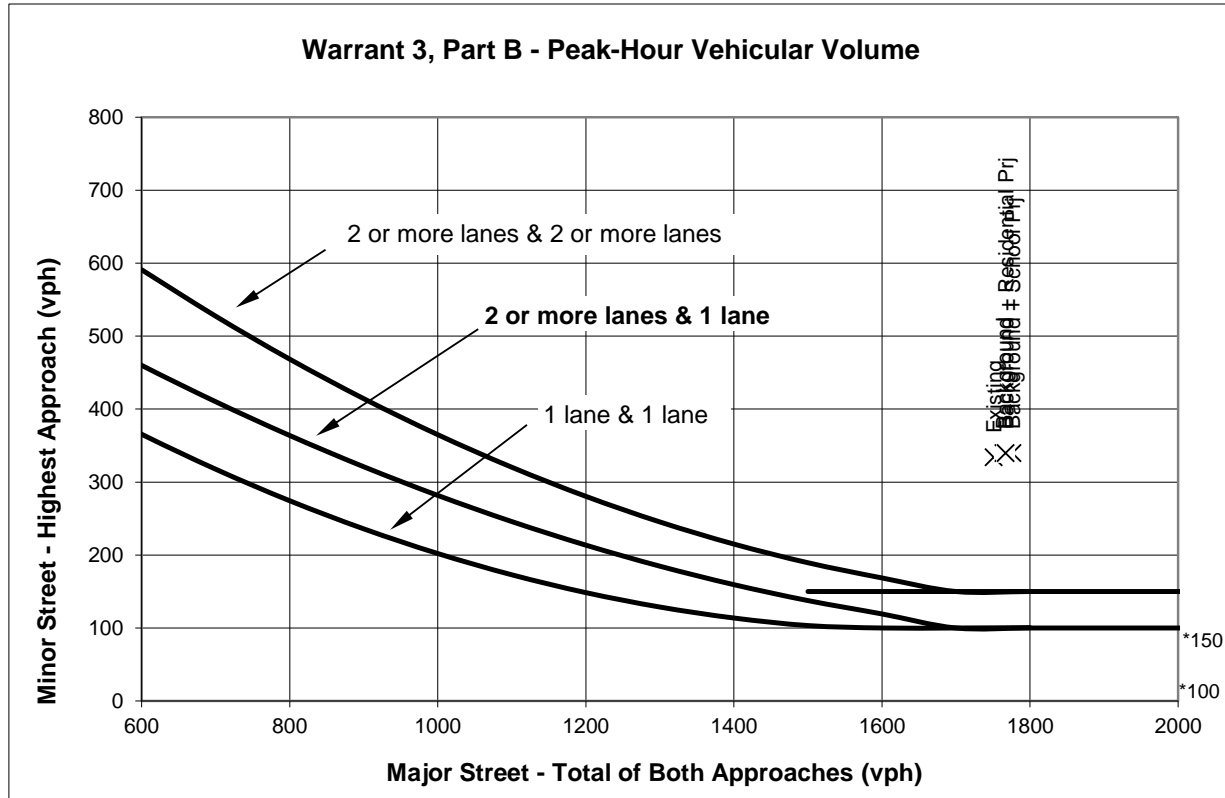
Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant 3, Part B - Peak-Hour Vehicular Volume**

		Approach Lanes		AM PEAK PERIOD							
		2 or One	More	Existing	Background	Background + School Prj	Background + Residential Prj				
Major Street - Both Approaches	Quito Rd	X		1567	1572	1658	1576				
Minor Street - Highest Approach	Cox Ave	X		174	182	182	182				
<b>Signal Warranted Based on Part B - Peak-Hour Volumes?</b>				<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>				

\*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.



