5977 & 6001 Silver Creek Valley Road Development

Transportation Analysis
1st Submittal

H21-047
3-25940

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Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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EXECUTIVE SUMMARY

This transportation study evaluates transportation operations and site circulation conditions for the proposed 5977 & 6001 Silver Creek Valley Road project in the City of San José. The project site is in the area located bounded by Silver Creek Valley Road and Fontanoso Way. The Project's site plan proposes to construct a warehouse totaling up to 281,873 total square-feet of building area on the 15.13 gross acre site. The project would redevelop the existing site which is currently vacant. The proposed site would provide up to 210 car parking spaces, 23 bicycle parking spaces, 54 trailer parking spaces, and 40 truck loading docks on-site. The site will be accessed from two (2) driveways along Silver Creek Valley Road and two (2) driveways along Fontanoso Way.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the 2020 Transportation Analysis Handbook, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT) which is defined in Chapter 1. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for six (6) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of industrial land use and does not meet the screening criteria for VMT analysis exemption as a small infill project of 30,000 square-feet of total gross floor area or less per City guidelines. The proposed project was evaluated in the VMT tool assuming development of 281,873 square-feet of industrial use.

The City's VMT per employee threshold for industrial land uses is 14.37. For the surrounding land use area, the existing VMT is 14.92. The proposed project (APN 679-02-012) is anticipated to generate a VMT per employee of 14.85 (excluding any VMT reduction strategies). The evaluation tool estimates that the project would exceed the City's industrial VMT per employee threshold and would trigger a VMT impact.

Since the project VMT exceeds the industrial thresholds of significance, the project will need to mitigate its CEQA transportation impact by implementing a variety of City approved VMT reduction strategies. Per City direction, the applicant would implement Tier 2 multi-modal infrastructure improvements, and with these measures, the project could achieve a VMT per employee of 14.24 which is below the City threshold. Final implementation of the proposed VMT reduction strategies would need to be coordinated between the project applicant and the City.

The project would exceed the City's industrial VMT per employee threshold and would need to implement the following VMT reduction strategies to mitigate the impact and improve multi-modal access per City request:

- Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection. Potential signal and utility modifications would be needed to implement the improvement.

- Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025

- Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection. Potential signal and utility modifications would be needed to implement the improvement.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

Per the 2020 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including location-based mode-share, potential VMT reduction strategies, and existing land uses. Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net new total of 582 additional daily trips, 60 AM, and 63 PM peak hour trips to the roadway network. Total gross vehicle trips for the proposed project (excluding existing trip credit adjustments) are 643 daily trips, 67 AM peak hour trips, and 71 PM peak hour vehicle trips.

Intersection Traffic Operations

It should be noted that the project is located in the Edenvale Area Development Policy (EADP) boundary. A prior traffic study (iStar Mixed-Use Development) was completed for the EADP and identified intersection improvements that have already been completed. Based on City direction and the 2014 EADP Update, the project is not required to study any signalized intersections and their adverse effects under project conditions. For informational purposes, intersection level of service operations analysis is shown for Existing, Background, and Cumulative Conditions.

Traffic counts for Year 2022 were determined from new turning movement counts on collected on Wednesday, January 19, 2022 for the study intersections. The study intersections were assessed under Existing, Background and Cumulative scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse effect to the study intersections.

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvements for VMT mitigation:

- Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection. Potential signal and utility modifications would be needed to implement the improvement.

- Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025.

- Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection. Potential signal and utility modifications would be needed to implement the improvement.

The project is located in Sub-Area 1, and per the EADP, the base maximum floor area ratio (FAR) is 0.40 for development. Based on the Project Description and latest site plan, the project site would have a FAR of 0.43 and would exceed the allowed FAR per the EADP.

To be consistent with the EADP, the project would need to pay a proportional fee contribution in accordance with the proposed project square footage and would need to be in conformance with the maximum FAR.

Vehicle Site Access and Circulation

The site will be accessed from two (2) driveways along Silver Creek Valley Road and two (2) driveways along Fontanoso Way. Project driveways designed for truck access 40-feet wide while passenger vehicle access driveways are 26-feet wide. Based on associated turning templates for the given design vehicle, the wider driveway dimensions proposed on the latest site plan are recommended to provide sufficient vehicle access and circulation for entering and exiting vehicles.

The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

Due to the function and operational characteristics of the proposed use, the project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Per the City's parking standard, the project site is anticipated to provide sufficient on-site vehicle and bicycle parking to meet the City's minimum parking requirement.

Neighborhood Interface

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

1 INTRODUCTION

1.1 Project Description

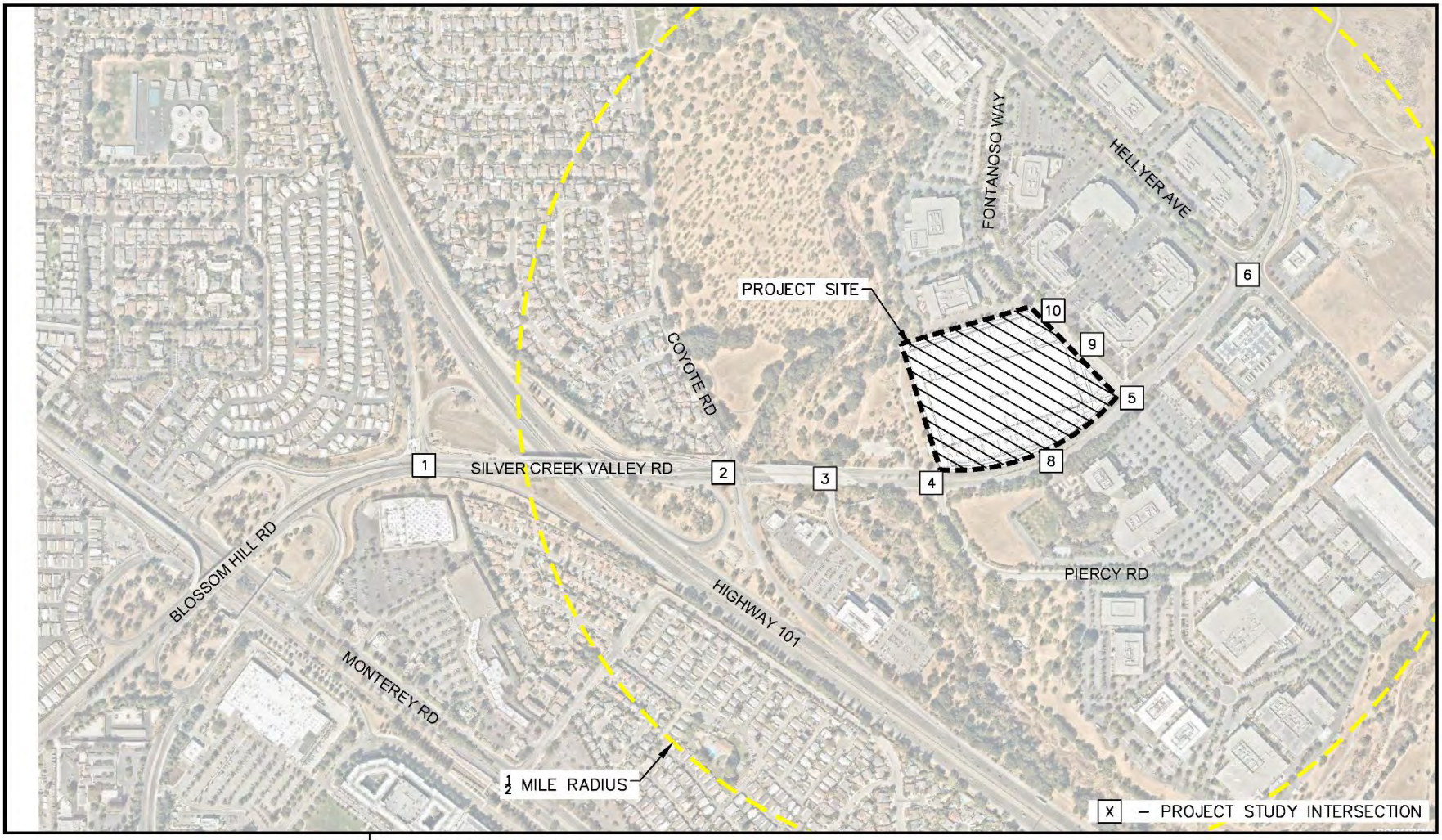
This transportation study evaluates transportation operations and site circulation conditions for the proposed 5977 & 6001 Silver Creek Valley Road project in the City of San José. The project site is in the area located bounded by Silver Creek Valley Road and Fontanoso Way. The Project's site plan proposes to construct a warehouse totaling up to 281,873 total square-feet of building area on the 15.13 gross acre site. The project would redevelop the existing site which is currently vacant.

The proposed site would provide up to 210 car parking spaces, 23 bicycle parking spaces, 54 trailer parking spaces, and 40 truck loading docks on-site. The site will be accessed from two (2) driveways along Silver Creek Valley Road and two (2) driveways along Fontanoso Way.

An overview map showing the project site location is shown in **Figure 1**. Kimley-Horn was retained by the project applicant to provide a traffic operations analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Analysis Council Policy 5-1, the project will require preparation of a comprehensive Transportation Analysis (TA) per the 2020 San Jose Transportation Analysis Handbook. This TA report evaluates several project and transportation criteria including intersection operations, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities, and vehicle miles traveled (VMT).

Figure 1: Project Site Map



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved by all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area with higher density and a diversity of land uses is expected to have a lower project VMT than a project located in a suburban area.

Screening Criteria

The Transportation Analysis Handbook 2020 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The proposed project, which is a warehouse development, would not meet the industrial screening criteria set forth in the City's Transportation Analysis Handbook. The City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for the project.

VMT Analysis Methodology

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

For this project, the CEQA transportation analysis was assessed using the San Jose VMT Evaluation Tool to determine the potential VMT impact from the project's description, location, land use attributes.

The project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in Council Policy 5-1. Project VMT that exceeds the thresholds of significance will need to mitigate its CEQA transportation impact by implementing various VMT reduction strategies described below.

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

4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

Land use characteristics, multimodal network improvements, and parking are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

City of San Jose VMT Threshold

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

Figure 2 and **Figure 3** shows San Jose heat maps identifying existing level VMT per capita for residential uses and VMT per employee for office and industrial uses respectively in the city. Developments in green-colored areas are estimated to have VMT levels below the City's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: City of San Jose VMT Thresholds of Significance

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

Figure 2: VMT Per Capita Heat Map for Residential Uses

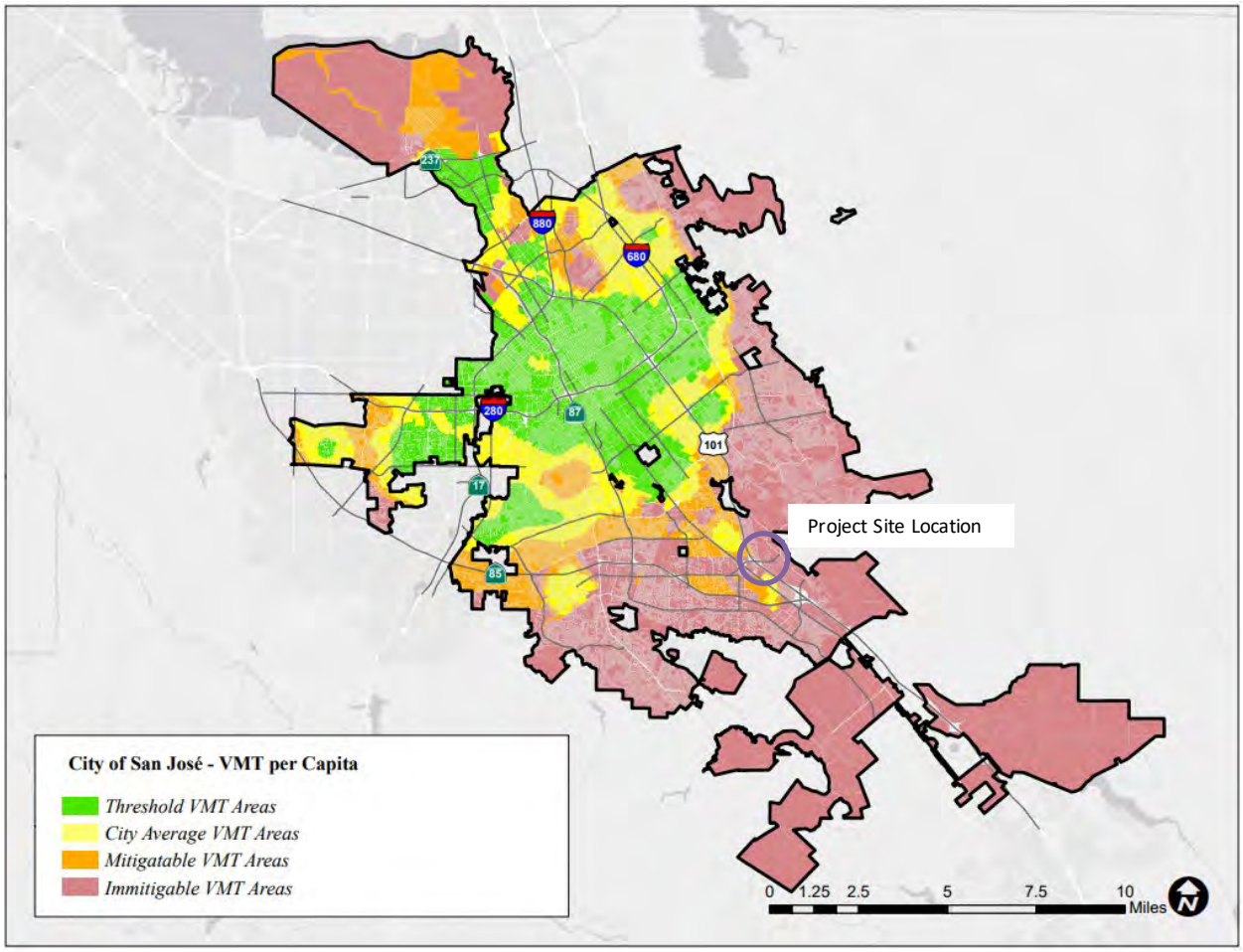
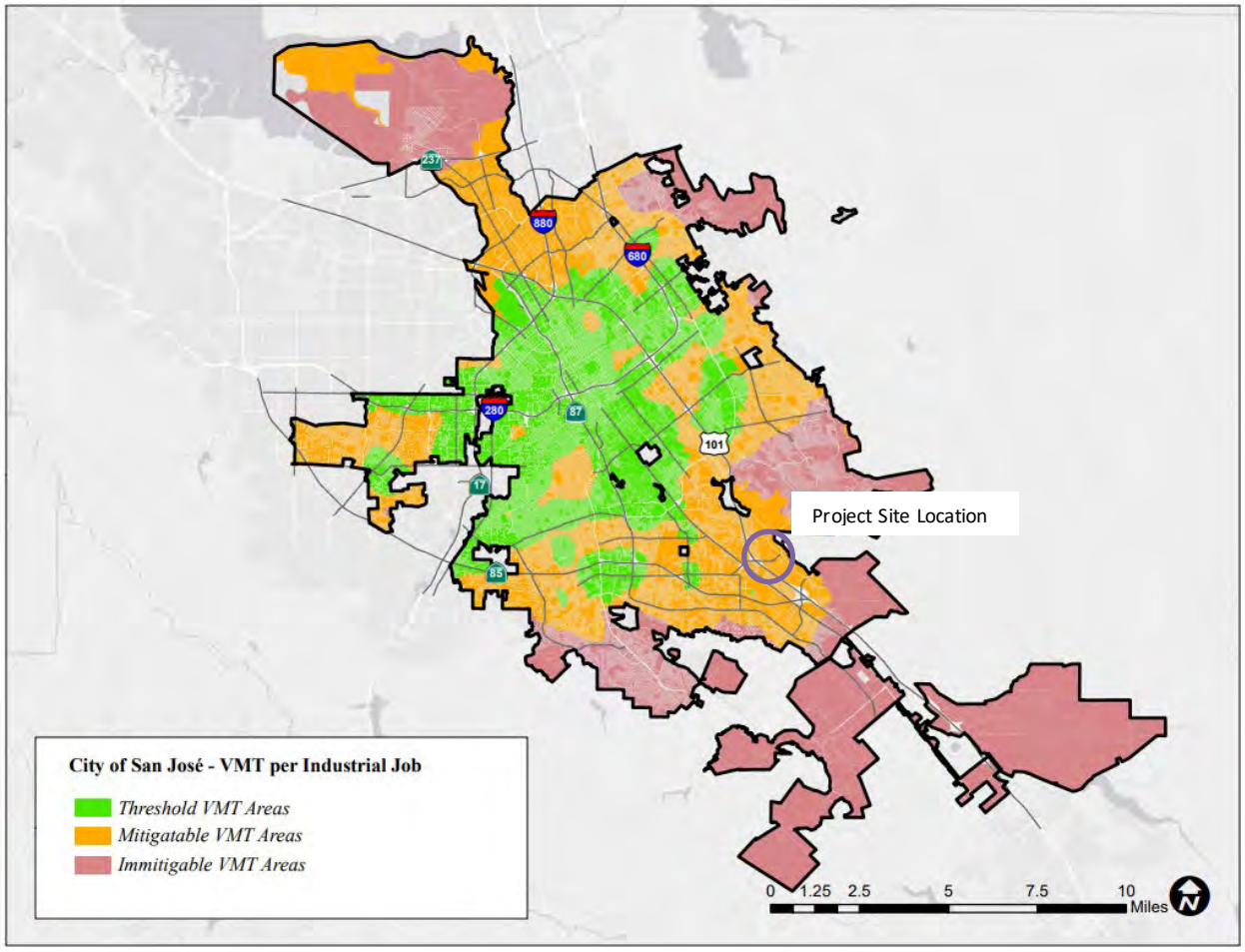


Figure 3: VMT Per Employee Heat Map for Industrial Uses



1.3 Local Transportation Analysis Scope

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

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

For this project, the LTA was assessed per the guidelines established in the 2020 San Jose Transportation Analysis Handbook and Transportation Analysis work scope for 5977 & 6001 Silver Creek Valley Road Warehouse dated December 8, 2021.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). A project is required to conduct

an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following six (6) intersections studied in this TA are listed below.

1. Blossom Hill Road / Highway 101 SB Ramps (CMP)
2. Blossom Hill Road / Highway 101 NB Ramps / Coyote Road (CMP)
3. Silver Creek Valley Road / Silver Creek Valley Place
4. Silver Creek Valley Road / Piercy Road
5. Silver Creek Valley Road / Fontanoso Way
6. Silver Creek Valley Road / Hellyer Avenue

Study Scenarios

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

- **Existing Conditions**: Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control based on Year 2022 traffic count data.

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

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

- **Cumulative Conditions**: Peak-hour traffic volumes based on Background Plus Project conditions and adding pending project traffic volumes identified by the City to the Background roadway geometry and traffic control. The pending projects represent planned but not yet approved developments in the vicinity of the project study area.

Intersection Level-of-Service Criteria and Thresholds

Analysis of potential adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in seconds. The City of San Jose does not have any formally adopted LOS standard for unsignalized intersections; LOS would generally only be used to determine the need for modification in the type of intersection control. The standards used by the City of San Jose to measure signalized intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

Operations Standard	Descriptions	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0

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

City of San Jose LOS Threshold

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

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

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

CMP Intersection LOS Threshold

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

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

1.4 Report Organization

This report includes a total of six (6) chapters as follows:

- **Chapter 2** describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle, and pedestrian facilities.
- **Chapter 3** describes the CEQA transportation analysis, including the project VMT impact analysis.
- **Chapters 4, 5, and 6** describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and neighborhood intrusion.
- **Chapter 7** provides a summary of the findings provided in the report.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area. It presents the existing land use's vehicle miles traveled (VMT) near the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapters 4, 5, and 6).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the VMT Evaluation Tool and the project's APN, the existing VMT for industrial employment uses in the project vicinity is 14.92 per employee. The current regional average VMT for industrial employment uses is 14.37 per employee (see **Table 1**). Thus, the VMT levels of existing employment uses in the project vicinity are above the average VMT levels. Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

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

Silver Creek Valley Road is a divided arterial in the east-west direction between Highway 101 and Yerba Buena Road. Near the project site, Silver Creek Valley Road is a six-lane facility with a raised median and provides direct access to commercial and industrial businesses. On-street parking is prohibited along Silver Creek Valley Road and the posted speed limit is 45mph. The road does provides sidewalks and Class II bike lanes with direct access to the Coyote Creek Trail for multi-modal access. The proposed project is located in between Piercy Road and Fontanoso Way.

Blossom Hill Road (County Route G10) is a divided arterial in the east-west direction between Highway 101 in San Jose and Santa Cruz Avenue in Los Gatos. Near the project site, Blossom Hill Road is a six-lane facility with a raised median. On-street parking is prohibited along Blossom Hill Road and the overcrossing bridge at Highway 101 is currently being expanded with additional travel lanes and a Class I separated shared use path.

Piercy Road is a two-lane collector street in the north-south direction that provides access to various commercial and industrial businesses between Silver Creek Valley Road and Hellyer Avenue. The roadway provides sidewalks but does not have bike facilities on both sides of the street.

Fontanoso Way is a two-lane collector street in the north-south direction that provides direct access to the project as well as various commercial and industrial businesses between Silver Creek Valley Road and Hellyer Avenue. The roadway provides sidewalks but does not have bike facilities on both sides of the street.

Hellyer Avenue is a four-lane arterial that provides access to various commercial and industrial businesses between Silicon Valley Boulevard and Highway 101 in the north-south direction. West of Highway 101, Hellyer Avenue becomes a two-lane residential collector street and terminates at Senter Avenue. The roadway is designated as a City Connector Street. Near the project site, the roadway has a posted speed limit of 40 mph, has sidewalks, and provides Class II bike lanes on both sides of the street.

Monterey Road is a six-lane grand boulevard north of Blossom Hill Road and a four-lane major arterial south of Blossom Hill Road. Monterey Road extends from Market Street in downtown San Jose to Highway 101 south of the City of Gilroy. Within the project vicinity, Monterey Road runs parallel to the Caltrain railroad tracks and provides access to the project site via interchanges at Blossom Hill Road. The corridor does not provide on-street parking but provides a Class II bike lane and some sidewalk facilities.

Highway 101 is an 8-lane freeway (three mixed-flow lanes and one HOV lane in each direction) that connects with State Route 85 and travels in a north-south direction in the City of San José. Access to and from the project site is provided by ramp terminals at Blossom Hill Road / Silver Creek Valley Road. The existing interchange at Blossom Hill Road is being expanded to provide additional travel lanes and roadway capacity.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian and bicycle activity within project vicinity are active along several facilities with an established pedestrian and bicycle infrastructure. Connected sidewalks at least six feet wide are available on at least one side of all major City roadways in the study area with adequate lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

The Coyote Creek trail is a Class I shared use pathway and one of the longest trail systems extending from the Bay to the City's southern boundary. The trail runs parallel to Coyote Creek and provides both pedestrian and bicycle access to the project site. At the intersection of Silver Creek Valley Road and Piercy Road, a grade-separated undercrossing and crosswalk facilities are present for pedestrian and bike connectivity to the Coyote Creek trail.

Bicycle facilities in the area include Silver Creek Valley Road, Blossom Hill Road, Hellyer Avenue, and Monterey Road which consist of Class II bike lanes with buffered striping to separate the vehicle and bike travel way. Most of these corridors feature green paint markings in potential conflict areas at the signalized intersections. Bicycle parking in the area is limited to private commercial and industrial lots.

Near the project site, Silver Creek Valley Road provides sidewalk and bicycle facilities for pedestrian and bike access. Connectivity to the Coyote Creek Trail is currently provided on the northside of Silver Creek Valley Road adjacent to the project as well as on the south side with crosswalks in the east and south legs of the Silver Creek Valley Road / Piercy Road intersection. Overall, the existing pedestrian and bicycle facilities near the project have adequate connectivity and provide pedestrian and bicyclists with routes to the surrounding land uses.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the project study area and the following facility improvements would benefit the project.

- **Class I shared use path**
  - Blossom Hill Road from Monterey Road to Coyote Road

- **Class II bike lanes**
  - Piercy Road from Silver Creek Valley Road to Hellyer Avenue

- **Class IV protected bike lanes**
  - Silver Creek Valley Road from US 101 to Yerba Buena Road
  - Hellyer Avenue from Silicon Valley Boulevard to Senter Road
  - Coyote Road from Silver Creek Valley Road to Senter Road
  - Silicon Valley Boulevard / Bernal Road from Heaton Moor Drive to Hellyer Avenue

2.4 Existing Transit Facilities

Transit services in the study area include light rail, shuttles, and buses provided by the Santa Clara Valley Transportation Authority (VTA). Per the updated February 14, 2022* service schedule, the project study area is served by the following major transit routes.

- Local Bus Route 42
  - Evergreen Valley College – Santa Teresa Station
  - Local service every 30-60 minutes on weekdays and weekends
  - Nearest transit stop to project – Silver Creek Valley Road / Fontanoso Way intersection

**Note that the routes and service schedules described above are based on February 14, 2022 schedules. At the time that this report was prepared, COVID 19 had affected routes and service schedules and is not reflective of typical operations.*

Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). The study area is served by bus route 42 in the VTA system which provide local and regional bus service for commuters between Evergreen College and the VTA Santa Teresa Light Rail station.

Bus stops with benches, shelters, and bus pullout amenities are not provided within ½ mile walking distance from the project site. The closest transit stops by the project are located at the Silver Creek Valley Road / Fontanoso Way and Silver Creek Valley Road / Silver Creek Valley Place intersections.

2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The six (6) intersections studied in this TA are listed below.

1. Blossom Hill Road / Highway 101 SB Ramps (CMP)
2. Blossom Hill Road / Highway 101 NB Ramps / Coyote Road (CMP)
3. Silver Creek Valley Road / Silver Creek Valley Place
4. Silver Creek Valley Road / Piercy Road
5. Silver Creek Valley Road / Fontanoso Way
6. Silver Creek Valley Road / Hellyer Avenue

2.6 Existing Field Observations

Field observations did not reveal any significant traffic related congestion within the project study area. There is construction at the US 101 / Blossom Hill Road interchange; however traffic disruption was not observed with the existing traffic control and detours. During the AM and PM peak hours, some traffic queueing was observed due to the freeway ramp meters in operation at the US 101 on-ramp intersections; however, traffic on the freeway ramps did not impact operations at the signalized intersections along Blossom Hill Road and Silver Creek Valley Road.

2.7 Edenvale Area Development Policy

The project is subject to the Edenvale Area Development Policy (EADP). The EADP establishes a policy framework to guide the ongoing development of the Edenvale San José area and accomplish the following goals:

1. Manage the traffic congestion associated with near term development in the Edenvale Policy Area
2. Promote General Plan goals for economic development, particularly high technology driven industries
3. Encourage a citywide reverse commute to jobs at southerly location in San Jose
4. Provide for transit-oriented, mixed-use residential and commercial development to increase internalization of automobile trips and promote transit ridership

The EADP was adopted in June 2000 to facilitate industrial development in New Edenvale. Subsequent to its adoption, the Policy has been updated to accommodate a mix of uses including residential, commercial, and office uses and to transfer development potential/capacity from one Sub-Area to another.

With the 2006 approval of the previous iStar development proposal, 494,000 square-feet of potential industrial development was transferred for future industrial, R&D, and office development in Sub-Area 1 and Sub-Area 3. The Redevelopment Agency committed to contribute approximately $1 million to be borne proportionally by a square footage fee for allocation of up to 494,000 square-feet of industrial development at the time of approval of a development permit.

The 2007 update included the expansion of the Edenvale Area to include Sub-Area 5 which was not originally part of the Policy. Sub-Area 5 was added to the Edenvale Area because new development proposed in this Sub-Area would contribute to the previously identified significant and unavoidable impacts identified in the original EADP EIR.

The EADP was updated in April 2014 to address development anticipated in both New Edenvale and Old Edenvale on both sides of US Highway 101 including the iStar site and the Silver Creek Valley place. The New Edenvale development is 5.5 million square feet of additional industrial floor space from the date of the Policy's original approval. In order to allocate this square footage potential across the entire area of New Edenvale, the updated Policy includes a new base maximum floor area ratio (FAR) for development in Sub-Areas 1, 3, and 4.

The EADP identifies infrastructure improvements for buildout of all the properties in New Edenvale (Sub-Areas 1, 3, and 4) considered ready for development, and accounting for additional commercial

and residential development in Old Edenvale (Sub-Areas 2 and 5). Per Attachment C of the EADP, the infrastructure improvements identified in Sub-Area 1 where the project is located include:

- Silver Creek Valley Road / Piercy Road – Funded and Completed
  - Install signal
  - Add exclusive NB, EB, WB lanes
  - Extend travel lanes and left turn pockets
- Silver Creek Valley Road / Fontanoso Way – Funded and Completed
  - Install signal
  - Add exclusive NB, SB, EB, WB lanes
  - Extend travel lanes and left turn pockets
- Silver Creek Valley Road / Hellyer Avenue – Funded and Completed
  - Extend travel lanes and left turn pockets
- US 101 / Blossom Hill Road / Silver Creek Valley Road Interchange – Under Construction
  - Bridge widening to 7 lanes including construction of bridge structure over US 101

The project is located in Sub-Area 1, and per the EADP, the base maximum floor area ratio (FAR) is 0.40 for development. Based on the Project Description and latest site plan, the project site would have a FAR of 0.43 and would exceed the allowed FAR per the EADP.

To be consistent with the EADP, the project would need to pay a proportional fee contribution in accordance to the proposed project square footage and would need to be in conformance with the maximum FAR.

3 CEQA TRANSPORTATION ANALYSIS

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, and the mitigation measures that are necessary to reduce a VMT impact.

3.1 Project VMT Analysis

A VMT analysis was used to evaluate the Silver Creek project VMT levels against the appropriate thresholds of significance established in Council Policy 5-1. Section 3.4 and Table 1 of the *Transportation Analysis Handbook* identifies screening criteria to exempt certain components of a project that are expected to result in a less-than significant VMT impact from the project description, characteristics, and/or location; However, the project does not satisfy the small infill screening criteria of 30,000 industrial s.f. of gross floor area or less for VMT analysis exemption.

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

The proposed project was evaluated in the VMT tool assuming development of 281,873 square-feet of industrial use. This land use total includes a portion of the site dedicated to office square-foot space which is typical of a warehouse land use. The proposed project designates approximately 10,000 square-feet or 3.5% of the total square footage as office land use, and this office allocation is consistent with other recent warehouse developments in the City of San Jose. An office-to-office warehouse square footage comparison summary of recent developments is presented in Section F of the **Appendices**.

Therefore, although 10,000 square feet of the total development is office use, the whole project is analyzed as an industrial land use for VMT impact. **Table 3** summarizes the VMT analysis.

Table 3: Project VMT Analysis

Scenario	Industrial VMT per Employee	Exceeds City Threshold and VMT Impact?
City VMT Threshold	14.37	N/A
Existing Conditions	14.92	Yes
Project Conditions	14.85	Yes
Project with VMT Reduction Strategies	14.24	No

The City's VMT per employee threshold for industrial land uses is 14.37. For the surrounding land use area, the existing VMT is 14.92. The proposed project (APN 679-02-012) is anticipated to generate a VMT per employee of 14.85 (excluding any VMT reduction strategies). The evaluation tool estimates that the project would exceed the City's industrial VMT per employee threshold and would trigger a VMT impact. The project will need to implement VMT reduction strategies to mitigate the VMT impact.

A summary of the project VMT outputs/results using the City's Evaluation Tool is presented in **Figure 4** and the **Appendices**.

3.2 VMT Reduction and Mitigation Measures

Projects must propose measures to reduce project VMT or mitigate a CEQA transportation impact if identified. Projects may select a combination of measures from the four VMT reduction strategies described in Section 3.6 of the Transportation Analysis Handbook which include project characteristics, multimodal improvements, parking, and transportation demand management (TDM) programs.

Since the project VMT exceeds the industrial thresholds of significance, the project will need to mitigate its CEQA transportation impact by implementing a variety of VMT reduction strategies. As addressed in the Transportation Analysis Handbook, the project should consider the following site design measures to mitigate its VMT impact:

- Incorporate physical improvements, such as sidewalk improvements, landscaping and bicycle parking that act as incentives for pedestrian and bicycle modes of travel.
- Provide secure and conveniently located bicycle parking and storage for employees and visitors;
- Provide bicycle and pedestrian connections from the site to the regional bikeway/pedestrian trail system.
- Place assigned carpool and van pool parking spaces at the most desirable on-site locations;
- Provide showers and lockers for employees walking or bicycling to work.
- Incorporate commercial services onsite or in close proximity
- Provide an on-site TDM coordinator;
- Provide transit information kiosks;
- Make transportation available during the day and guaranteed ride home programs for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation.);
- Provide vans for van pools;
- Implementation of a carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, and car sharing);
- Provide shuttle access to regional rail stations (e.g. Caltrain, ACE, BART);
- Provide or contract for on-site or nearby child care services;
- Offer transit use incentive programs to employees, such as on site distribution of passes and/or subsidized transit passes for a local transit system (e.g. providing VTA Eco Pass system or equivalent broad spectrum transit passes to all on-site employees);
- Implementation of parking cash out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking);
- Encourage use of telecommuting and flexible work schedules;
- Require that deliveries on-site take place during non-peak travel periods.

The project applicant would be responsible for ensuring that the VMT reduction strategies are implemented. After the development is constructed and the site is occupied, the property manager for the project would assume responsibility for implementing any ongoing VMT reduction strategies.

Based on direction from the City, implementation of several Tier 2 multi-modal infrastructure improvements can reduce the project per employee industrial VMT to 14.24 which is below the 14.37 industrial VMT threshold. Although implementation of every available City VMT reduction strategy may

not be feasible, it should be noted that a combination of identified subset VMT reduction strategies can help the project meet the City VMT threshold.

The following describes the applicable VMT reduction strategies that the project applicant will incorporate to reduce the project's VMT and satisfy the City's VMT per employee threshold. The proposed VMT measures and results are based on inputs from the City of San Jose VMT Evaluation Tool. Final implementation of the listed VMT reduction strategies would need to be coordinated between the project applicant and the City.

3.3 Tier 2 Multi-Modal Infrastructure

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvements for VMT mitigation:

Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection. Potential signal and utility modifications would be needed to implement the improvement.

This improvement would satisfy the following VMT reduction strategies:

- Pedestrian Network Improvement – This improvement would increase pedestrian access beyond the project development frontage.

Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025

This multimodal improvement would satisfy the following VMT reduction strategies:

- Bike Access Improvement – This improvement would improve access to the Coyote Creek Trail and would reduce the project's distance to the nearest existing bicycle facility from approximately 300 feet to 10 feet.

Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection. Potential signal and utility modifications would be needed to implement the improvement.

This multimodal improvement would satisfy the following VMT reduction strategies:

- Traffic Calming Measures – This improvement would provide traffic calming measures and slow right turn vehicle speeds at the intersection to improve pedestrian and bicycle safety at the existing crossings.

A summary of the project VMT outputs with the identified VMT reduction strategies from the City's Evaluation Tool is presented in **Figure 5** and the **Appendices**. These multimodal improvements would need to be coordinated between the project applicant and the City for approval and are discussed in Section 5.6.

3.4 Cumulative Impact Analysis

Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. If a project is determined to be consistent with the General Plan, the project will be considered part of the cumulative solution to meet the General Plan's long-range goals and it will result in a less-than-significant cumulative impact. Factors that contribute to a determination of consistency with the General Plan include a project's density, design, and conformance to the goals and policies set forth in the General Plan.

Based on the project description and intended use, the proposed Silver Creek development is consistent with the goals of the General Plan and is anticipated to result in a less-than-significant cumulative impact.

Figure 4: San Jose VMT Evaluation Tool Report (Project Conditions)

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	5977-6001 Silver Creek Valley Rd - Project	Tool Version:	2/29/2019
Location:	5977-6001 Silver Creek Valley Rd	Date:	2/9/2022
Parcel:	67902012	Parcel Type:	Suburb with Single-Family Homes

Proposed Parking Spaces Vehicles: 210 Bicycles: 32

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	281.9 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	12
With Project Density (DU/Residential Acres in half-mile buffer)	12
Increase Development Diversity	
Existing Activity Mix Index	0.73
With Project Activity Mix Index	0.76
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)	28
With Project Density (Jobs/Commercial Acres in half-mile buffer)	33

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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

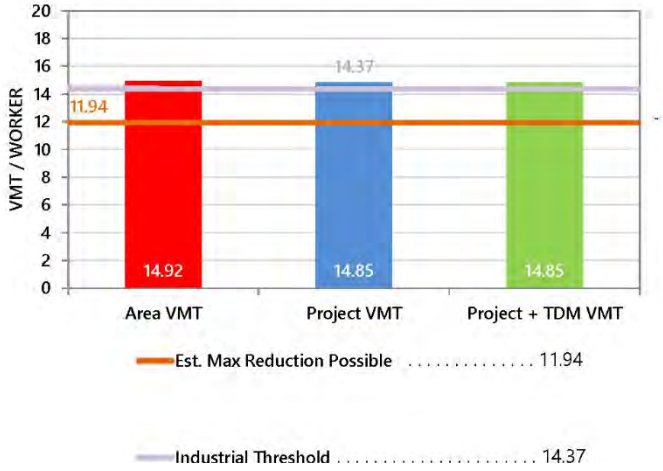


Figure 5: San Jose VMT Evaluation Tool Report (Project with VMT Reduction Strategies)

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	5977-6001 Silver Creek Valley Rd - Mitigated	Tool Version:	2/29/2019
Location:	5977-6001 Silver Creek Valley Rd	Date:	2/9/2022
Parcel:	67902012	Parcel Type: Suburb with Single-Family Homes	

Proposed Parking Spaces Vehicles: 210 Bicycles: 32

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	281.9 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	12
With Project Density (DU/Residential Acres in half-mile buffer)	12
Increase Development Diversity	
Existing Activity Mix Index	0.73
With Project Activity Mix Index	0.76
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)	28
With Project Density (Jobs/Commercial Acres in half-mile buffer)	33

Tier 2 - Multimodal Infrastructure

Bike Access Improvements *(In Coordination with SJ)*	
Distance to Nearest Existing Bicycle Facility	300 feet
Distance to Nearest Bicycle Facility With Project	10 feet
Traffic Calming Measures *(In Coordination with SJ)*	
Are improvements provided beyond the development frontage?	Yes
Pedestrian Network Improvements *(In Coordination with SJ)*	
Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

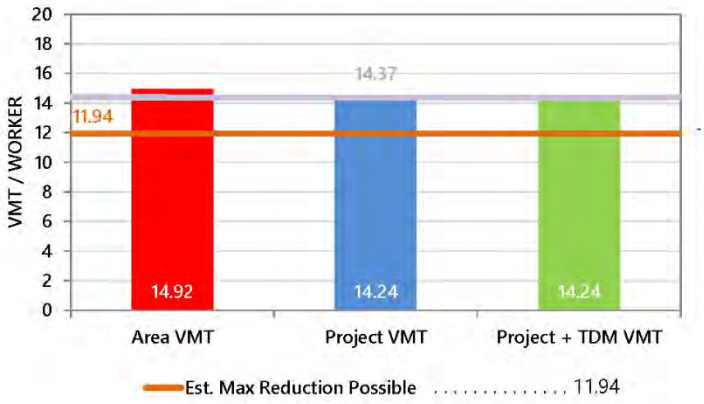
Tier 4 - TDM Programs

Page 1 of 2

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



4 LTA PROJECT DESCRIPTION

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

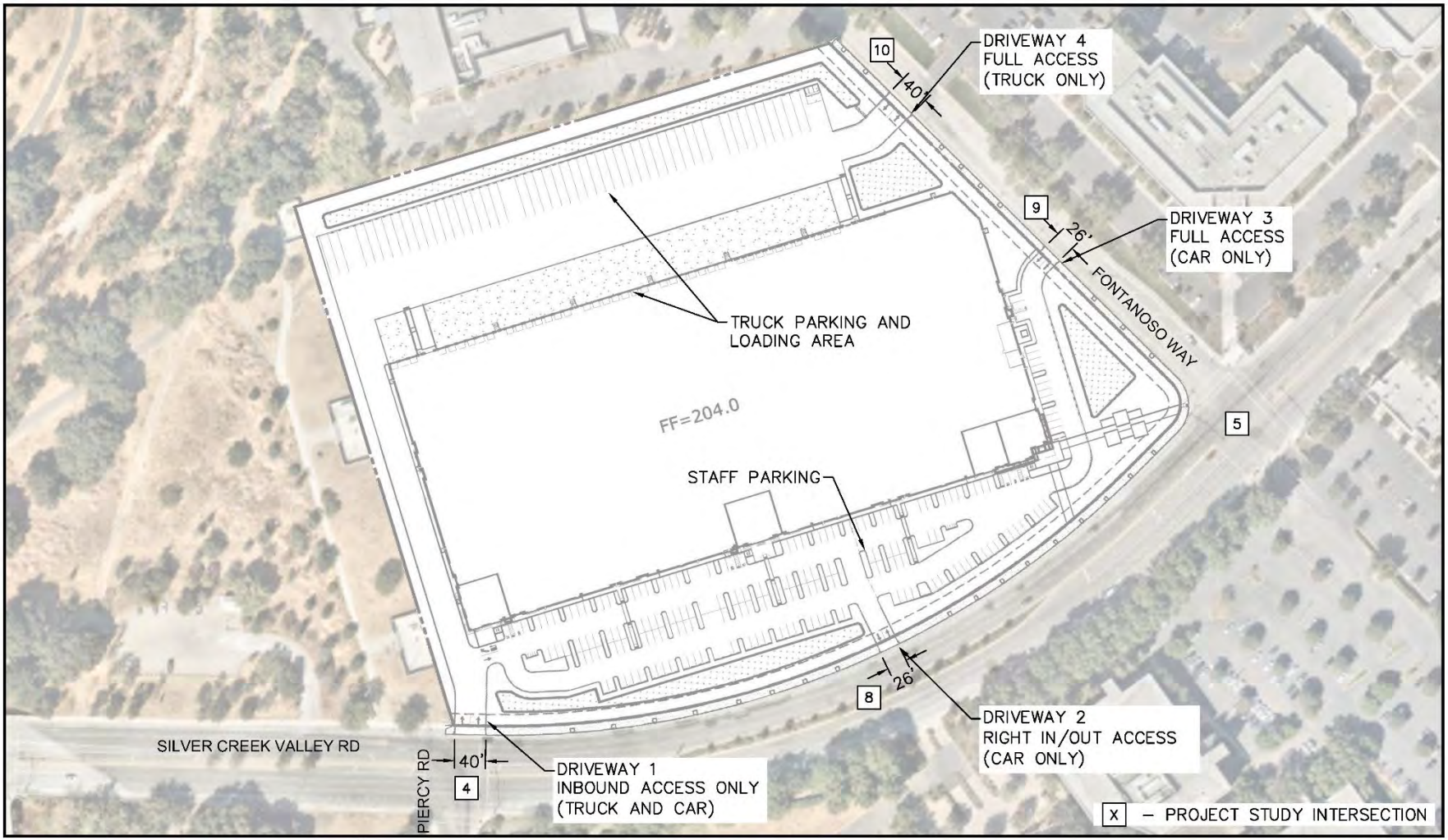
4.1 Project Site Plan

Based on the most recent site plan provided by the project applicant, the project site is in the area located bounded by Silver Creek Valley Road and Fontanoso Way. The Project's site plan proposes to construct a warehouse totaling up to 281,873 total square-feet of building area on the 15.13 gross acre site. The project would redevelop the existing site which is currently vacant.

The proposed site would provide up to 210 car parking spaces, 23 bicycle parking spaces, 54 trailer parking spaces, and 40 truck loading docks on-site. The site will be accessed from two (2) driveways along Silver Creek Valley Road and two (2) driveways along Fontanoso Way.

The project site plan is presented in **Figure 6** and the **Appendices**.

Figure 6: Project Site Plan



4.2 Project Trip Generation

Project Site Vehicle Operations

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

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

The project description and future tenant for the industrial use is under negotiation at this time; however, the speculative project building could be manufacturing or a warehouse for distribution. Due to the project description and the unknown future tenants for the industrial uses, the following ITE land uses were conservatively applied to the proposed development:

- ITE 140 Manufacturing
  - A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions.
- ITE 155 High Cube Fulfillment Center Warehouse
  - Typical Function – Storage and direct distribution of e-commerce product to end users; smaller packages and quantities than for other types of HCW; often multiple mezzanine levels for product storage and picking
  - Place in Supply Chain - Typically, freight for final consumption (business-to-business and consumers)

Baseline Vehicle Trips

Baseline vehicle trips for the proposed project (excluding trip adjustments) are anticipated to generate a gross total of 643 daily trips, 67 AM peak hour trips, and 71 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 53 trips will be inbound to the project and 14 trips will be outbound from the project. For the PM peak hour trips, approximately 25 trips are inbound while 46 trips are outbound.