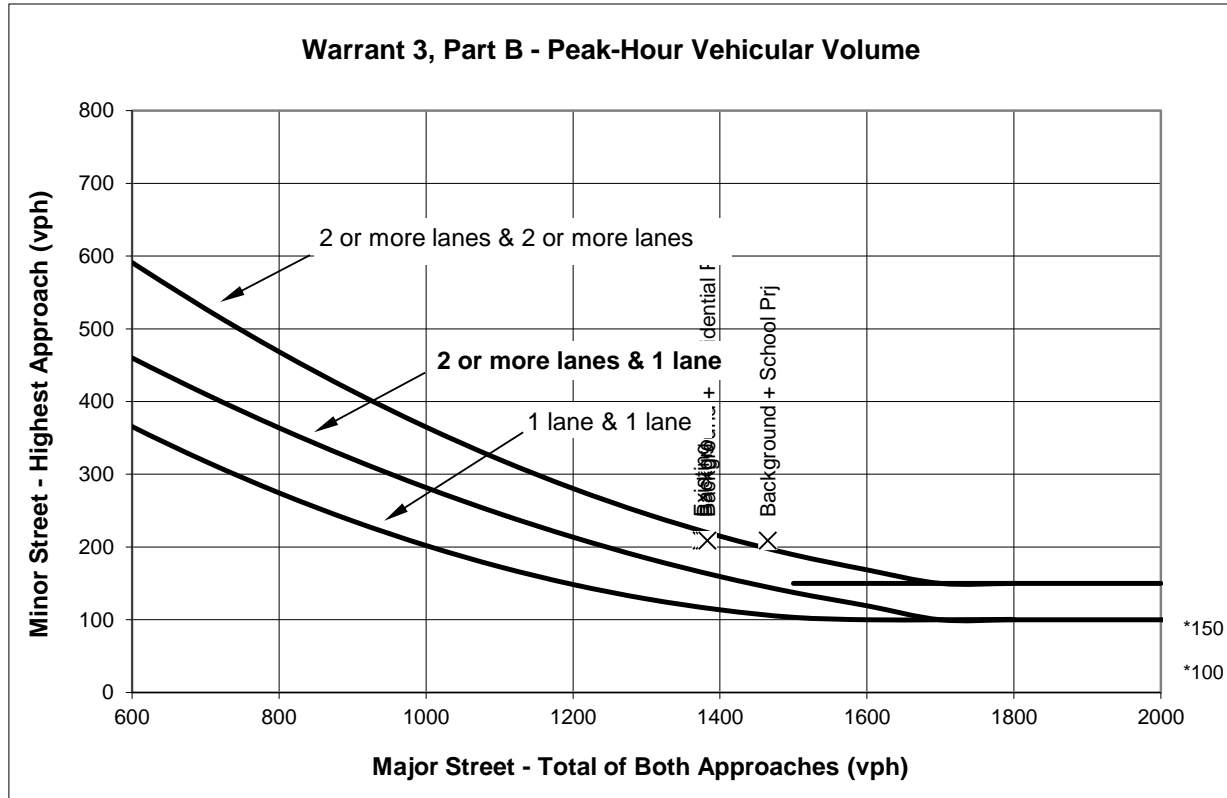
Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant 3, Part B - Peak-Hour Vehicular Volume**

		Approach Lanes		PM PEAK HOUR									
		2 or	One More	Existing	Background	Background + School Proj	Background + Residential Proj						
Major Street - Both Approaches	Quito Rd	X		1751	1764	1776	1767						
Minor Street - Highest Approach	Cox Ave	X		334	340	340	340						
<b>Signal Warranted Based on Part B - Peak-Hour Volumes?</b>				<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>						

\*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

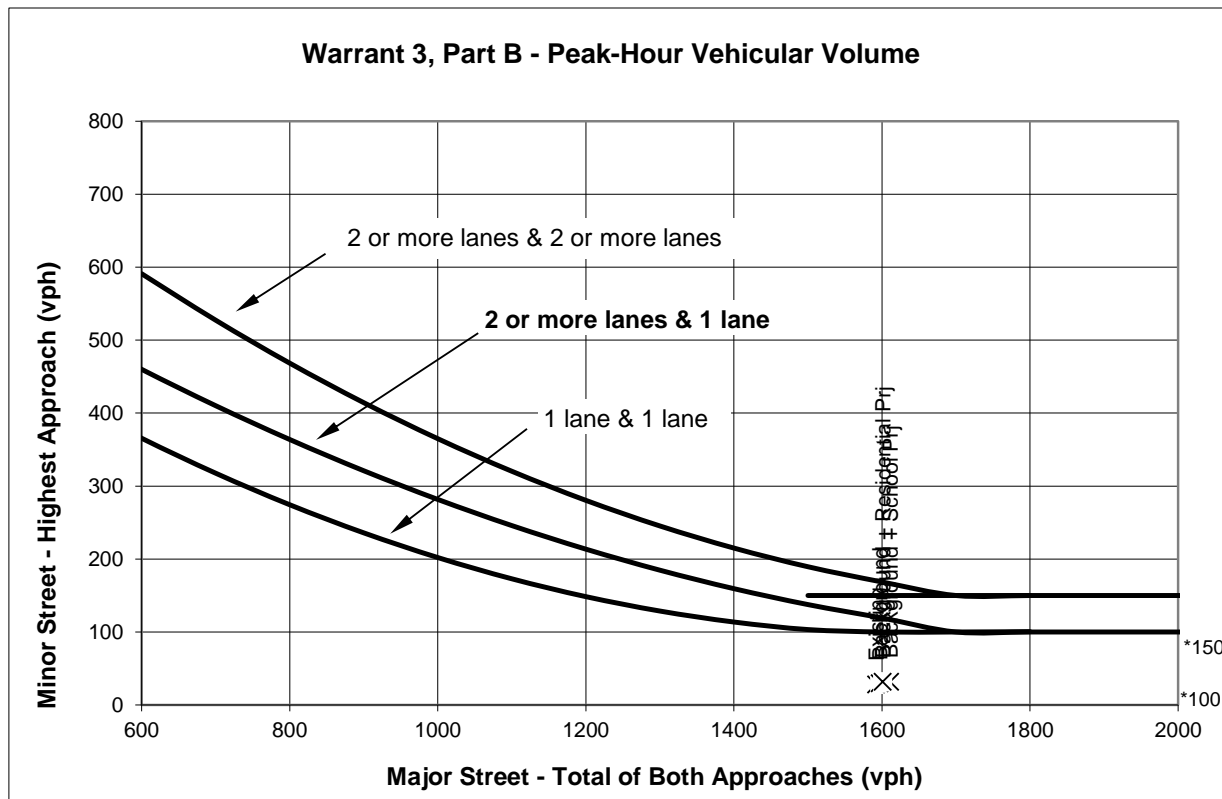
\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant 3, Part B - Peak-Hour Vehicular Volume**