Vehicle Trip Reductions

Per the per the 2020 *Transportation Analysis Handbook*, an internal capture reduction can be applied based on vehicle-trip reduction rates from the *VTA Transportation Impact Analysis Guidelines*. An internal capture reduction was not applied to the project, since it does not contain an applicable mixed land use.

A location-based mode share trip reduction was applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as a "Suburb with single-family housing" area with a vehicle mode share of 95 percent for industrial land uses. Therefore, a 5% mode share trip reduction was assumed to the project.

Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For commercial and industrial projects, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in peak hour vehicle trips. From the City's VMT Evaluation Tool, the existing VMT is 14.92 and the project with VMT reduction strategies identified in Section 3 would generate a VMT of 14.24. Therefore, a VMT vehicle-trip reduction of 4.56% was applied to the project.

Total gross vehicle trips for the proposed project (including trip adjustments) are to be 582 daily trips, 60 AM peak hour trips, and 63 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 47 trips will be inbound to the project and 13 trips will be outbound from the project. For the PM peak hour trips, approximately 21 trips will be inbound, while 42 trips are outbound.

Existing Use and Pass-By Trip Credits

The existing site is a vacant parcel and the proposed project land uses are not anticipated to generate pass-by or diverted trips from the roadway network. Therefore, the project is not eligible for an existing use or pass-by trip credit.

Net Vehicle Project Trips

Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net total of 582 additional daily trips, 60 AM, and 63 PM peak hour trips to the roadway network. **Table 4** provides a summary of the proposed trip generation and trip reductions/credits.

Table 4: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)								
Manufacturing [ITE 140]	Per 1,000 Sq Ft	4.75	0.68	76%	/ 24%	0.74	31%	/ 69%
High-Cube Fulfillment Center Warehouse (Non-Sort) [ITE 155A]	Per 1,000 Sq Ft	1.81	0.15	81%	/ 19%	0.16	39%	/ 61%
1. Baseline Vehicle-Trips								
5977 & 6001 Silver Creek Valley Rd - ITE 140	45.000 1,000 Sq Ft	214	31	24	/ 7	33	10	/ 23
5977 & 6001 Silver Creek Valley Rd - ITE 155A	236.873 1,000 Sq Ft	429	36	29	/ 7	38	15	/ 23
Baseline Project Vehicle-Trips		**643**	**67**	**53**	**/ 14**	**71**	**25**	**/ 46**
2. Internal Trip Adjustments								
Mixed-Use Reduction (VTA Internal Capture)	0% N/A	0	0	0	/ 0	0	0	/ 0
Project Vehicle-Trips After Reduction		**643**	**67**	**53**	**/ 14**	**71**	**25**	**/ 46**
3. Location-based Mode Share Adjustments								
Suburb w/ SFH Reduction (Mode Share)	-5%	(33)	(4)	(3)	/ (1)	(4)	(2)	/ (2)
Project Vehicle-Trips After Reduction		**610**	**63**	**50**	**/ 13**	**67**	**23**	**/ 44**
4. Project Trip Adjustments								
VMT Vehicle-Trip Reduction (Model Sketch Tool)	-4.56%	(28)	(3)	(3)	/ 0	(4)	(2)	/ (2)
Project Vehicle-Trips After Reduction		**582**	**60**	**47**	**/ 13**	**63**	**21**	**/ 42**
5. Other Trip Adjustments								
Pass-by and Diverted Link Trips	0% N/A	0	0	0	/ 0	0	0	/ 0
Existing Uses	0% N/A	0	0	0	/ 0	0	0	/ 0
Final Project Vehicle-Trips		**582**	**60**	**47**	**/ 13**	**63**	**21**	**/ 42**

Notes:

Project Land Uses assumed based on proposed site plan from HPA Architecture (January 2022)

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition

A 5% Mode Share Reduction from San Jose Transportation Analysis Handbook 2020 was applied since the project is located in an "Suburban with Single Family Home" area.

A 4.56% VMT Reduction from San Jose Transportation Analysis Handbook 2020 was applied since the project is planning to implement Tier 2 Multimodal VMT reduction strategies. Reduction percentage obtained from City VMT Evaluation Tool.

4.3 Project Trip Distribution and Assignment

Due to the nature of the proposed development, vehicle project trips are anticipated to access the US 101 regional freeway. Trip distribution and assignment assumptions for the Silver Creek project were based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. The project trips to and from the site are anticipated to access the following regional facilities and destinations with the estimated trip distribution percentages as shown in **Table 5**.

Table 5: Project Trip Distribution

Location	Roadway Origin / Destination	Inbound Trip Distribution (%)	Outbound Trip Distribution (%)
A	Hellyer North	5%	5%
B	Hellyer South	5%	5%
C	Monterey North	5%	5%
D	Monterey South	5%	5%
E	Blossom Hill West	5%	5%
F	Silver Creek Valley East	5%	5%
G	US 101 North	35%	35%
H	US 101 South	35%	35%

The net project trip assignments and distributions are presented in **Figure 7** and **Figure 8**. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Figure 7: Net Project Trip Distribution

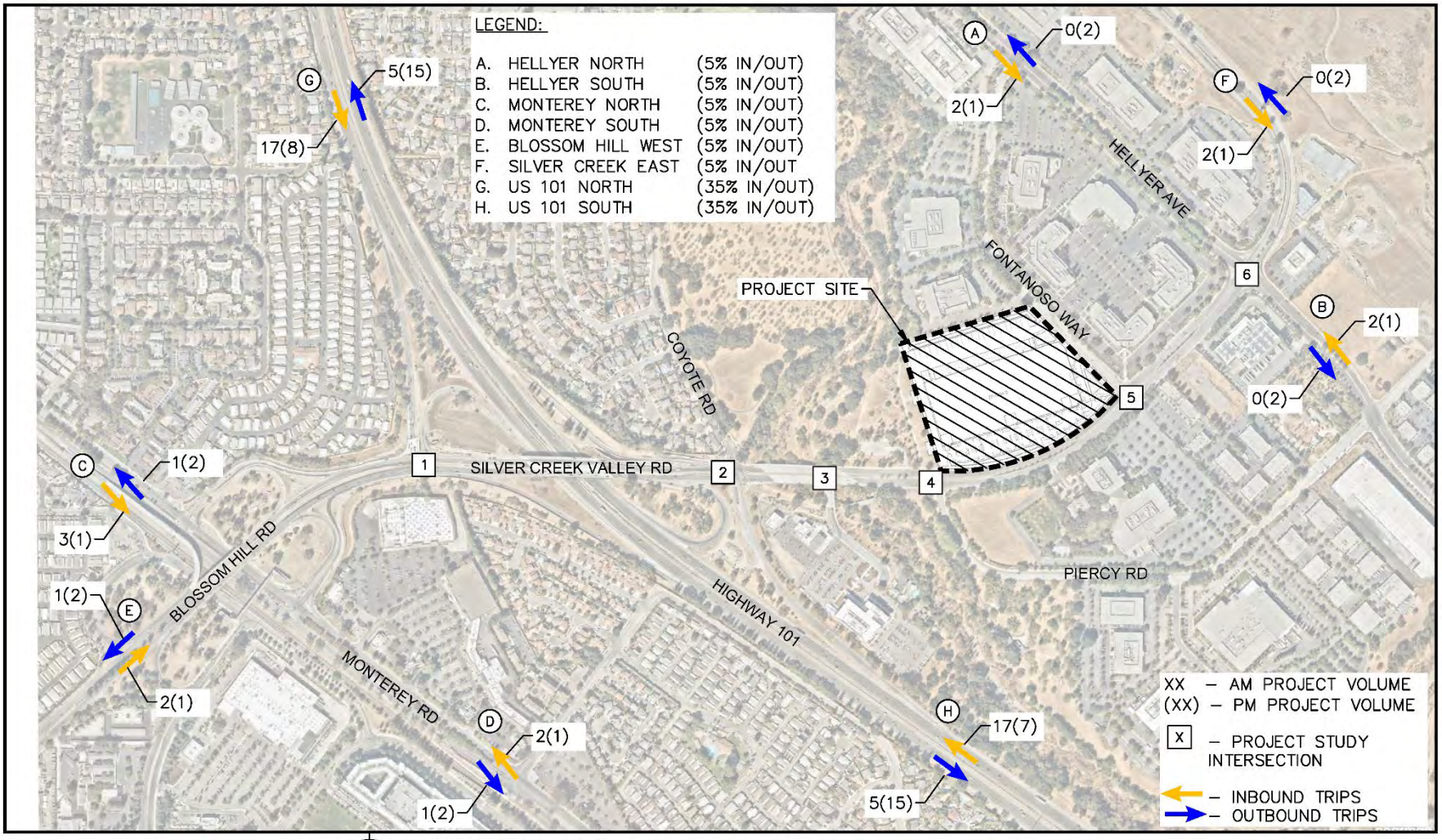
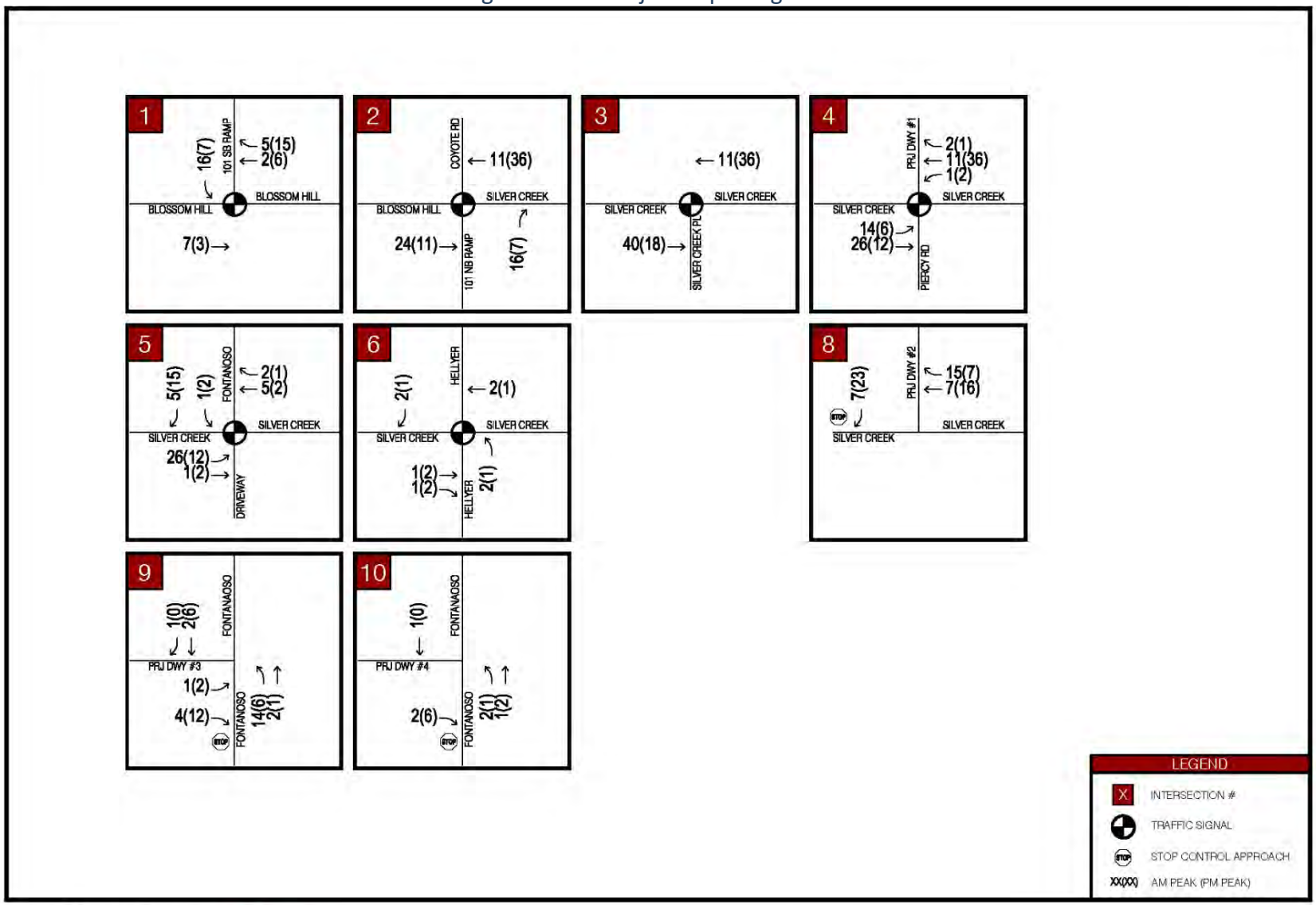


Figure 8: Net Project Trip Assignment



NET PROJECT PEAK HOUR TRIP ASSIGNMENT

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5977 & 6001 SILVER CREEK VALLEY TRANSPORTATION ANALYSIS

5 LTA INTERSECTION OPERATIONS

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

It should be noted that the project is located in the Edenvale Area Development Policy (EADP) boundary. A prior traffic study (iStar Mixed-Use Development) was completed for the EADP and identified intersection improvements that have already been completed. Based on City direction and the 2014 EADP Update, the project is not required to study any signalized intersections and their adverse effects under project conditions. For informational purposes, intersection level of service operations analysis is shown for Existing, Background, and Cumulative Conditions.

5.1 Existing Conditions Analysis:

Traffic counts for Year 2022 were determined from new turning movement counts on collected on Wednesday, January 19, 2022 for the study intersections. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Where imbalances occurred, volumes were conservatively increased slightly above what was counted in the field. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 9** and **Figure 10**, respectively.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 6**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendices**.

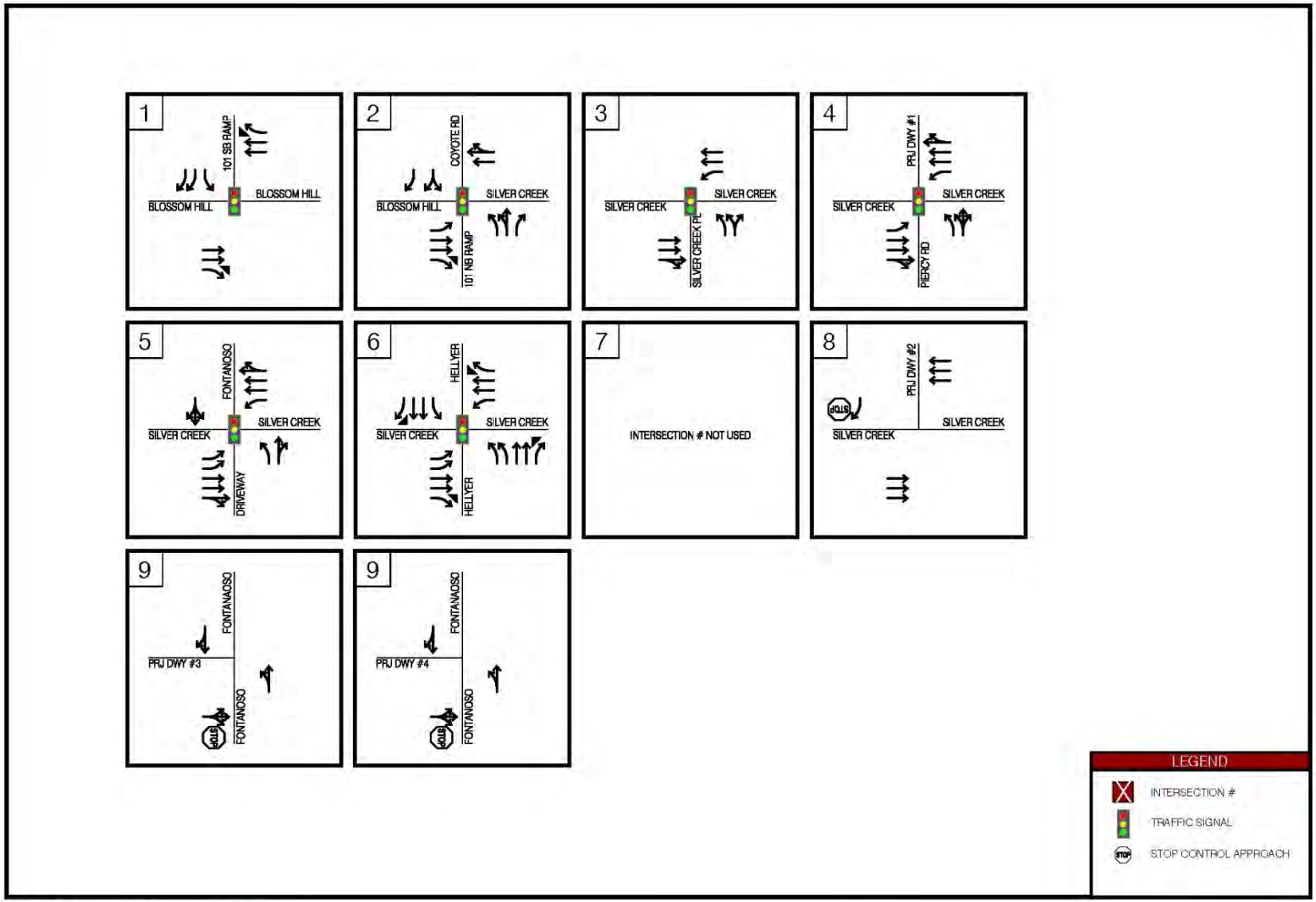
Table 6: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Control	Existing Conditions							
				AM Peak				PM Peak			
				LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Blossom Hill Rd / Highway 101 SB Ramp	D	Signal	D	41.5	0.941	46.7	**F**	**84.3**	**1.104**	**97.0**
2	Blossom Hill Rd / Highway 101 NB Ramp	D	Signal	D	36.7	0.482	44.3	D	35.6	0.528	48.4
3	Silver Creek Valley Rd / Silver Creek Valley Pl	D	Signal	B	13.9	0.281	16.5	B	16.7	0.214	20.3
4	Silver Creek Valley Rd / Piercy Rd / Project Dwy #1	D	Signal	A	9.3	0.110	6.9	B	12.4	0.155	16.0
5	Silver Creek Valley Rd / Fontanoso Way	D	Signal	B	18.5	0.109	17.0	C	23.7	0.170	20.5
6	Silver Creek Valley Rd / Hellyer Ave	D	Signal	C	26.2	0.225	30.5	C	25.8	0.257	29.3

As shown above, the following study intersections are anticipated to operate at unacceptable LOS during at least one peak hour under Existing conditions.

- Blossom Hill Road / Highway 101 SB Ramp (Intersection #1 – Signalized CMP)
  - This signalized CMP intersection is anticipated to operate at LOS F under Existing conditions during the PM peak hour and would experience average vehicle delay greater than the County LOS threshold.

Figure 9: Existing Intersection Lane Geometry



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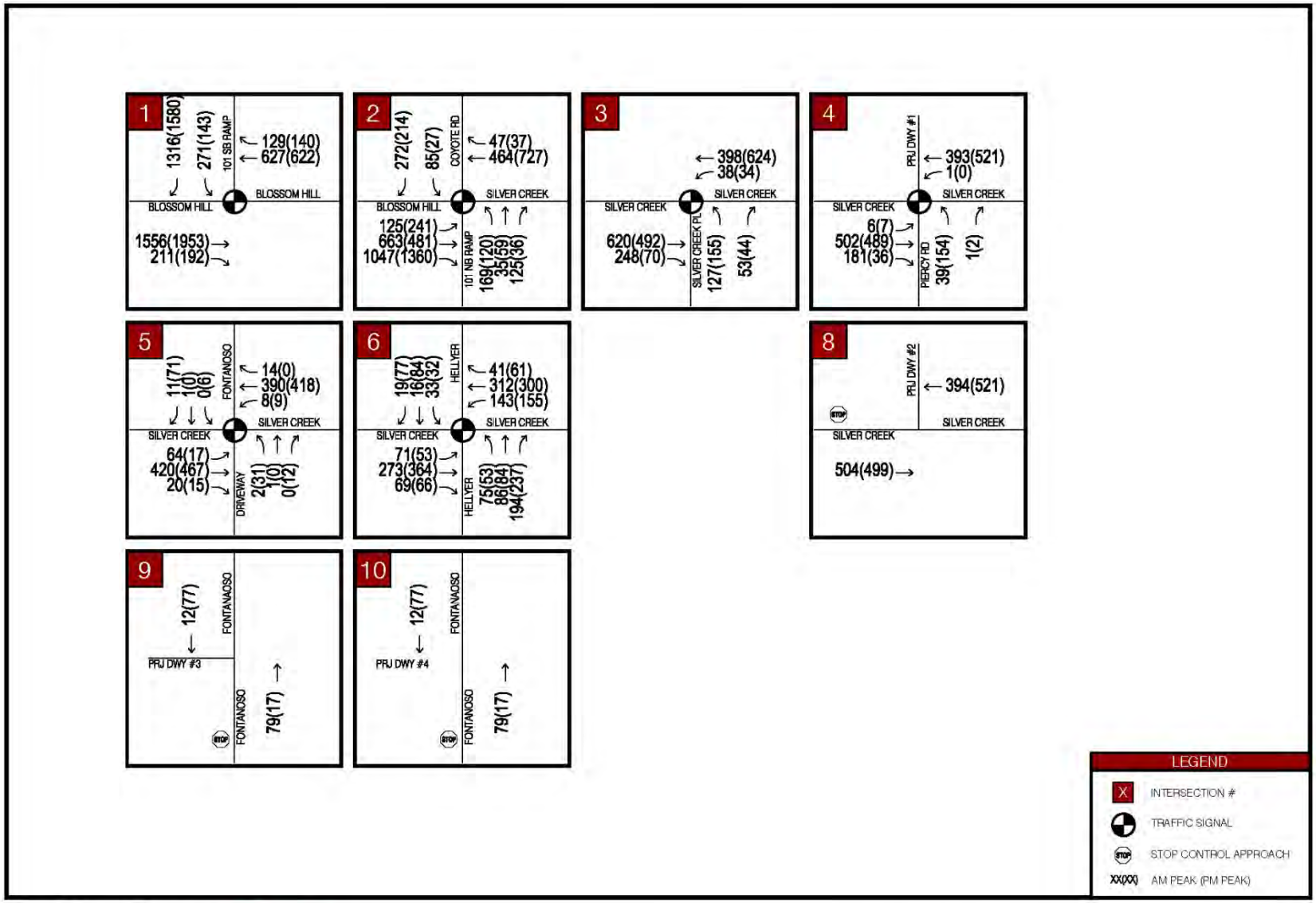
DH-197279013 FEBRUARY 2022

EXISTING INTERSECTION LANE GEOMETRY

5977 & 6001 SILVER CREEK VALLEY TRANSPORTATION ANALYSIS

Figure 10: Existing Traffic Volumes



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EXISTING CONDITION PEAK HOUR VOLUMES

5977 & 6001 SILVER CREEK VALLEY TRANSPORTATION ANALYSIS

5.2 Background Conditions Analysis

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

- North San Jose
- North Coyote Valley Office/Industrial
- North Coyote Valley Campus Industrial
- Edenvale Zone 1 Office/Industrial
- Edenvale Zone 2 Office Industrial
- Edenvale Zone 3 and 4 Office/Industrial
- Edenvale Zone 3 and 4 Pool Office/Industrial
- EEHDP Evergreen Residential
- EEHDP Evergreen Retail/Commercial
- (3-14641) Hitachi Office/Industrial Credit
- PDC04-100 R&D (3-14681) IStar R&D
- PDC12-028 Res (3-14681) IStar Mixed-Use
- PDC99-053 (3-13970) Cisco North Coyote Valley

The roadway network under Background conditions would be the same as the existing roadway network with the addition of the following planned intersection improvements by Caltrans and the City.

- **Blossom Hill Road / Highway 101 SB Ramp (Intersection #1 – Signalized)**
  - The approved US-101 Blossom Hill Road Interchange project is currently under construction and consists of widening the overcrossing to 7 vehicle travel lanes and adding a Class I separated bikeway through the interchange on the northside.
  - This intersection would be improved to add one (1) southbound right turn lane, one (1) eastbound through lane, and one (1) westbound through lane.

- **Blossom Hill Road / Highway 101 NB Ramp (Intersection #2 – Signalized)**
  - The approved US-101 Blossom Hill Road Interchange project is currently under construction and consists of widening the overcrossing to 7 vehicle travel lanes and adding a Class I separated bikeway through the interchange on the northside.
  - This intersection would be improved to add one (1) northbound left turn lane, one (1) eastbound left turn lane, and one (1) westbound through lane.
  - Bike and pedestrian access would be improved with green bike striping and continental crossings on the north and east legs.

- **Silver Creek Valley Road / Silver Creek Valley Place (Intersection #3 – Signalized)**
  - This intersection would be improved to add one (1) westbound through lane.

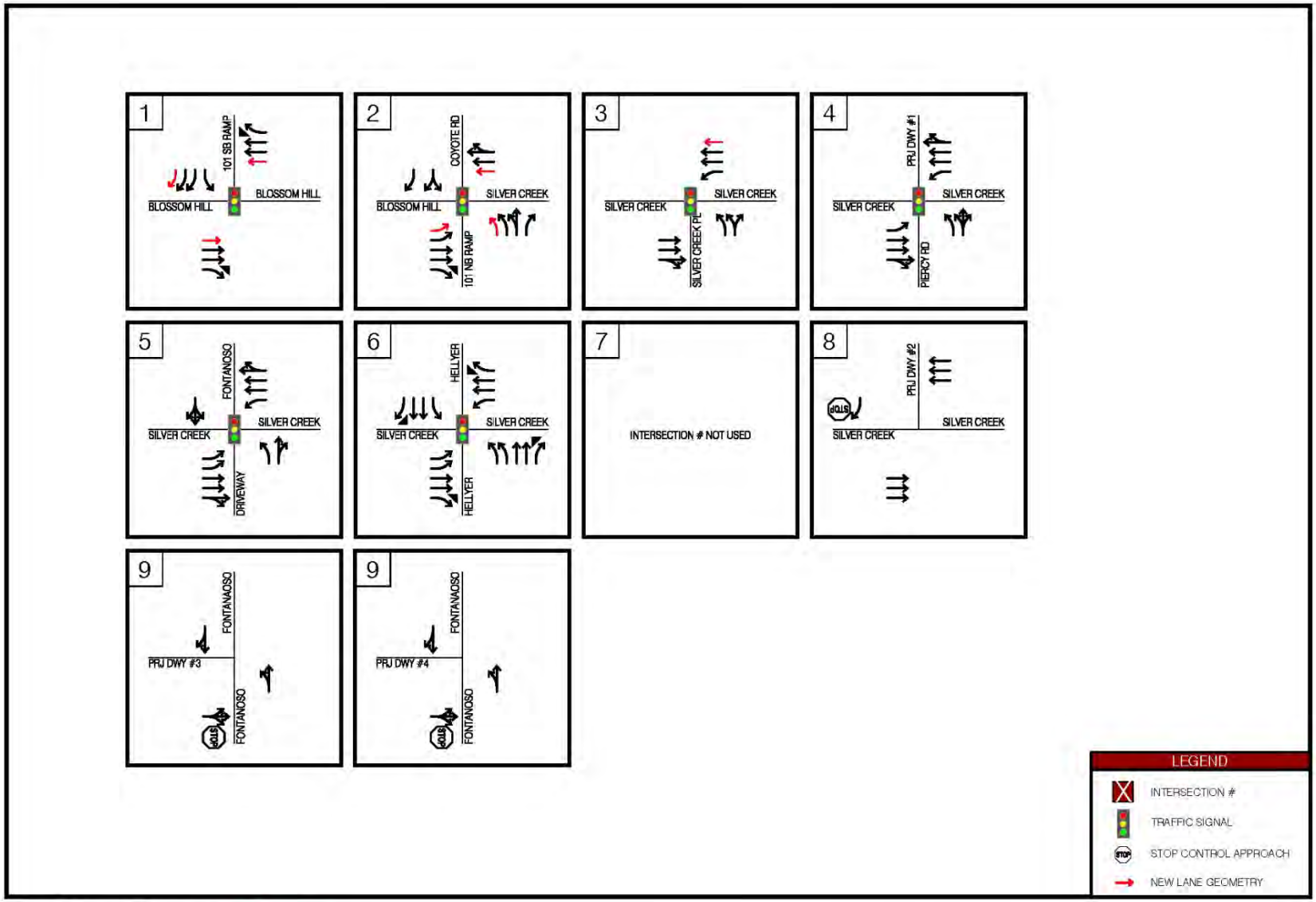
Background intersection lane geometry and peak hour turning movement volumes are shown in **Figure 11** and **Figure 12**, respectively. Traffic operations for the study intersections under Background conditions are shown below in **Table 7.**

Table 7: Intersection Operations Summary for Background Conditions

#	Intersection	LOS Criteria	Control	Background Conditons							
				AM Peak				PM Peak			
				LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Blossom Hill Rd / Highway 101 SB Ramp	D	Signal	C	27.6	0.710	28.5	C	34.7	0.811	37.5
2	Blossom Hill Rd / Highway 101 NB Ramp	D	Signal	D	42.7	0.839	47.9	D	52.1	0.874	62.8
3	Silver Creek Valley Rd / Silver Creek Valley Pl	D	Signal	A	9.5	0.370	12.0	B	12.3	0.376	9.7
4	Silver Creek Valley Rd / Piercy Rd / Project Dwy #1	D	Signal	A	8.9	0.262	8.9	B	16.0	0.375	19.5
5	Silver Creek Valley Rd / Fontanoso Way	D	Signal	B	19.2	0.332	21.4	C	28.1	0.412	26.6
6	Silver Creek Valley Rd / Hellyer Ave	D	Signal	C	27.2	0.459	27.5	C	32.5	0.650	33.7

The study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour for the Background scenario.

Figure 11: Background Intersection Lane Geometry



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BACKGROUND INTERSECTION LANE GEOMETRY

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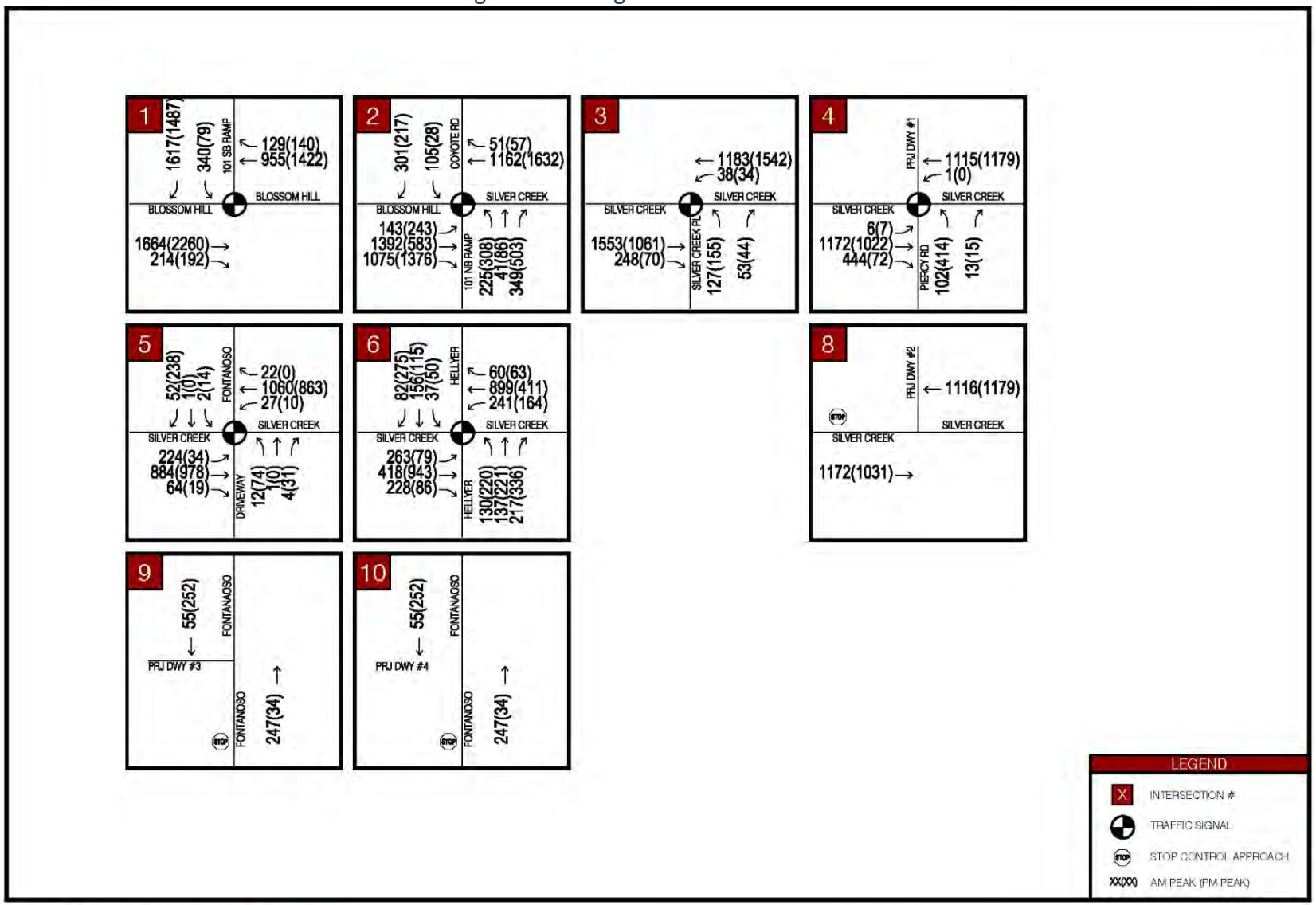
Figure 12: Background Traffic Volumes



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BACKGROUND CONDITION PEAK HOUR VOLUMES

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5.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersections under Background Plus Project conditions based on Background conditions and adding the net vehicle trips from the proposed Silver Creek project to the Background roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. Traffic operations for the study intersections under Project conditions are shown below in **Table 8** and **Figure 13**.

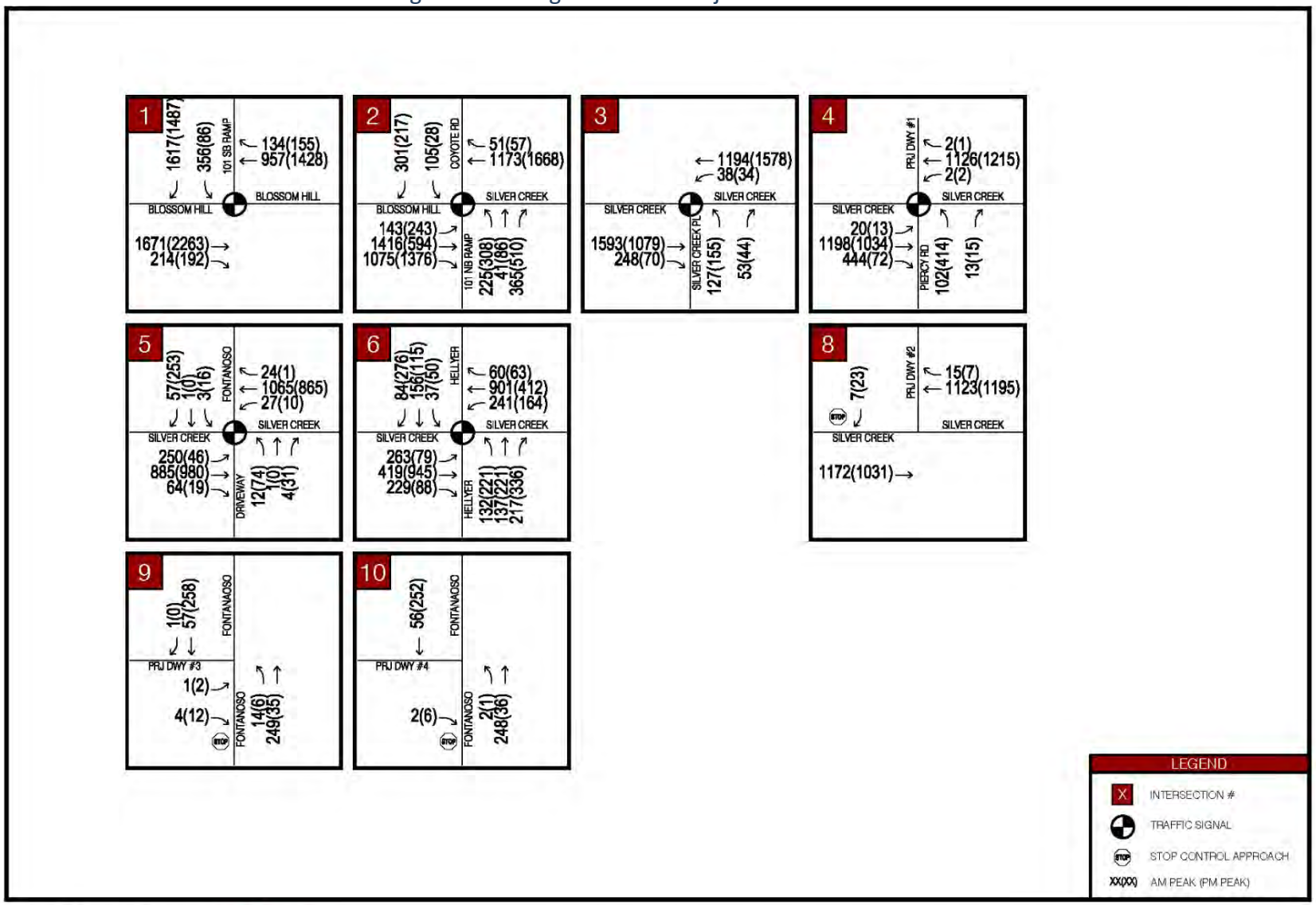
Table 8: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	LOS Criteria	Background Plus Project Conditions							
			AM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Blossom Hill Rd / Highway 101 SB Ramp	D	C	27.6	0.0	0.711	0.001	28.5	0.0	NO
2	Blossom Hill Rd / Highway 101 NB Ramp	D	D	43.5	0.8	0.858	0.019	49.5	1.6	NO
3	Silver Creek Valley Rd / Silver Creek Valley Pl	D	A	9.4	-0.1	0.376	0.006	11.9	-0.1	NO
4	Silver Creek Valley Rd / Piercy Rd / Project Dwy #1	D	A	8.9	0.0	0.268	0.006	8.8	-0.1	NO
5	Silver Creek Valley Rd / Fontanoso Way	D	B	19.9	0.7	0.346	0.014	22.5	1.1	NO
6	Silver Creek Valley Rd / Hellyer Ave	D	C	27.2	0.0	0.460	0.001	27.5	0.0	NO

#	Intersection	LOS Criteria	Background Plus Project Conditions							
			PM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Blossom Hill Rd / Highway 101 SB Ramp	D	C	34.7	0.0	0.812	0.001	37.5	0.0	NO
2	Blossom Hill Rd / Highway 101 NB Ramp	D	D	52.8	0.7	0.886	0.012	63.8	1.0	NO
3	Silver Creek Valley Rd / Silver Creek Valley Pl	D	B	12.2	-0.1	0.383	0.007	9.6	-0.1	NO
4	Silver Creek Valley Rd / Piercy Rd / Project Dwy #1	D	B	19.8	3.8	0.386	0.011	19.5	0.0	NO
5	Silver Creek Valley Rd / Fontanoso Way	D	C	28.7	0.6	0.423	0.011	27.1	0.5	NO
6	Silver Creek Valley Rd / Hellyer Ave	D	C	32.6	0.1	0.651	0.001	33.7	0.0	NO

The study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour, and the project is not anticipated to create a significant traffic adverse effect under Background Plus Project conditions.

Figure 13: Background Plus Project Traffic Volumes



BACKGROUND PLUS NET PROJECT CONDITION PEAK HOUR VOLUMES

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5.4 Cumulative Conditions Analysis

The Cumulative scenario was evaluated using peak-hour traffic volumes, intersection geometry, and traffic control from forecasted traffic growth from approved projects and other proposed but pending developments in the project study area (Background plus Project plus pending projects). Traffic operations for the study intersections under Cumulative conditions are shown below in **Table 9** and **Figure 14**.

From discussions with City staff, the Cumulative analysis includes the following addition of net pending project trips to the study intersections. Trip generation, distribution, and assignment for the pending projects to the roadway network were provided by the City in February 2022.

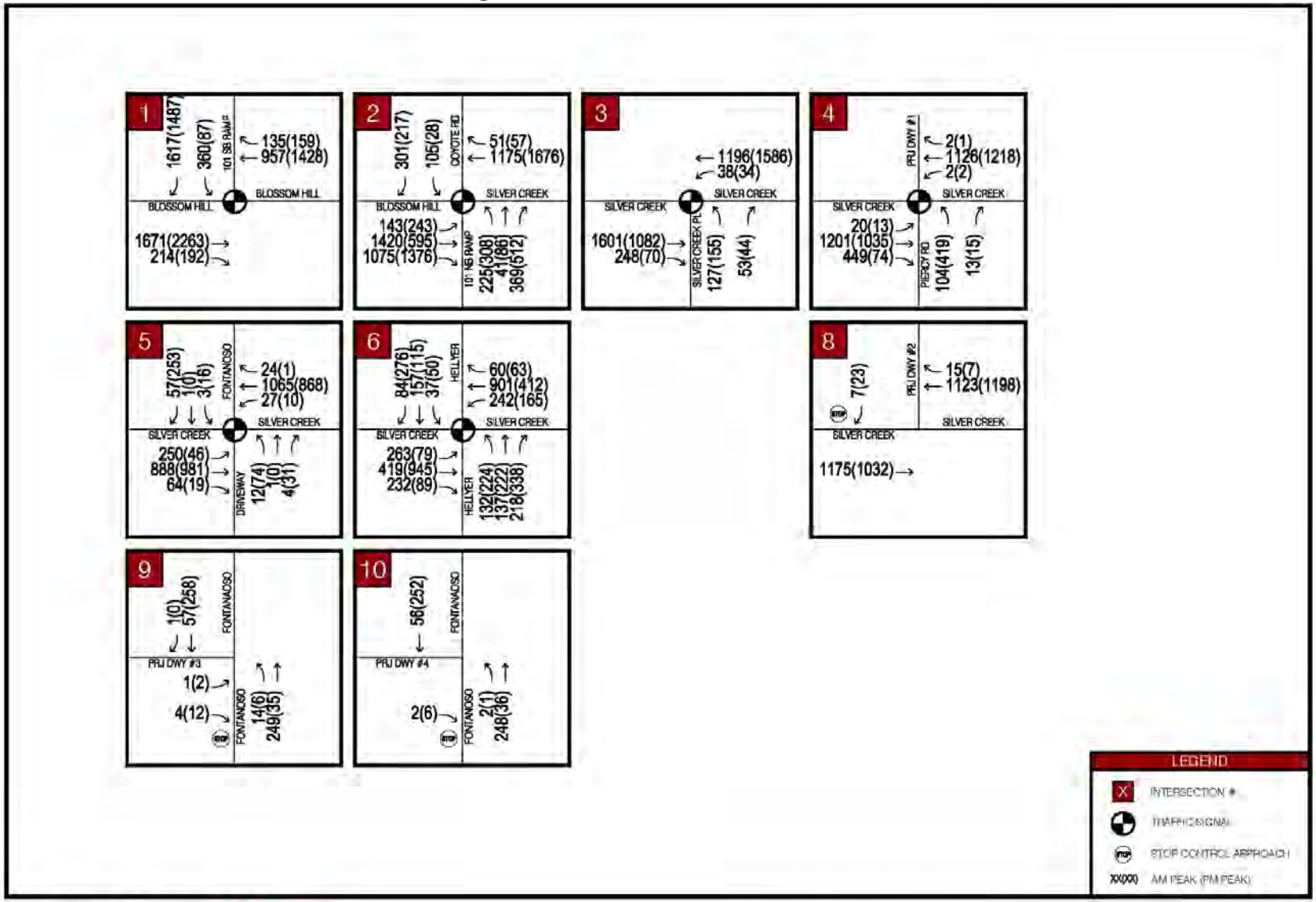
- **455 Piercy Road Warehouse (3-14392, H21-022) –** Industrial development with 121,600 square-feet of warehouse use. This pending development is located east of the project site in the northwest quadrant of the Piercy Road and Hellyer Avenue intersection which would redevelop an existing vacant parcel. Trip assignment for this pending development assumes driveway access from the existing Piercy Road and Hellyer Avenue roadways.