		AM PEAK PERIOD										
		Approach Lanes		Existing	Background	Background + School Prj	Background + Residential Prj					
		2 or One	More									
Major Street - Both Approaches	Quito Rd		X	1375	1379	1465	1383					
Minor Street - Highest Approach	McCoy Ave		X	209	209	209	209					
<b>Signal Warranted Based on Part B - Peak-Hour Volumes?</b>				<b>No</b>	<b>No</b>	<b>Yes</b>	<b>No</b>					

\*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.





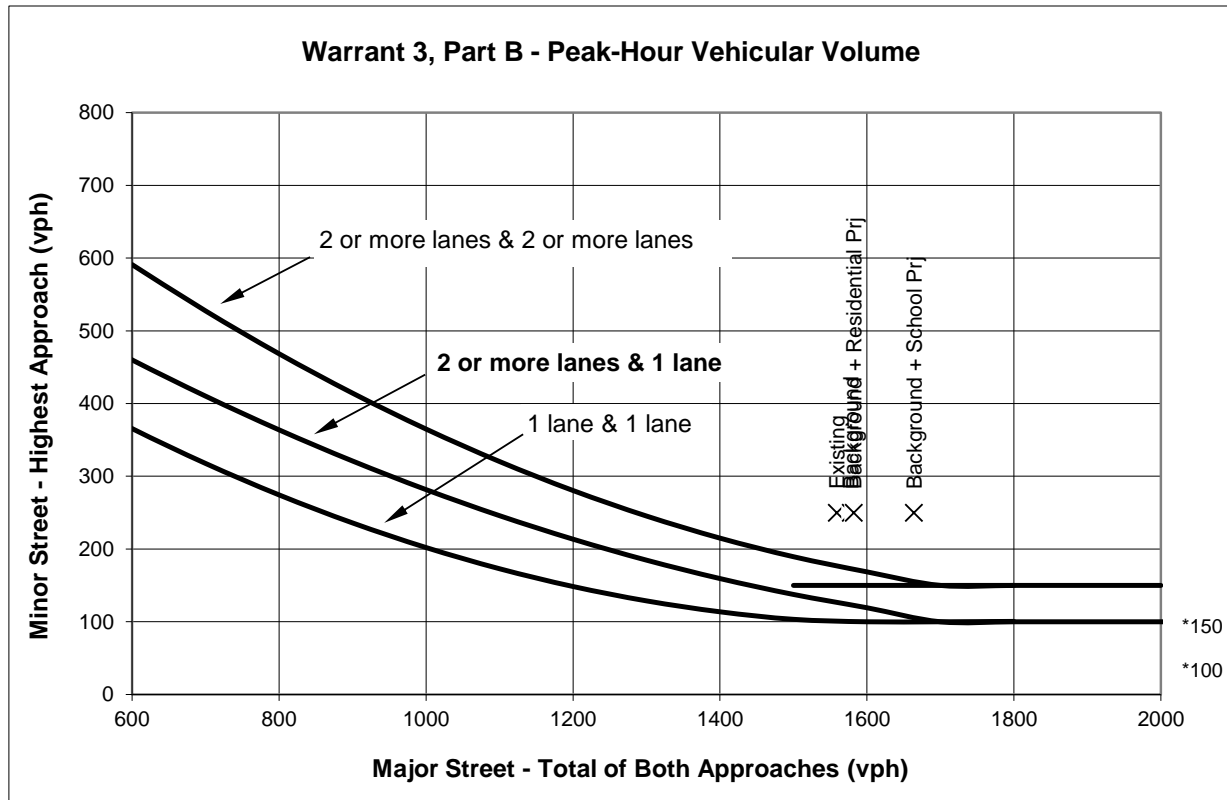
Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		2 or	One More	Existing	Background	Background + School Prj	Background + Residential Prj				
Major Street - Both Approaches	Quito Rd		X	1592	1597	1611	1601				
Minor Street - Highest Approach	McCoy Ave		X	28	30	32	32				
<b>Signal Warranted Based on Part B - Peak-Hour Volumes?</b>				<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>				

\*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.