Table 9: Intersection Operations Summary for Cumulative Conditions

#	Intersection	LOS Criteria	Cumulative Conditions							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Blossom Hill Rd / Highway 101 SB Ramp	D	C	27.6	0.711	28.5	C	34.7	0.812	37.5
2	Blossom Hill Rd / Highway 101 NB Ramp	D	D	43.8	0.862	49.9	D	53.0	0.889	64.1
3	Silver Creek Valley Rd / Silver Creek Valley Pl	D	A	9.4	0.377	11.8	B	12.1	0.384	9.6
4	Silver Creek Valley Rd / Piercy Rd / Project Dwy #1	D	A	9.0	0.269	8.9	B	19.9	0.389	19.6
5	Silver Creek Valley Rd / Fontanoso Way	D	B	19.9	0.346	22.5	C	28.7	0.424	27.1
6	Silver Creek Valley Rd / Hellyer Ave	D	C	27.2	0.461	27.5	C	32.6	0.653	33.8

The study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour for the Cumulative scenario.

Figure 14: Cumulative Traffic Volumes



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CUMULATIVE CONDITION PEAK HOUR VOLUMES

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5.5 Intersection Queue Analysis

Select study intersections near the project site were evaluated for left-turn vehicle queuing capacity and storage analysis for each study scenario and summarized in **Table 10**.

It was observed that sufficient storage has been provided for the turn movements in the Existing and Background Conditions. The project is not anticipated to create an adverse effect to the intersection vehicle queues.

Table 10: Left Turn Queue Analysis

DESCRIPTION	AM PEAK HOUR					PM PEAK HOUR				
	#1 BLOSSOM / US 101 SB	#4 SILVER CREEK / PIERCY		#5 SILVER CREEK / FONTANOSO		#1 BLOSSOM / US 101 SB	#4 SILVER CREEK / PIERCY		#5 SILVER CREEK / FONTANOSO	
	SBL	NBL	EBL	SBL	EBL	SBL	NBL	EBL	SBL	EBL
Existing Conditions										
95% Queue (car/ln)	13	2	0	0	2	7	4	0	5	1
95% Queue (ft/ln)	325	50	0	0	50	175	100	0	125	25
Number of Turn Lanes	1	2	1	1	2	1	2	1	1	2
Storage (ft/ln)	1000	300	125	500	250	1000	300	125	500	250
Total Storage (ft/ln)	1000	600	125	500	500	1000	600	125	500	500
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions										
95% Queue (car/ln)	15	4	0	5	8	5	12	0	14	1
95% Queue (ft/ln)	375	100	0	125	200	125	300	0	350	25
Number of Turn Lanes	1	2	1	1	2	1	2	1	1	2
Storage (ft/ln)	1000	300	125	500	250	1000	300	125	500	250
Total Storage (ft/ln)	1000	600	125	500	500	1000	600	125	500	500
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions										
95% Queue (car/ln)	16	4	1	5	9	5	12	1	15	2
95% Queue (ft/ln)	400	100	25	125	225	125	300	25	375	50
Number of Turn Lanes	1	2	1	1	2	1	2	1	1	2
Storage (ft/ln)	1000	300	125	500	250	1000	300	125	500	250
Total Storage (ft/ln)	1000	600	125	500	500	1000	600	125	500	500
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Project Impact?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Cumulative Conditions										
95% Queue (car/ln)	16	4	1	5	9	5	12	1	15	2
95% Queue (ft/ln)	400	100	25	125	225	125	300	25	375	50
Number of Turn Lanes	1	2	1	1	2	1	2	1	1	2
Storage (ft/ln)	1000	300	125	500	250	1000	300	125	500	250
Total Storage (ft/ln)	1000	600	125	500	500	1000	600	125	500	500
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

The 95th percentile outbound queue at the project driveways are anticipated to be up to 50-feet (2 car length) for the Project scenario during the AM and PM peak. This maximum queue would extend into proposed drive aisle. Vehicles exiting the proposed driveway would be able to access Silver Creek Valley Road and Fontanoso Way when there are sufficient gaps generated between platooning vehicles.

From the trip distribution presented in Section 4, the total gross vehicles exiting the project site for the PM peak hour is 42 trips while the gross outbound trips at a single project driveway is up to 23 PM trips. This maximum outbound trip rate at the project driveway is equivalent to a rate of 0.4 vehicles per minute. The driveway vehicle queue is not expected to create an adverse effect to roadway on-site traffic operations.

5.6 Adverse Effects and Improvements

This section discusses significant transportation project adverse effects identified under Project conditions as well as planned roadway improvements. Per City guidelines in the 2020 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at a study intersection should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

Project Intersection Adverse Effects

Based on City and CMP intersection operation threshold criteria described in Section 1, the project is not anticipated to generate an adverse effect to the study intersections during the Project scenario.

City Identified Bicycle / Pedestrian / Traffic Calming Improvements

As discussed in Section 3, the project would exceed the City's industrial VMT per employee threshold and would need to implement VMT reduction strategies to mitigate the impact. Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvements for VMT mitigation:

1. Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection. Potential signal and utility modifications would be needed to implement the improvement.

2. Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025.

3. Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection. Potential signal and utility modifications would be needed to implement the improvement.

These multi-modal improvements would need to be coordinated between the project applicant and the City for approval.

City Identified Transit Improvements

The project is not anticipated to generate an adverse effect to the existing transit network during the Project scenario.

Edenvale Area Development Policy Traffic Fees

The project is located in Sub-Area 1, and per the EADP, the base maximum floor area ratio (FAR) is 0.40 for development. Based on the Project Description and latest site plan, the project site would have a FAR of 0.43 and would exceed the allowed FAR per the EADP.

To be consistent with the EADP, the project would need to pay a proportional fee contribution in accordance with the proposed project square footage and would need to be in conformance with the maximum FAR.

6 LTA SITE ACCESS AND CIRCULATION

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

6.1 Driveway Site Access

It is anticipated that the project site will operate during normal business hours (8AM to 5PM). A majority of employees will access the site during the AM and PM peak. Truck deliveries to/from the project site is anticipated to occur throughout the day and most of the truck trips will occur outside of AM and PM peak.

Site access and circulation for the project is based on the latest site plan prepared by the project applicant and is included in the **Appendices**. The Silver Creek project provides on-site parking spaces for commercial delivery trucks and employee staff. The at-grade parking lots are accessed by the following driveways:

- **Driveway 1 at Silver Creek Valley Road**
  - Inbound only access for passenger and truck vehicles
  - 40-feet wide driveway, 2 inbound lanes
  - Creates north leg connection to Silver Creek Valley/Piercy intersection
- **Driveway 2 at Silver Creek Valley Road**
  - Right In/Right Out access for passenger vehicles only
  - 26-feet wide driveway
- **Driveway 3 at Fontanoso Way**
  - Full access for passenger vehicles only
  - 26-feet wide driveway
- **Driveway 4 at Fontanoso Way**
  - Full access for delivery truck vehicles only
  - 40-feet wide driveway, gate access

Per City guidance, driveways should be a minimum of 150 feet from any intersection, and the project satisfies this standard. The proposed driveway locations optimize sight distance and spacing for the proposed site plan. To improve vehicle sight distance of approaching pedestrians and bicycles on Silver Creek Valley Road and Fontanoso Way, it is recommended to provide low clearance landscaping between the back of curb on both sides of the driveway.

Per City Municipal Code 20.90.100 and Table 20-220, the minimum width of the proposed two-way drive aisle is 26-feet. The parking lot drive aisles for staff parking are dimensioned 26-feet wide while the drive aisles for truck deliveries are dimensioned 35 to 40-feet wide.

Driveway 1 & 4 designed for truck access along Silver Creek Valley Road and Fontanoso Way are 40-feet wide at the curb line. These driveways are a larger width than the typical City driveway dimension and can be provided based on associated turning templates for the given design vehicle to provide sufficient vehicle access and circulation for entering and exiting vehicles. Driveway 2 & 3 designed for passenger vehicle access are dimensioned 26-feet wide and satisfy the City standard width cut.

Project driveway 4 will be augmented with automated steel swinging gates to restrict access for authorized employees and truck deliveries only. Gate control at this driveway would be optimized to maintain security, and the gate's rapid opening and closing cycle and setback from the sidewalk would allow vehicles to access the driveway without blocking or impeding traffic flow on the City streets. Gate operations would be controlled with high-speed motors, intercom/keypad posts, and knox box for fire access.

In addition, the standard parking spaces on-site are dimensioned 9-feet by 18-feet while the truck parking spaces are dimensioned 12-feet by 55-feet which satisfy City parking standards.

Vehicles accessing the project driveways would be allowed to make turns in and out the site when there are sufficient vehicle gaps along Silver Creek Valley Road and Fontanoso Way. From the queue analysis results summarized in Section 5, inbound vehicle queues and delays are not expected to be significant issues. For outbound vehicles, on-site vehicle queues are expected during the AM and PM peak due to a combination of inherent unpredictability of vehicle arrivals at driveways, and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in industrial areas.

6.2 Passenger Vehicle Access and Circulation

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

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the driveways on Silver Creek Valley Road and Fontanoso Way, maneuver through the parking lot, and park in the stalls without conflicting into other vehicles or stationary objects. The proposed layout provides sufficient vehicle clearance.

6.3 Heavy Vehicle Truck Access and Circulation

Delivery trucks and heavy vehicles are currently prohibited from stopping or parking along Silver Creek Valley Road and Fontanoso Way along the project frontage. All delivery activity for the project would occur on-site in the designated loading areas.

Per City Municipal Code 20.90.410, a building intended for use by a manufacturing plant, storage facility, warehouse facility, goods display facility, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning establishment, or other use having a floor area of 10,000 square-feet or more shall provide a minimum of one (1) off-street loading space, plus one additional such loading space for each 20,000 square-feet of floor area. The project provides at least 54 trailer parking spaces, and 40 truck loading docks on-site and satisfies the City requirement.

The STAA truck based on AASHTO and the Caltrans Highway Design Manual was assumed as the maximum size delivery truck that would be allowed due to truck route and maneuverability constraints in the Edenvale Area and at the project driveway. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

STAA delivery trucks would be able to maneuver on Silver Creek Valley Road and Fontanoso Way adjacent to the project site and access the designated truck driveways to load/unload and exit the site. For project Driveways 1 & 4, a larger width than the typical 26-feet driveway dimension can be provided based on STAA vehicle templates to provide sufficient vehicle access and circulation for entering and exiting vehicles. A 40-foot width is proposed at these driveways.

Access to the truck loading docks from project Driveway 4 will be controlled by automatic open/close gates. The AM and PM peak hour truck volume is approximately 6 trucks, or one truck every 10 minutes, that will access any of the project driveways. The time for each gate to open is estimated to be less than 2 minutes and therefore, the truck queues are not expected to exceed one (1) truck length. Given the storage length between each gate and the adjacent street, truck queues are not anticipated to extend in the adjacent street or impact traffic operations at the gated driveways.

Garbage and recycling bins are anticipated to be located near the loading docks in a designated trash enclosure nearest to driveway 4 along Fontanoso Way. Waste collection vehicles would be able to enter the project driveway to pick up bins and exit the site without conflict.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage in the project parking lots, along Silver Creek Valley Road, or along Fontanoso Way. Existing fire hydrants along the project frontage provides direct fire access for emergency personnel. The project driveways are 26-feet wide minimum, provide at least 10-feet high clearance, and satisfies the 20-foot horizontal and 10-foot-vertical minimum access clearances from the 2016 CA Fire Code. Gate control for fire access will be provided with Knox boxes.

Figure 15 through **Figure 18** show site access and vehicle turn templates at the project driveway and on-site parking area for the design vehicles described above.

Figure 15: Passenger Vehicle Access

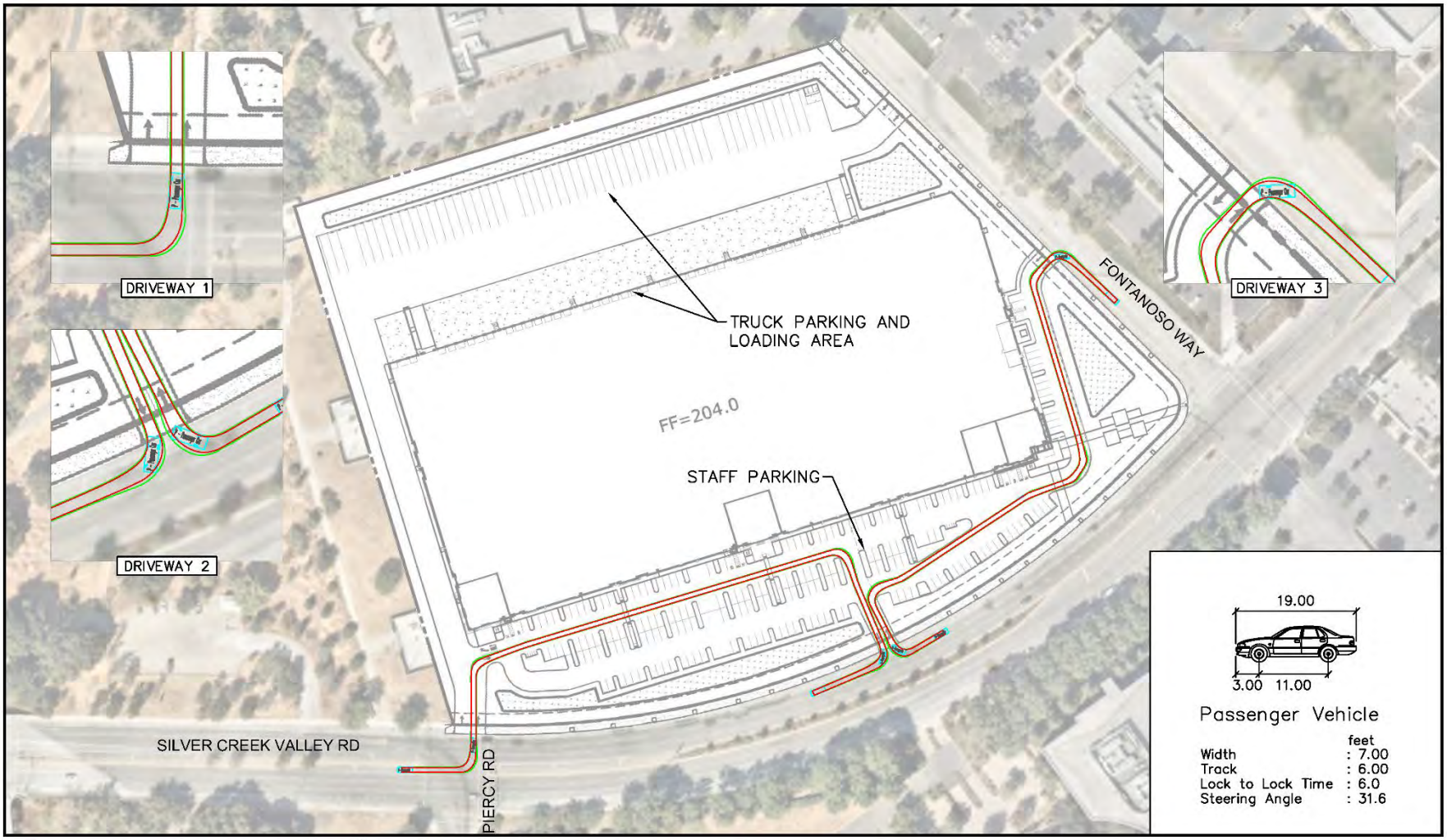


Figure 16: Delivery Truck Vehicle Access

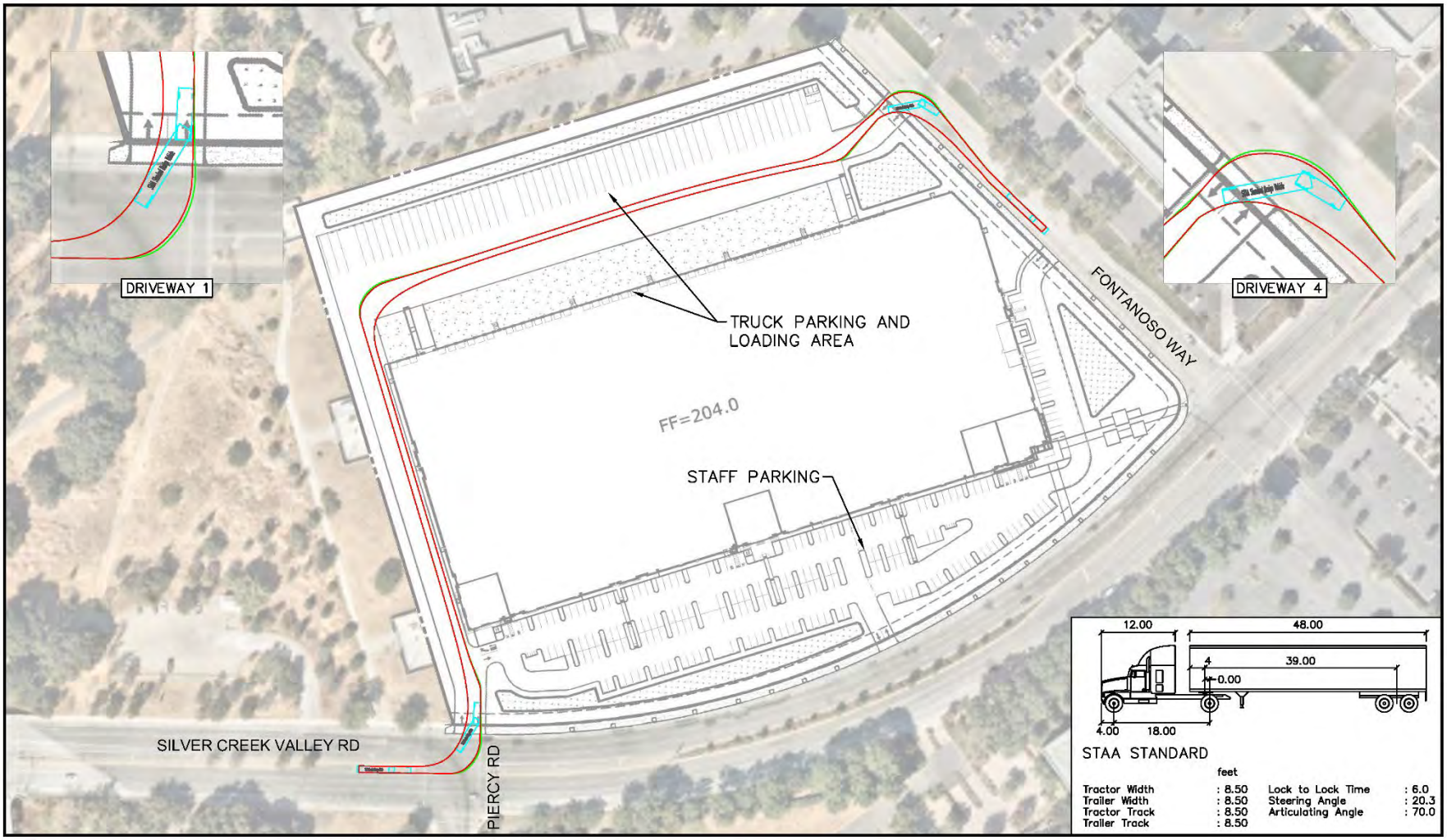


Figure 17: Garbage Truck Access

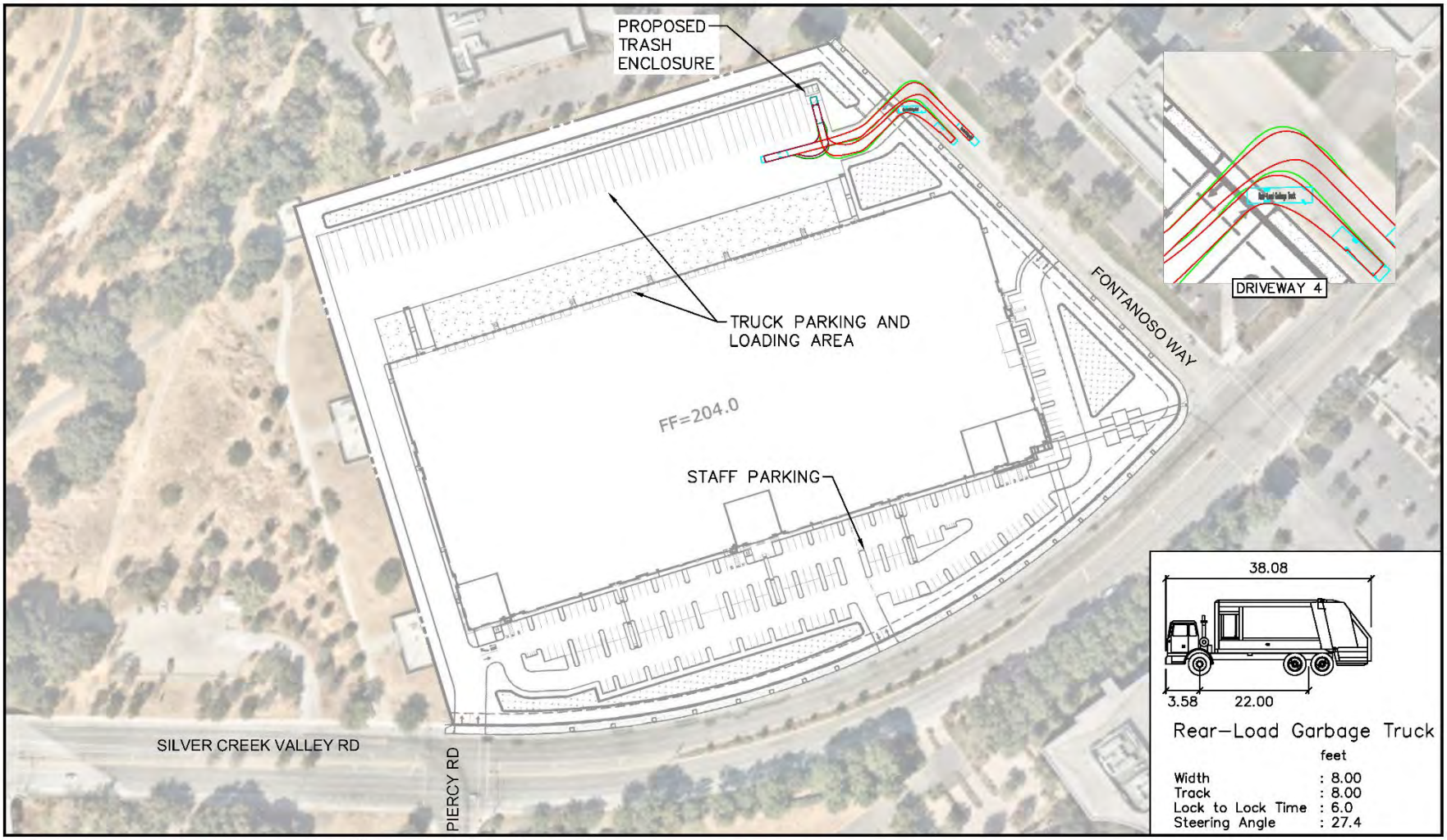
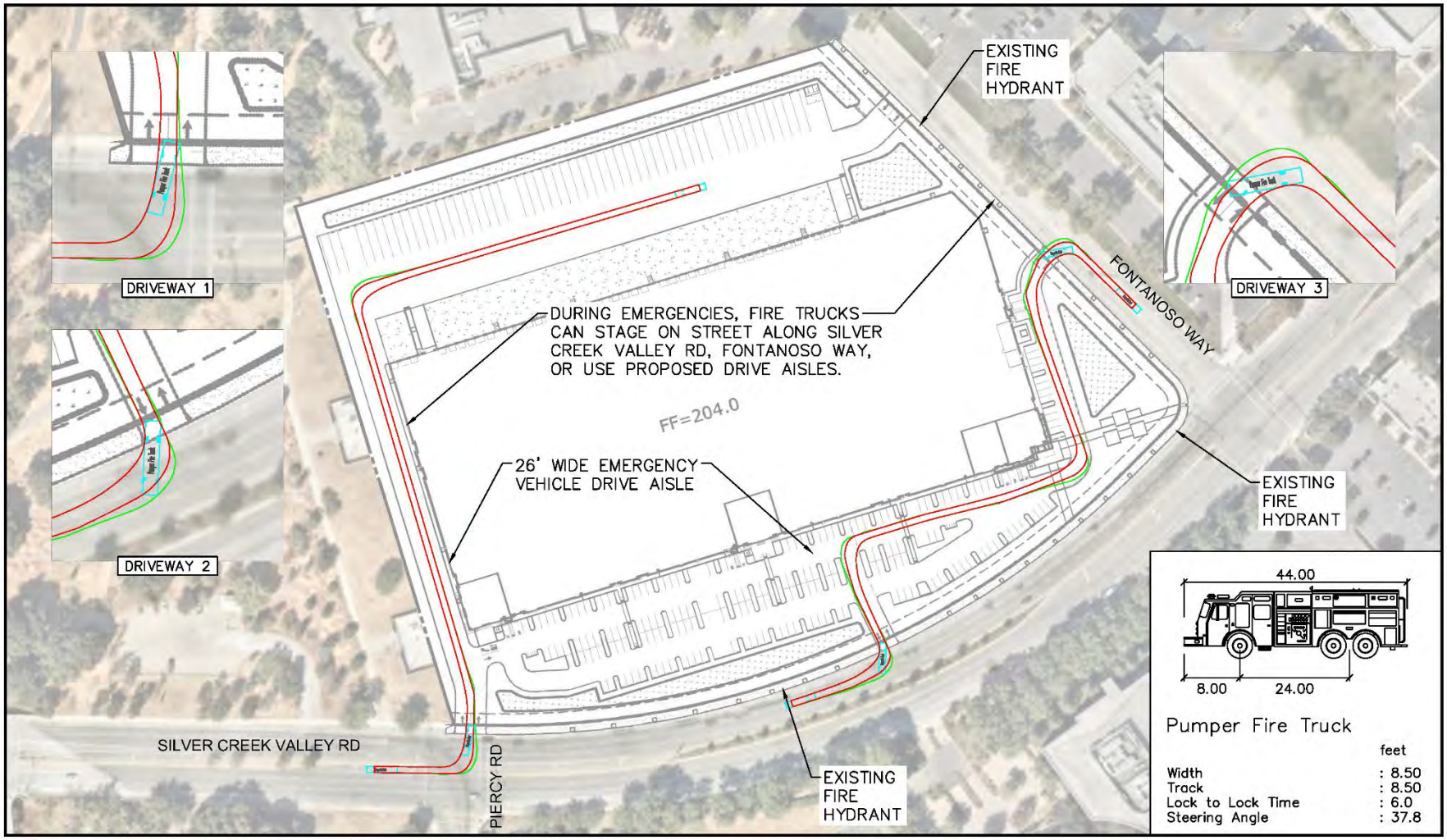


Figure 18: Fire Truck Access



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FIRE TRUCK VEHICLE ACCESS

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6.4 Vehicle Sight Distance Analysis

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

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

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

Project Driveway Sight Distance

Minimum sight distance criteria for the potential driveways along the study roadways was determined from the AASHTO Geometric Design of Highways and Streets 7th Edition (Green Book). For the purposes of this analysis, a design speed of 50 mph (45 mph posted speed limit) was assumed along Silver Creek Valley Road. Along Fontanoso Way, a design speed of 40 mph (35 mph posted speed limit) was assumed. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on Silver Creek Valley Road, Fontanoso Way
- Intersection Sight Distance Case B – Stop control at the proposed project driveways
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

Minimum SSD and ISD values were obtained from Table 9-7 and Table 9-9 of the AASHTO Green Book. A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance varies in each direction Silver Creek Valley Road and Fontanoso Way. **Table 11** summarizes the intersection and stopping sight distance at the project driveways.

Table 11: Project Driveway Sight Distance

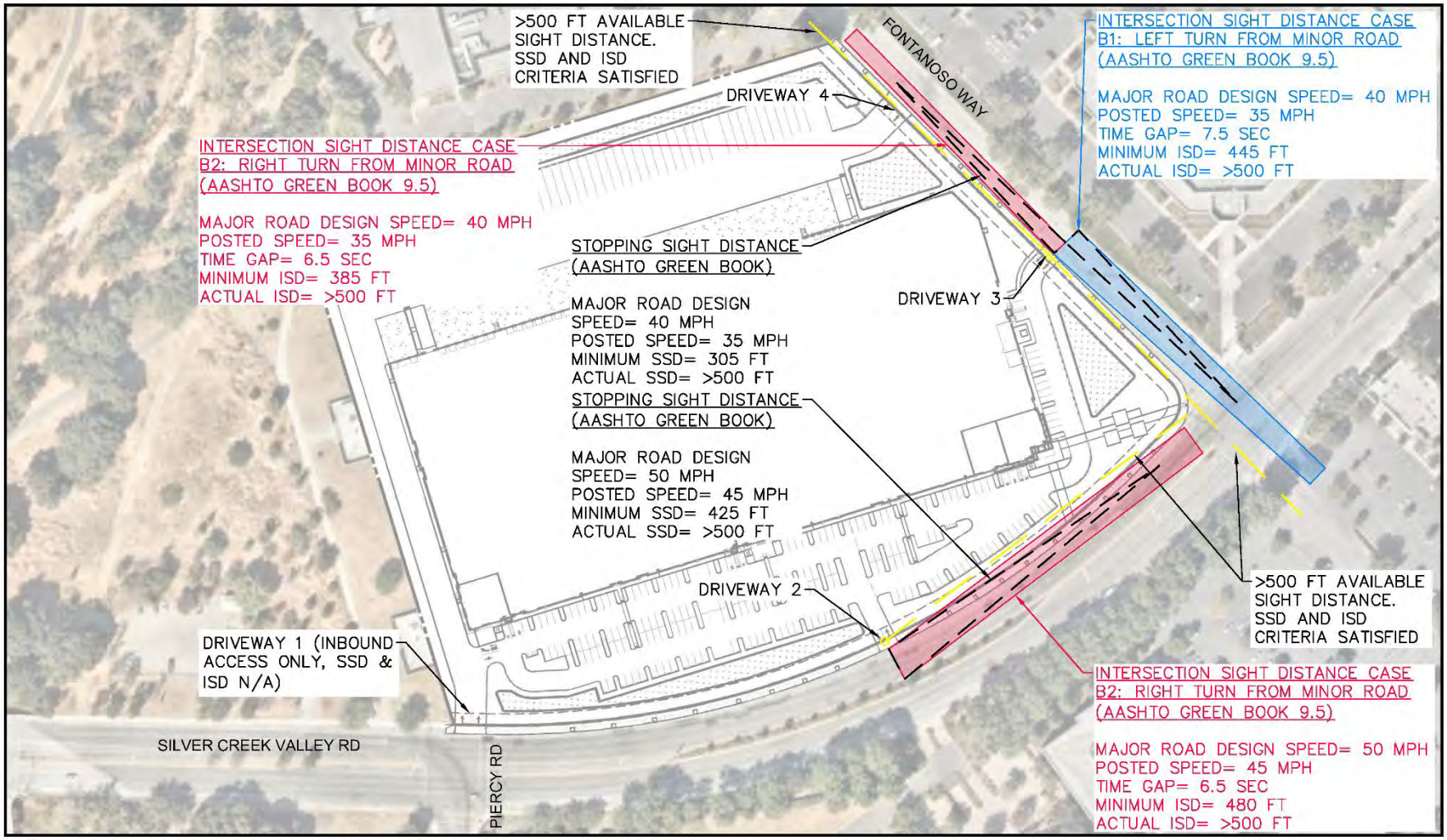
Type	Design Speed (MPH)	Required Sight Distance (ft)	Actual Sight Distance (ft)	Sufficient Sight Distance?
Silver Creek Valley Road (Project Driveways 1 & 2)				
SSD on Primary Road	50	425	>500	Yes
ISD Case B1 (Left Turn)	N/A	N/A	N/A	N/A
ISD Case B2 (Right Turn)	50	480	>500	Yes
Fontanoso Way (Project Driveways 3 & 4)				
SSD on Primary Road	40	305	>500	Yes
SSD Case B1 (Left Turn)	40	445	>500	Yes
ISD Case B2 (Right Turn)	40	385	>500	Yes

Note: Driveway 1 is inbound only and Driveway 2 is right turn only access therefore ISD left turn is not applicable

The proposed project driveway locations satisfy the minimum stopping sight distance required for all approaches on Silver Creek Valley Road and Fontanoso Way. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. Vehicles entering the City streets from the project driveway will also have sufficient intersection sight distance to make a left or right turn onto the road per AASHTO scenarios.

Overall, the proposed project driveway locations are feasible and provide sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established immediately adjacent to the project driveways. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 19.**

Figure 19: Sight Distance Analysis



6.5 Bicycle, Pedestrian, and Transit Access

The project will provide on-site pedestrian and bicycle improvements to the existing facilities along the project frontages on Silver Creek Valley Road and Fontanoso Way. The following improvements will enhance bicycle and pedestrian access in the area.

- Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection.
- Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025
- Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection.

As stated in Section 2, the existing network of sidewalks and crosswalks in the study area are adequate with connectivity and walkable routes to nearby bus stops, retail, and other points of interest in the immediate project area. In addition, the nearest transit stops to the project site are located at the Silver Creek Valley Road / Fontanoso Way and Silver Creek Valley Road / Silver Creek Valley Place intersections which are less than quarter a mile away. As for bicycle connectivity, the Class I Coyote Creek Trail and Class II bike lanes on Silver Creek Valley Road and Hellyer Avenue provides bicycle facilities in the vicinity of the project site.

Due to the function and operational characteristics of the proposed industrial use, the project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

6.6 Vehicle and Bicycle Parking

Per the Chapter 20.90.060, Table 20-190, and Table 20-210 of the San Jose Municipal Code, the proposed project land uses are required to provide the following minimum off-street parking:

- Offices, research and development (10,000 square feet total gross floor area)
  - One (1) vehicle parking space per 300 -square feet of total gross floor area
  - One (1) bicycle parking space per 4,000-square feet of total gross floor area
  - One (1) motorcycle parking space for every 10 code-required auto parking spaces

- Manufacturing (45,000 square feet total gross floor area, 38,250 square feet of net floor area)
  - One (1) vehicle parking space per 350-square feet of floor area
  - One (1) vehicle parking space for company vehicle
  - One (1) bicycle parking space per 5,000-square feet of floor area
  - One (1) motorcycle parking space for every 50 code-required auto parking spaces

- Warehouse (226,873 square feet total gross floor area)
  - Two (2) vehicle parking spaces minimum for warehouses under 5,000-square feet of total gross floor area
  - Five (5) vehicle parking spaces minimum for warehouses between 5,000 and 25,000-square feet of total gross floor area

- One (1) vehicle parking space per 5,000-square feet of total gross floor area for warehouses greater than 25,000-square feet
- One (1) bicycle parking space per 10 full-time employees
- One (1) shower for warehouses between 85,000 and 425,000-square feet
- One (1) motorcycle parking space for every 10 code-required auto parking spaces

Based on these City ratios, the project is required to provide a minimum total of 199 off-street vehicle parking spaces and 20 bicycle parking spaces for the proposed industrial use.

The project site plan proposes a total parking supply of 210 vehicle spaces to accommodate tenant employees and a total bicycle parking supply of 32 spaces (12 short term racks and 20 long term locker spaces).

The project site plan is anticipated to provide sufficient vehicle and bicycle parking per the City's off-street parking requirement. **Table 12** summarize the vehicle and bicycle parking requirements for the project.

Table 12: Project Parking Summary

GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PROJECT SIZE	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code	Vehicle	Warehouse	2 vehicle spaces for under 5,000 SQFT 5 vehicle spaces for under 25,000 SQFT 1 vehicle space per 5,000 SQFT for over 25,000 SQFT	226,873	48	-
		Manufacturing	1 vehicle space per 350 SQFT 1 vehicle space for Company Vehicle	38,250	111	
		Office (General Business)	1 vehicle space per 250 SQFT	10,000	40	-
	Bicycle	Warehouse	1 bicycle space per 10 full time employees	90	-	9
		Manufacturing	1 bicycle space per 5,000 SQFT	38,250	-	8
		Office (General Business)	1 bicycle space per 4,000 SQFT	10,000	-	3
			Total Parking Requirement		**199**	**20**
			Proposed Parking Supply		**210**	**32**
			Sufficient Parking?		**YES**	**YES**
NOTES:						
SQFT = Square Feet; GFA = Gross Floor Area;						
Proposed parking supply based on project description from applicant						
Parking requirements based on San Jose Municipal Code						

6.7 Construction Operations

During project construction, the existing curb, gutter, and sidewalk along the project frontage would be widened and replaced. A Traffic Management Plan (TMP) should be developed for construction activities at the site. Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San Jose requirements.

Pedestrians and bicyclists would potentially not be able to travel on the north side of Silver Creek Valley Road or the west side of Fontanoso Way next to the project during construction and would need to use the existing facilities on the opposite side of the street.

Vehicle access along Fontanoso Way near the project may also be restricted during construction due to its 2-lane roadway cross-section. The through lanes on Fontanoso Way could be temporary closed, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site.

It is assumed that a temporary construction vehicle parking and stage construction area would be provided on the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

6.8 Neighborhood Interface

The proposed project is in the existing industrial district in the City and not located in the vicinity of schools or residential neighborhoods; therefore, the project is not anticipated to create an adverse effect to the existing school and neighborhood operations in the surrounding area. The project is located on commercial / industrial collector streets and would not promote excessive cut through traffic or vehicle speeding along the roadway network.

On-street parking in the surrounding roadway network is prohibited on Silver Creek Valley Road and Fontanoso Way. From the parking analysis, the project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding area.

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

7 CONCLUSIONS AND RECOMMENDATIONS

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of industrial land use and does not meet the screening criteria for VMT analysis exemption as a small infill project of 30,000 square-feet of total gross floor area or less per City guidelines. The proposed project was evaluated in the VMT tool assuming development of 281,873 square-feet of industrial use.

The City's VMT per employee threshold for industrial land uses is 14.37. For the surrounding land use area, the existing VMT is 14.92. The proposed project (APN 679-02-012) is anticipated to generate a VMT per employee of 14.85 (excluding any VMT reduction strategies). The evaluation tool estimates that the project would exceed the City's industrial VMT per employee threshold and would trigger a VMT impact.

Since the project VMT exceeds the industrial thresholds of significance, the project will need to mitigate its CEQA transportation impact by implementing a variety of City approved VMT reduction strategies. Per City direction, the applicant would implement Tier 2 multi-modal infrastructure improvements, and with these measures, the project could achieve a VMT per employee of 14.24 which is below the City threshold. Final implementation of the proposed VMT reduction strategies would need to be coordinated between the project applicant and the City.

The project would exceed the City's industrial VMT per employee threshold and would need to implement the following VMT reduction strategies to mitigate the impact and improve multi-modal access per City request:

- Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection. Potential signal and utility modifications would be needed to implement the improvement.

- Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025

- Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection. Potential signal and utility modifications would be needed to implement the improvement.

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (September 2021).

Per the 2020 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including location-based mode-share, potential VMT reduction strategies, and existing land uses. Development of the proposed project with all applicable trip reductions and credits is anticipated to generate a net new total of 582 additional daily trips, 60 AM, and 63 PM peak hour trips to the roadway network. Total gross vehicle trips for the proposed project (excluding existing trip credit adjustments) are 643 daily trips, 67 AM peak hour trips, and 71 PM peak hour vehicle trips.

Intersection Traffic Operations

It should be noted that the project is located in the Edenvale Area Development Policy (EADP) boundary. A prior traffic study (iStar Mixed-Use Development) was completed for the EADP and identified intersection improvements that have already been completed. Based on City direction and the 2014 EADP Update, the project is not required to study any signalized intersections and their adverse effects under project conditions. For informational purposes, intersection level of service operations analysis is shown for Existing, Background, and Cumulative Conditions.

Traffic counts for Year 2022 were determined from new turning movement counts on collected on Wednesday, January 19, 2022 for the study intersections. The study intersections were assessed under Existing, Background and Cumulative scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse effect to the study intersections.

Per City request to improve multi-modal access, the project would need to coordinate with the City and implement the following improvements for VMT mitigation:

- Construct a crosswalk on the west leg of the Silver Creek Valley Road and Fontanoso Way intersection. Potential signal and utility modifications would be needed to implement the improvement.

- Install Class IV protected bike lanes along Silver Creek Valley Road beyond the project frontage westward connecting to the Coyote Creek Trail per City of San Jose Better Bike Plan 2025.

- Remove one (1) of the existing port-chop islands at the Hellyer Avenue and Silver Creek Valley Road intersection. Potential signal and utility modifications would be needed to implement the improvement.

The project is located in Sub-Area 1, and per the EADP, the base maximum floor area ratio (FAR) is 0.40 for development. Based on the Project Description and latest site plan, the project site would have a FAR of 0.43 and would exceed the allowed FAR per the EADP.

To be consistent with the EADP, the project would need to pay a proportional fee contribution in accordance with the proposed project square footage and would need to be in conformance with the maximum FAR.

Vehicle Site Access and Circulation

The site will be accessed from two (2) driveways along Silver Creek Valley Road and two (2) driveways along Fontanoso Way. Project driveways designed for truck access 40-feet wide while passenger vehicle access driveways are 26-feet wide. Based on associated turning templates for the given design vehicle, the wider driveway dimensions proposed on the latest site plan are recommended to provide sufficient vehicle access and circulation for entering and exiting vehicles.

The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

Due to the function and operational characteristics of the proposed use, the project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Per the City's parking standard, the project site is anticipated to provide sufficient on-site vehicle and bicycle parking to meet the City's minimum parking requirement.

Neighborhood Interface

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

8 APPENDICES

Appendices A –Project Site Plan
Appendices B – San Jose VMT Evaluation Tool Summary Report
Appendices C – Intersection, Roadway, and Freeway Traffic Counts
Appendices D – San Jose Approved Trip Inventory
Appendices E – TRAFFIX Intersection Operations Analysis
Appendices F – Warehouse Development Site Research

Appendices A – Project Site Plan

5977-6001 SILVER CREEK VALLEY ROAD

Site Development Permit, File No. H21-047

SAN JOSE, CA

NON–CONDITIONED SHELL BUILDING

SHEET INDEX

PROJECT REPRESENTATIVES

PROPERTY OWNER

DUKE REALTY
1904 FRANKLIN ST., 8TH FLOOR,
OAKLAND, CA 94612

APPLICANT

DUKE REALTY
1904 FRANKLIN ST., 8TH FLOOR,
OAKLAND, CA 94612
PHONE: (451) 298.3325
CONTACT: JASON BERNSTEIN

APPLICANT'S REPRESENTATIVE

HPA, INC.
600 GRAND AVE., STE. 302
OAKLAND, CA 94610
PHONE: (949) 862–2175
CONTACT: TYNEISE BEYER

PROJECT DATA & CODE SUMMARY

BUILDING & PLANNING DEPT.
PLANNING : H21–047
BUILDING PLAN CHECK NO#D

CODE ANALYSIS:
BUILDING OCCUPANCY#B & S–1 – BASE CASE
BUILDING OCCUPANCY#B, F–1 & S–1 – ALTERNATIVE CASE

APPLICANT'S REPRESENTATIVE :
HPA, INC.
600 GRAND AVE., STE.# 302
OAKLAND, CA 94610
PHONE: (949) 862.2175
CONTACT: TYNEISE BEYER

ASSESSOR'S PARCEL NO. :
679–02–011, 679–02–012

GENERAL PLAN :
GENERAL PLAN – INDUSTRIAL PARK (IP)
ZONING: INDUSTRIAL PARK (IP)

BUILDING ADDRESS :
5977–6001 SILVER CREEK VALLEY ROAD, SAN JOSE, CA

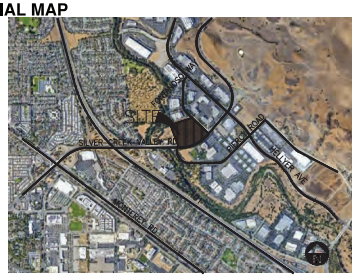
PLANNING NOTES:

1. AUTOMATIC FIRE SPRINKLER SYSTEM FOR THIS PROJECT SHALL BE INSTALLED IN ACCORDANCE TO NFPA 13 CONSTRUCTION STANDARD. THE SYSTEM MUST BE SUBMITTED TO THE LATHROP FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS.