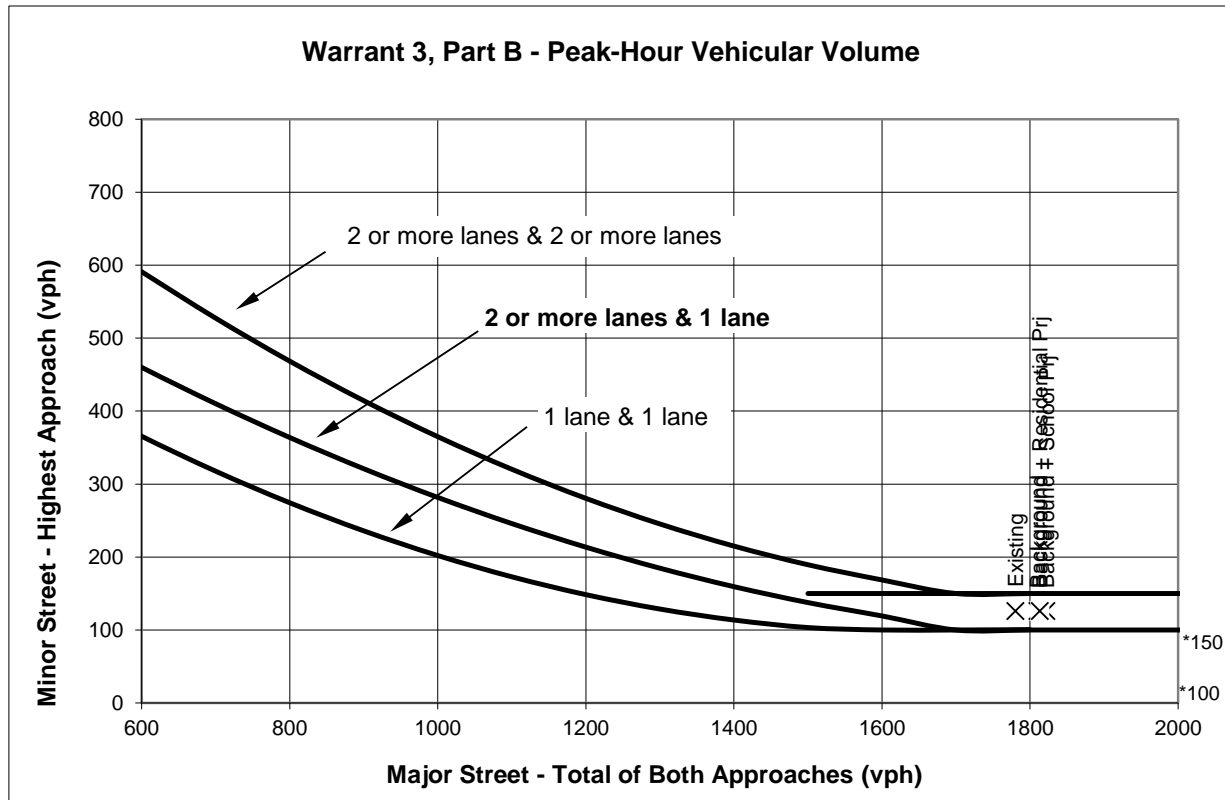
Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant 3, Part B - Peak-Hour Vehicular Volume**

		Approach Lanes		AM PEAK PERIOD							
		2 or	One	Existing	Background	Background + School Prj	Background + Residential Prj				
		More	More								
Major Street - Both Approaches	Quito Rd		X	1559	1578	1664	1582				
Minor Street - Highest Approach	Northlawn Dr	X		250	250	250	250				
<b>Signal Warranted Based on Part B - Peak-Hour Volumes?</b>				<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>				

\*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Warrant 3, Part B - Peak-Hour Vehicular Volume**

		Approach Lanes		PM PEAK HOUR							
		2 or One	More	Existing	Background	Background + School Prj	Background + Residential Prj				
Major Street - Both Approaches	Quito Rd		X	1780	1810	1822	1813				
Minor Street - Highest Approach	Northlawn Dr	X		126	126	126	126				
<b>Signal Warranted Based on Part B - Peak-Hour Volumes?</b>				<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>				

\*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.