2. AN APPROVED (MANUAL AND AUTOMATIC) FIRE ALARM IS REQUIRED FOR THIS PROJECT IN ACCORDANCE TO NFPA 72 (2016 EDITION). PLANS SPECIFICATIONS AND OTHER INFORMATION PERTINENT TO THE SYSTEM MUST BE SUBMITTED TO THE RICHMOND FIRE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. A SEPARATE PLAN REVIEW FEE WILL BE COLLECTED UPON REVIEW OF THESE PLANS. FIRE ALARM SYSTEMS SHALL BE U.L. CERTIFICATED, CERTIFICATE OF COMPLETION AND OTHER DOCUMENTATION LISTED THE NATIONAL FIRE ALARM CODE SHALL BE PROVIDED FOR ALL NEW FIRE ALARM SYSTEM INSTALLATIONS.

GOVERNING CODE :
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS
SAN JOSE MUNICIPAL CODE

AERIAL MAP



VICINITY MAP

EMPLOYEE COUNT ESTIMATE

MANUFACTURING: 105 FULL TIME EMPLOYEES
WAREHOUSE: 90 EMPLOYEES
TOTAL: 195 EMPLOYEES

PARKING REQUIREMENTS ANALYSIS :

	REQUIRED VEHICLE PARKING	REQUIRED BICYCLE PARKING	REQUIRED MOTORCYCLE PARKING
WAREHOUSE	FOR WAREHOUSES IN EXCESS OF 25,000 SQ.FT. OF TOTAL GROSS FLOOR AREA A MIN. OF 1 PER 5,000 SQ.FT. 226,873/5,000=46 STALLS	1 LONG TERM SPACE PER 10 FULL TIME EMPLOYEES 90/10=9 SPACES	WAREHOUSE USE: 1 SPACE FOR EVERY 10 CODE–REQUIRED AUTO PARKING SPACES 46/10=5 SPACES
MANUFACTURING	REQUIREMENT: 1PER 350 SQ.FT. OF FLOOR AREA PLUS 1 PER COMPANY VEHICLE FLOOR AREA 45,000*0.85=38,250 SQ.FT. 38,250/350=110 PARKING SPACES REQUIRED PLUS 1 PER COMPANY VEHICLE	1 LONG TERM SPACE PER 10 FULL TIME EMPLOYEES 105/10=11 SPACES	GENERAL DEVELOPMENT: 1 SPACE FOR EVERY 50 CODE–REQUIRED AUTO PARKING SPACES 111/50=3 SPACES
OFFICE	1 PER 250 SQ.FT. 10,000/250=40 STALLS	1 PER 4,000 SQ.FT. (80% TO BE SHORT–TERM) 10,000/4,000=3 SPACES	1 SPACE PER 20 CODE–REQUIRED AUTO PARKING SPACES 40/20=2 SPACES

PROJECT DATA

	TOTAL	
SITE AREA		
in s.f.	659,110	s.f.
in acres	15.13	ac
BUILDING AREA		
Office	10,000	s.f.
Manufacture	45,000	s.f. gross area (38,250 s.f. net area)
Warehouse	226,873	s.f.
TOTAL (office and warehouse)	281,873	s.f.
MAXIMUM FLOOR AREA RATIO		
F.A.R. - to be verified		
PROVIDED FLOOR AREA RATIO	0.43	
AUTO PARKING REQUIRED		
Office: 1/250 s.f.	40	stalls
Manuf.1/350 s.f. + 1 per company vehicle	111	stalls (110 + 1 per company vehicle)
Whse: above 25K @ 1/5,000 s.f.	45	stalls
TOTAL	196	stalls
AUTO PARKING PROVIDED		
Standard (9' x 18')	158	stalls
EVCS (9' x 18') (10% - Reach code)	25	stalls
Accessible Standard Auto (9' x 18)	4	stalls
Accessible Van (12' x 18')	3	stalls
Standard Accessible EV Charging (9' x 18'	1	stalls
Accessible Van EV Charging (12' x 18')	1	stalls
Clean Air / Vanpool (9' x 18') (8% of total)	18	stalls
TOTAL	210	stalls
EV Capable (40% - Reach code)		
MOTORCYCLE REQUIRED/PROVIDED		
Motorcycle required	10	
Motorcycle provided (Drdf)	10	
BIKE PARKING REQUIRED		
Long Term	20	
Short Term	3	
TOTAL	23	
BIKE PARKING PROVIDED		
Long Term	20	
Short Term	12	
TOTAL	32	
TRAILER PARKING PROVIDED		
Standard (12' x 55')	54	stalls
ZONING ORDINANCE FOR CITY		
Zoning Designation - Industrial Park		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 120'		
SETBACKS		
Front / Street side		
Building - 15'		
Parking / Driveway - 20'		
Parking for Trucks - 40'		
Side / Rear		
Building - 0', 25' from R zone		
Parking / Driveway - 0', 25' from R zone		
Load docks: 60'		

ALTERNATIVE CASE OCCUPANCY LOAD AND CODE ANALYSIS

EMPLOYEE COUNT ESTIMATE

WAREHOUSE: 90 EMPLOYEES

PARKING REQUIREMENTS ANALYSIS :

	REQUIRED VEHICLE PARKING	REQUIRED BICYCLE PARKING	REQUIRED MOTORCYCLE PARKING
WAREHOUSE	FOR WAREHOUSES IN EXCESS OF 25,000 SQ.FT. OF TOTAL GROSS FLOOR AREA A MIN. OF 1 PER 5,000 SQ.FT. 271,873/5,000=54 STALLS	1 LONG TERM SPACE PER 10 FULL TIME EMPLOYEES 90/10=9 SPACES	WAREHOUSE USE: 1 SPACE FOR EVERY 10 CODE–REQUIRED AUTO PARKING SPACES 54/10=6 SPACES
OFFICE	1 PER 250 SQ.FT. 10,000/250=40 STALLS	1 PER 4,000 SQ.FT. (80% TO BE SHORT–TERM) 10,000/4,000=3 SPACES	1 SPACE PER 20 CODE–REQUIRED AUTO PARKING SPACES 40/20=2 SPACES

PROJECT DATA

	TOTAL	
SITE AREA		
in s.f.	659,110	s.f.
in acres	15.13	ac
BUILDING AREA		
Office	10,000	s.f.
Warehouse	271,873	s.f.
TOTAL (office and warehouse)	281,873	s.f.
MAXIMUM FLOOR AREA RATIO		
F.A.R. - to be verified		
PROVIDED FLOOR AREA RATIO	0.43	
AUTO PARKING REQUIRED		
Office: 1/250 s.f.	40	stalls
Whse: above 25K @ 1/5,000 s.f	54	stalls
TOTAL	94	stalls
AUTO PARKING PROVIDED		
Standard (9' x 18')	158	stalls
EVCS (9' x 18') (10% - Reach code)	25	stalls
Accessible Standard Auto (9' x 18)	4	stalls
Accessible Van (12' x 18')	3	stalls
Standard Accessible EV Charging (9' x 18'	1	stalls
Accessible Van EV Charging (12' x 18')	1	stalls
Clean Air / Vanpool (9' x 18') (8% of total)	18	stalls
TOTAL	210	stalls
EV Capable (40% - Reach code)		
MOTORCYCLE REQUIRED/PROVIDED		
Motorcycle required	8	
Motorcycle provided (Drdf)	10	
BIKE PARKING REQUIRED		
Long Term	9	
Short Term	3	
TOTAL	12	
BIKE PARKING PROVIDED		
Long Term	20	
Short Term	12	
TOTAL	32	
TRAILER PARKING PROVIDED		
Standard (12' x 55')	54	stalls
ZONING ORDINANCE FOR CITY		
Zoning Designation - Industrial Park		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 120'		
SETBACKS		
Front / Street side		
Building - 15'		
Parking / Driveway - 20'		
Parking for Trucks - 40'		
Side / Rear		
Building - 0', 25' from R zone		
Parking / Driveway - 0', 25' from R zone		
Load docks: 60'		

BASE CASE OCCUPANCY LOAD AND CODE ANALYSIS

per 2019 California Plumbing Code, Table 422.1

Office or Public Buildings - for Employee Use			per California Plumbing Code, Table 422.1	Warehouse Area			Total Actual Office Area		
Occupant Load factor : 300 sf/person per CPC Table A				Occupant Load factor : 5000 sf/person per CBC Exiting Requirement			Occupant Load factor : 2000 sf/person per CBC		
Occupant Load factor : 200 sf/person per CPC Table A									
Total Actual Office Area	10,000 sf			Actual Warehouse Area	226,873 sf		Total Actual Office Area	45,000 sf	
Actual Occupant Load	30 person			Actual Occupant Load	46 person		Actual Occupant Load	23 person	
	male	female			male	female		male	female
	15	15			23	23		12	12
Water Closet				Water Closet			Water Closet		
criteria	1:1-50 2:51-100 3:101-200 4:201-400	1:1-50 2:51-100 3:101-200 4:201-400		criteria	1:1-50	1:1-150	criteria	1:1-50	1:1-50
required	1	2		required	1	1	required	1	2
Urinal for male				Urinal for male			Urinal for male		
criteria	1:1-100 2:101-200			criteria	Urinal can substitute w.c. up to 33%		criteria		
required	1			required	0		required	0	
Lavatories				Lavatories			Lavatories		
criteria	1:1-75	1:1-50		criteria	1:1-200	1:1-200	criteria	1:1-50	1:1-50
required	1	1		required	1	1	required	1	1
Drinking Fountain				Drinking Fountain			Drinking Fountain		
criteria	1 PER 150			criteria	1 Drinking Fountain: 1-150		criteria	1 PER 150	
required	1			required	1		required	1	
Total Required	Male	Female							
Water Closet	3	4							
Urinal	1								
Lavatories	3	3							
Drinking Fountain	1								
Service Sink	1								

PLUMBING LOAD ANALYSIS

OFFICIAL USE ONLY

HPA architecture
hpa, inc.
600 grand ave, suite 302
oakland, ca
94610
tel: 949•862•2113
email: hpa@hparchs.com

Owner:
DUKE REALTY
DUKE REALTY
1904 FRANKLIN STREET,
8TH FLOOR,
OAKLAND, CA 94612

TEL: (415) 298-3325

Project:
5977-6001
SILVER CREEK
VALLEY ROAD

SAN JOSE, CA

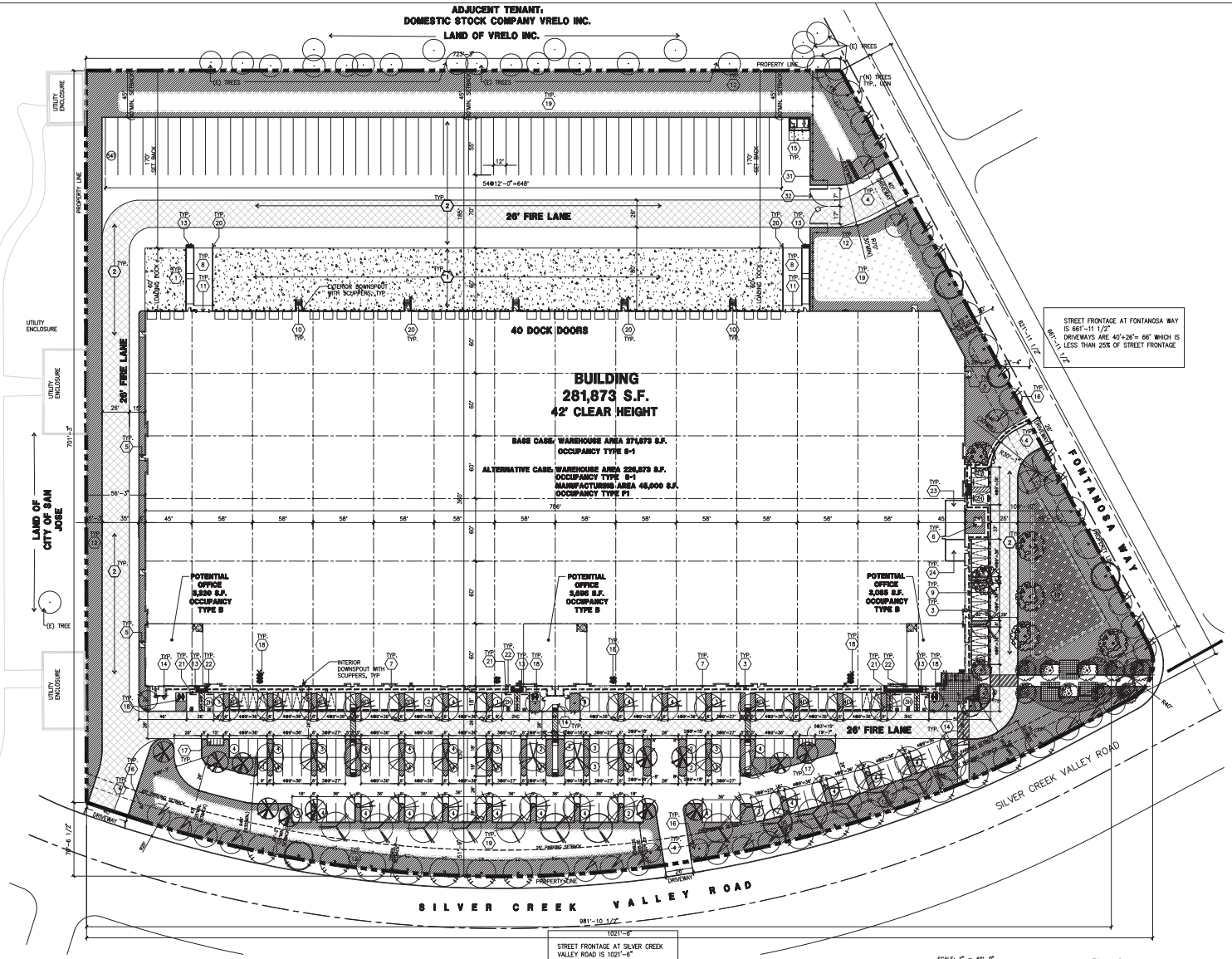
Consultants:
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
ENERGY/GREEN
SOILS ENGINEER

Title: TITLE SHEET

Project Number: 21367
Drawn by: A.C.
Date: 10/01/2021
Revision:

File No. H21-047

Sheet:
DAB-A0.1



OVERALL SITE PLAN (A)

scale: 1" = 40'-0"

SCALE: 1" = 40'-0"
0 40' 80' 120'
TRUE NORTH
PLAN NORTH

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT. SEE "C" DRAWINGS.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL.
4. DRIVEWAY APRONS TO BE CONSTRUCTED PER "C" AND "L" DRAWINGS.
5. 5'-0"X5'-0"x6" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" - 1/2" MAX.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH UTILITY COMPANY
7. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
8. CONCRETE RAMP WITH CONCRETE GUARD WALL.
9. FUTURE ELECTRIC VEHICLE CHARGER.
10. EXTERIOR STAIR.
11. 12' x 14' DRIVE-IN DOOR
12. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. TRUNCATED DOMES.
14. HARDSCAPE AT ENTRANCE. SEE "L" DRAWINGS.
15. TRASH ENCLOSURE.
16. ACCESSIBLE ENTRY SIGN.
17. MOTORCYCLE PARKING. DESIGN STANDARDS TO COMPLY WITH SAN JOSE MUNICIPAL CODE CHAPTER 20.90.350 AND 20.90.370
18. BIKE RACK. SEE DETAIL 2/DAB-A4.1. BICYCLE PARKING SPACE DESIGN STANDARDS TO COMPLY WITH SAN JOSE MUNICIPAL CODE CHAPTER 20.90.190 AND 20.90.195
19. STORM TREATMENT. SEE CIVIL DRAWINGS
20. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
21. PRE-CAST CONC. WHEEL STOP.
22. ACCESSIBLE PARKING STALL SIGN.
23. ELECTRICAL ROOM.
24. PUMP ROOM.
25. APPROXIMATE LOCATION OF RECESSED KNOX-BOX.
26. CONCRETE DOLLY PAD.
27. EXTERIOR PARKING LIGHT. SEE PLAN FOR WIDTH AND "C" DRAWINGS.
28. APPROXIMATE LOCATION OF FIRE HYDRANT. PROVIDE CONCRETE BOLLARD PROTECTION AS REQUIRED.
29. OPEN SPACE.
30. OUTDOOR AMENITY AREA
31. 6' HIGH WROUGHT IRON FENCE FENCE. SEE DETAILS ON DAB-A4.2
32. PAIR OF 17'-0"W x 6'-0"H METAL MANUAL SWING GATES WITH DROP RO AND LOCKING HARDWARE. IF REQUIRED, PROVIDE GATE WITH RUBBER ROLLERS OR TIRES.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER. DATE: PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STAKING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 4' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1/20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9'-0" X 18')
- CLEAN AIR/VANPOOL/EV CONDUIT STUB FOR FUTURE EV
- CLEAN AIR/ VANPOOL/EV WITHOUT CONDUIT STUB FOR FUTURE EV
- TRAILER PARKING (10' X 55')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- ACCESSIBLE PARKING STALL (9' X 18') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12'-0" X 18') + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4', SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%. SEE CIVIL FOR GRADING PLAN

PROPERTY OWNER
DUKE REALTY
1904 FRANKLIN ST., 8TH FLOOR,
OAKLAND, CA 94612

ADDRESS OF THE PROPERTY
5977-6001 SILVER CREEK VALLEY ROAD, SAN JOSE, CA

ACCESSOR'S PARCEL NUMBER
679-02-011, 679-02-012

LEGAL DESCRIPTION
SEE CIVIL DRAWINGS

ZONING
GENERAL PLAN – INDUSTRIAL PARK (IP)
ZONING: INDUSTRIAL PARK (IP)

APPLICANT
DUKE REALTY
1904 FRANKLIN ST., 8TH FLOOR,
OAKLAND, CA 94612
PHONE: (451) 298.3325
CONTACT: JASON BERNSTEIN

APPLICAN'T REPRESENTATIVE
HPA, INC.
600 GRAND AVE., STE. 302
OAKLAND, CA 94610
PHONE: (949) 862-2175
CONTACT: TYNEISE BEYER

VICINITY MAP

HPA architecture
hpa, inc.
600 grand ave, suite 302
oakland, ca
94610
tel: 949•862•2113
email: hpa@hpaarchs.com

Owner:
Duke REALTY
DUKE REALTY
1904 FRANKLIN STREET,
8TH FLOOR,
OAKLAND, CA 94612
TEL: (415) 298-3325

Project:
5977-6001
SILVER CREEK
VALLEY ROAD
SAN JOSE, CA

Consultants:
CIVIL -
STRUCTURAL -
MECHANICAL -
PLUMBING -
ELECTRICAL -
LANDSCAPE -
GEOTECHNICAL -
SOILS ENGINEER -

Title: OVERALL SITE PLAN

Project Number: 21367
Drawn by: A.C.
Date: 10/01/2021
Revision:

File No. H21-047

Sheet:
DAB-A1.1

OFFICIAL USE ONLY

Appendices B – San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 5977-6001 Silver Creek Valley Rd
Location: 5977-6001 Silver Creek Valley Rd
Parcel: 67902012 Parcel Type: Suburb with Single-Family Homes

Tool Version: 2/29/2019
Date: 1/14/2022

Proposed Parking Spaces Vehicles: 220 Bicycles: 22

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	282.4 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 12
- With Project Density (DU/Residential Acres in half-mile buffer) 12

Increase Development Diversity
- Existing Activity Mix Index 0.73
- With Project Activity Mix Index 0.76

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) 28
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 33

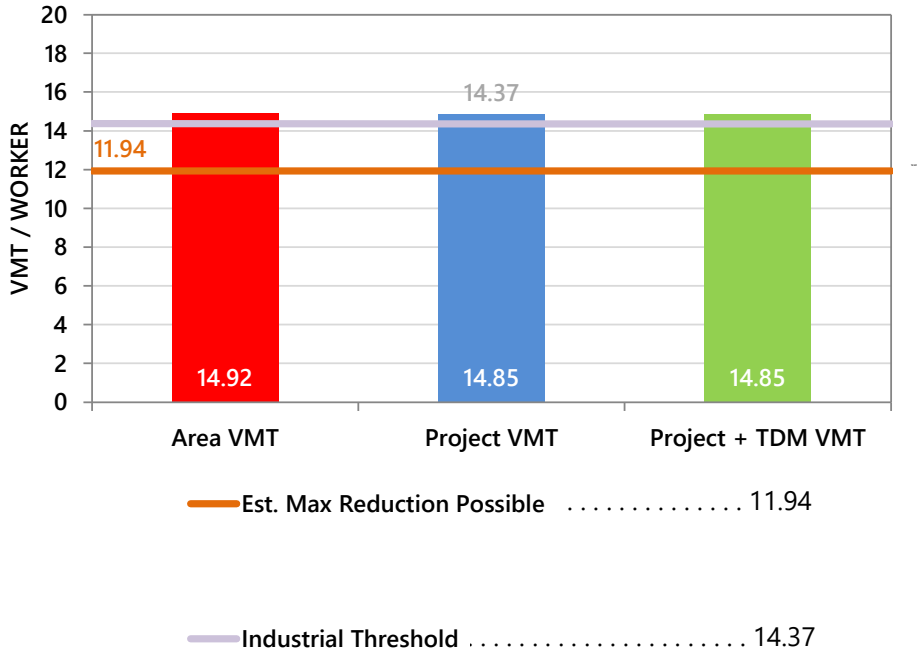
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 5977-6001 Silver Creek Valley Rd - Mitigated
Tool Version: 2/29/2019
Location: 5977-6001 Silver Creek Valley Rd
Date: 1/14/2022
Parcel: 67902012 Parcel Type: Suburb with Single-Family Homes

Proposed Parking Spaces Vehicles: 220 Bicycles: 22

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	282.4 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 12
- With Project Density (DU/Residential Acres in half-mile buffer) 12

Increase Development Diversity
- Existing Activity Mix Index 0.73
- With Project Activity Mix Index 0.76

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) 28
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 33

Tier 2 - Multimodal Infrastructure

Bike Access Improvements *(In Coordination with SJ)*
- Distance to Nearest Existing Bicycle Facility . . . . . 300 feet
- Distance to Nearest Bicycle Facility With Project . . . . . 10 feet

Traffic Calming Measures *(In Coordination with SJ)*
- Are improvements provided beyond the development frontage? . . . . . Yes

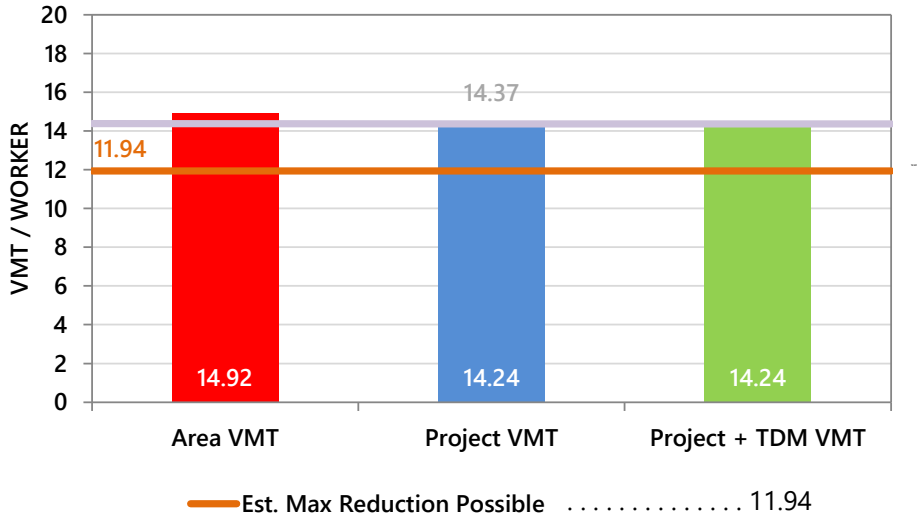
Pedestrian Network Improvements *(In Coordination with SJ)*
- Are pedestrian improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

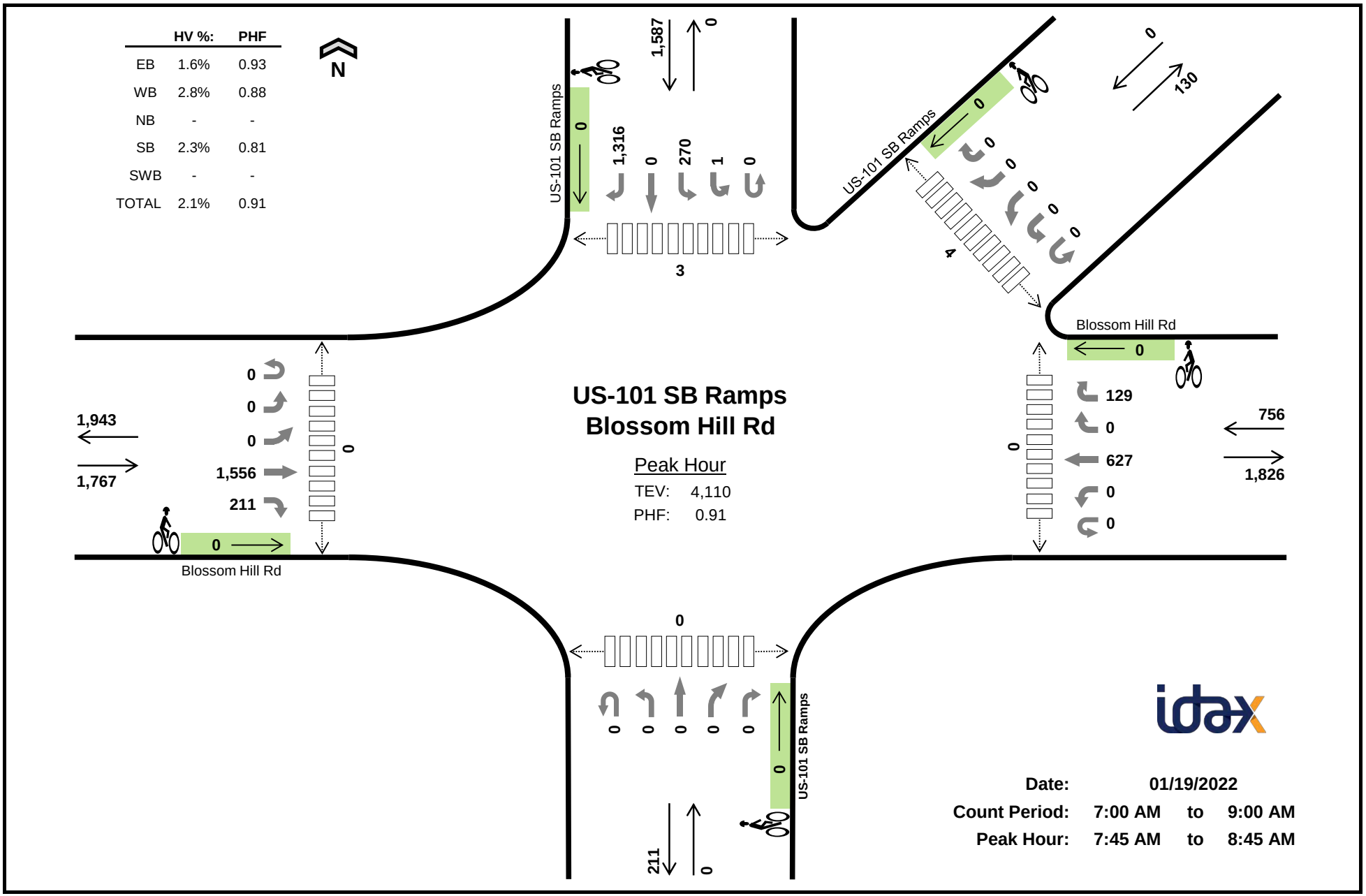
Tier 4 - TDM Programs

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.



Appendices C – Intersection, Roadway, and Freeway Traffic Counts


HV %: PHF
EB 1.6% 0.93
WB 2.8% 0.88
NB - -
SB 2.3% 0.81
SWB - -
TOTAL 2.1% 0.91
N
US-101 SB Ramps
Blossom Hill Rd
US-101 SB Ramps
Blossom Hill Rd
US-101 SB Ramps
US-101 SB Ramps Blossom Hill Rd
Peak Hour
TEV: 4,110
PHF: 0.91
1,587
1,316
270
1,943
1,767
1,556
211
129
627
756
1,826
Date: 01/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Two-Hour Count Summaries

Interval Start		Blossom Hill Rd Eastbound					Blossom Hill Rd Westbound					US-101 SB Ramps Northbound					US-101 SB Ramps Southbound					US-101 SB Ramps Southwestbound					15-min Total	Rolling One Hour
		UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM		0	0	0	318	33	0	0	136	0	19	0	0	0	0	0	0	0	52	0	150	0	0	0	0	0	708	0
7:15 AM		0	0	0	379	58	0	0	128	0	24	0	0	0	0	0	0	0	39	0	206	0	0	0	0	0	834	0
7:30 AM		0	0	0	369	61	0	0	135	0	31	0	0	0	0	0	0	0	48	0	231	0	0	0	0	0	875	0
7:45 AM		**0**	**0**	**0**	**396**	**61**	**0**	**0**	**164**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**91**	**0**	**398**	**0**	**0**	**0**	**0**	**0**	**1,132**	3,549
8:00 AM		**0**	**0**	**0**	**386**	**47**	**0**	**0**	**175**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**0**	**380**	**0**	**0**	**0**	**0**	**0**	**1,091**	3,932
8:15 AM		**0**	**0**	**0**	**418**	**55**	**0**	**0**	**160**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**267**	**0**	**0**	**0**	**0**	**0**	**978**	4,076
8:30 AM		**0**	**0**	**0**	**356**	**48**	**0**	**0**	**128**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**57**	**0**	**271**	**0**	**0**	**0**	**0**	**0**	**909**	**4,110**
8:45 AM		0	0	0	364	44	0	0	132	0	18	0	0	0	0	0	0	0	64	0	253	0	0	0	0	0	875	3,853
Count Total		0	0	0	2,986	407	0	0	1,158	0	221	0	0	0	0	0	0	1	473	0	2,156	0	0	0	0	0	7,402	0
Peak Hour	**All**	**0**	**0**	**0**	**1,556**	**211**	**0**	**0**	**627**	**0**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**270**	**0**	**1,316**	**0**	**0**	**0**	**0**	**0**	**4,110**	**0**
	HV	**0**	**0**	**0**	**20**	**8**	**0**	**0**	**13**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**86**	**0**
	HV%	**-**	**-**	**-**	**1%**	**4%**	**-**	**-**	**2%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**-**	**100%**	**3%**	**-**	**2%**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	8	2	0	2	0	*12*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
7:15 AM	7	4	0	11	0	*22*	0	0	0	0	0	*0*	0	0	2	0	1	*3*
7:30 AM	9	2	0	8	0	*19*	0	0	0	0	0	*0*	0	0	0	0	1	*1*
7:45 AM	**6**	**3**	**0**	**5**	**0**	***14***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**	***2***
8:00 AM	**6**	**5**	**0**	**8**	**0**	***19***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	**2**	***4***
8:15 AM	**8**	**7**	**0**	**8**	**0**	***23***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	***0***
8:30 AM	**8**	**6**	**0**	**16**	**0**	***30***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**1**	***1***
8:45 AM	12	2	0	13	0	*27*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
Count Total	64	31	0	71	0	*166*	0	0	0	0	0	*0*	0	0	5	0	6	*11*
Peak Hr	**28**	**21**	**0**	**37**	**0**	***86***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	**4**	*7*

Project Manager: (415) 310-6469

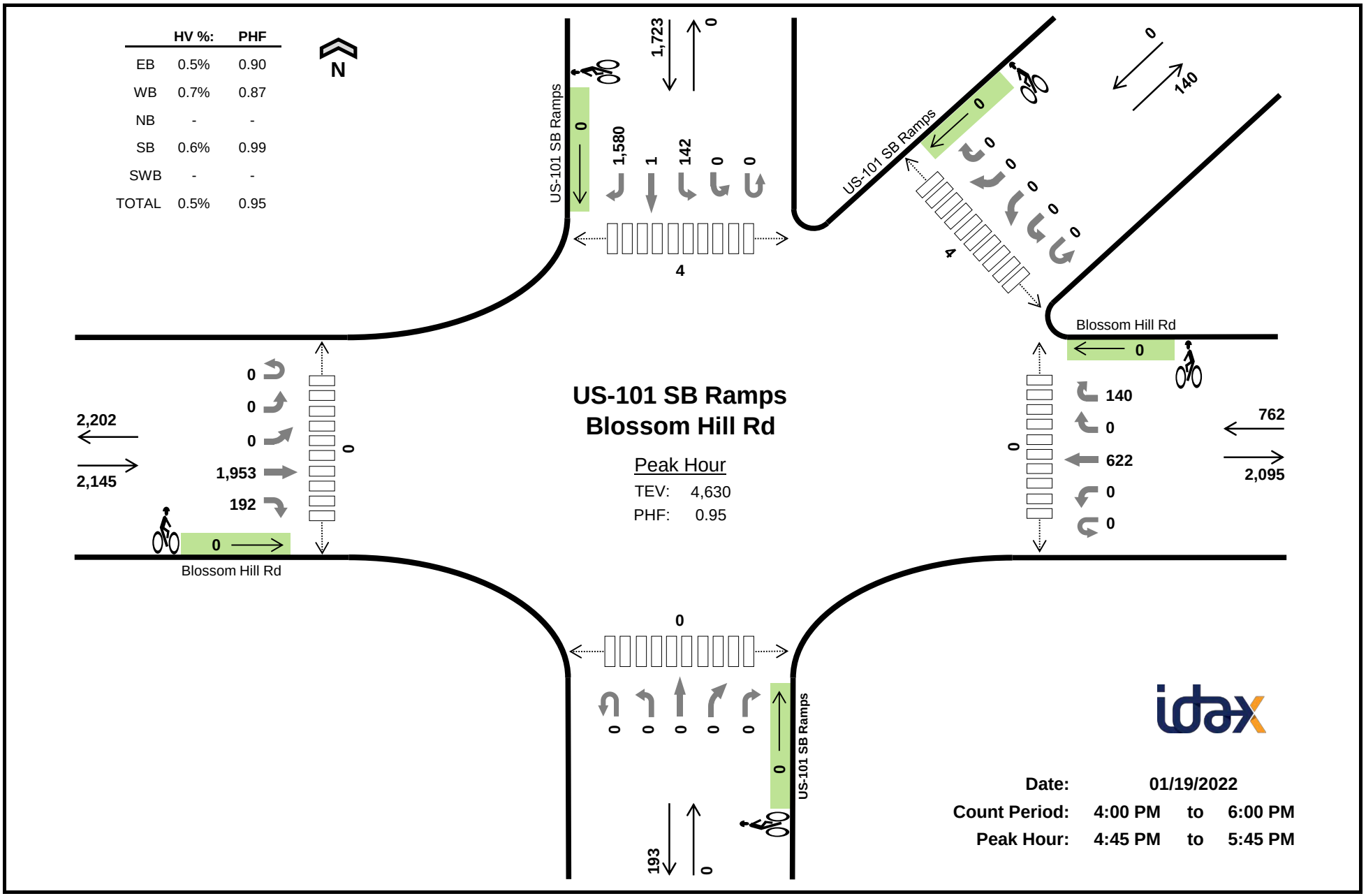
project.manager.ca@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Blossom Hill Rd					Blossom Hill Rd					US-101 SB Ramps					US-101 SB Ramps					US-101 SB Ramps					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
7:15 AM	0	0	0	4	3	0	0	4	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	22	0
7:30 AM	0	0	0	5	4	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	19	0
7:45 AM	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	67
8:00 AM	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**19**	74
8:15 AM	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**23**	75
8:30 AM	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**30**	**86**
8:45 AM	0	0	0	10	2	0	0	2	0	0	0	0	0	0	0	0	0	4	0	9	0	0	0	0	0	27	99
Count Total	0	0	0	45	19	0	0	23	0	8	0	0	0	0	0	0	1	17	0	53	0	0	0	0	0	166	0
Peak Hour	**0**	**0**	**0**	**20**	**8**	**0**	**0**	**13**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	86	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Blossom Hill Rd					Blossom Hill Rd					US-101 SB Ramps					US-101 SB Ramps					US-101 SB Ramps					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**


HV %: PHF
EB 0.5% 0.90
WB 0.7% 0.87
NB - -
SB 0.6% 0.99
SWB - -
TOTAL 0.5% 0.95
N
US-101 SB Ramps
1,723
0
1,580
1
142
0
0
4
US-101 SB Ramps
0
140
0
0
0
0
0
4
Blossom Hill Rd
0
140
0
622
0
0
762
2,095
0
2,202
2,145
0
0
0
1,953
192
0
Blossom Hill Rd
US-101 SB Ramps
Blossom Hill Rd
Peak Hour
TEV: 4,630
PHF: 0.95
0
0 0 0 0 0
0
193
0
Date: 01/19/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Two-Hour Count Summaries

Interval Start		Blossom Hill Rd Eastbound					Blossom Hill Rd Westbound					US-101 SB Ramps Northbound					US-101 SB Ramps Southbound					US-101 SB Ramps Southwestbound					15-min Total	Rolling One Hour
		UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM		0	0	0	437	43	0	0	181	0	35	0	0	0	0	0	0	0	23	0	341	0	0	0	0	0	1,060	0
4:15 PM		0	0	0	452	38	0	0	138	0	29	0	0	0	0	0	0	0	44	0	417	0	0	0	0	0	1,118	0
4:30 PM		0	0	0	411	38	0	0	175	0	42	0	0	0	0	0	0	0	26	0	354	0	0	0	0	0	1,046	0
4:45 PM		**0**	**0**	**0**	**460**	**51**	**0**	**0**	**182**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**404**	**0**	**0**	**0**	**0**	**0**	**1,161**	4,385
5:00 PM		**0**	**0**	**0**	**485**	**47**	**0**	**0**	**151**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**393**	**0**	**0**	**0**	**0**	**0**	**1,167**	4,492
5:15 PM		**0**	**0**	**0**	**548**	**48**	**0**	**0**	**163**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**1**	**389**	**0**	**0**	**0**	**0**	**0**	**1,216**	4,590
5:30 PM		**0**	**0**	**0**	**460**	**46**	**0**	**0**	**126**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**394**	**0**	**0**	**0**	**0**	**0**	**1,086**	**4,630**
5:45 PM		0	0	0	471	43	0	0	147	0	23	0	0	0	0	0	0	0	36	0	367	0	0	0	0	0	1,087	4,556
Count Total		0	0	0	3,724	354	0	0	1,263	0	269	0	0	0	0	0	0	0	271	1	3,059	0	0	0	0	0	8,941	0
Peak Hour	**All**	**0**	**0**	**0**	**1,953**	**192**	**0**	**0**	**622**	**0**	**140**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**1**	**1,580**	**0**	**0**	**0**	**0**	**0**	**4,630**	**0**
	HV	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**25**	**0**
	HV%	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**1%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**100%**	**0%**	**-**	**-**	**-**	**-**	**-**	**1%**	**0**

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

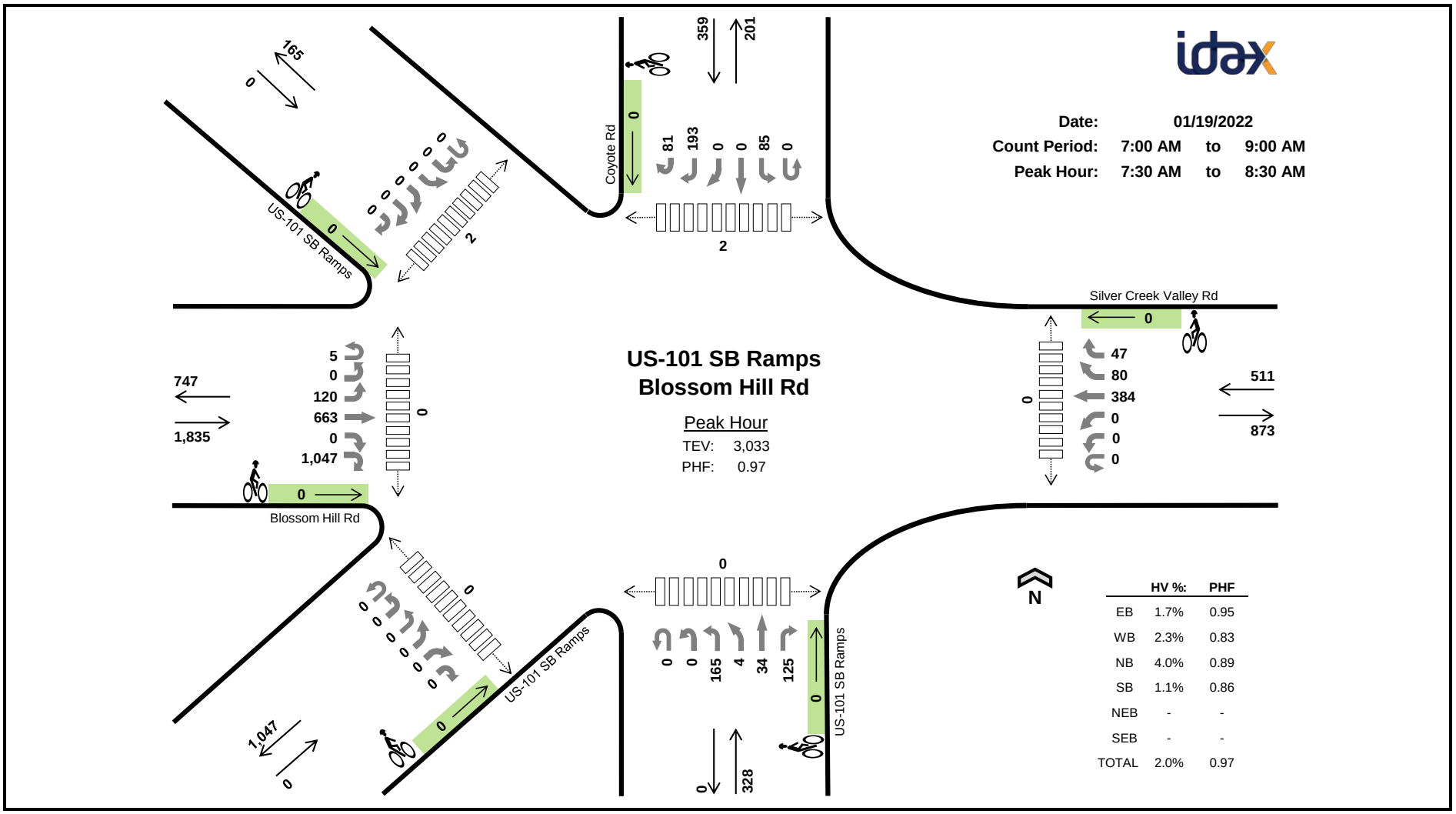
Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
4:00 PM	5	4	0	0	0	*9*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
4:15 PM	7	1	0	3	0	*11*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
4:30 PM	4	1	0	2	0	*7*	0	0	0	0	0	*0*	0	0	5	0	5	*10*
4:45 PM	**2**	**1**	**0**	**5**	**0**	***8***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**	***2***
5:00 PM	**2**	**2**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**	***2***
5:15 PM	**3**	**2**	**0**	**3**	**0**	***8***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	**2**	***4***
5:30 PM	**3**	**0**	**0**	**2**	**0**	***5***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	0	0	3	0	*4*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
Count Total	27	11	0	18	0	*56*	0	0	0	0	0	*0*	0	0	9	0	9	*18*
Peak Hr	**10**	**5**	**0**	**10**	**0**	***25***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	**4**	*8*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Blossom Hill Rd					Blossom Hill Rd					US-101 SB Ramps					US-101 SB Ramps					US-101 SB Ramps					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
4:15 PM	0	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	11	0
4:30 PM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	35
5:00 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	30
5:15 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	27
5:30 PM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**25**
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	21
Count Total	0	0	0	25	2	0	0	9	0	2	0	0	0	0	0	0	0	7	1	10	0	0	0	0	0	56	0
Peak Hour	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	25	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Blossom Hill Rd					Blossom Hill Rd					US-101 SB Ramps					US-101 SB Ramps					US-101 SB Ramps					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**


Date: 01/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM
US-101 SB Ramps
Blossom Hill Rd
Coyote Rd
Silver Creek Valley Rd
US-101 SB Ramps
Peak Hour
TEV: 3,033
PHF: 0.97
N
HV %: PHF
EB 1.7% 0.95
WB 2.3% 0.83
NB 4.0% 0.89
SB 1.1% 0.86
NEB - -
SEB - -
TOTAL 2.0% 0.97

Two-Hour Count Summaries

Interval Start		Blossom Hill Rd Eastbound						Silver Creek Valley Rd Westbound						US-101 SB Ramps Northbound						Coyote Rd Southbound						US-101 SB Ramps Northeastbound						US-101 SB Ramps Southeastbound						15-min Total	Rolling One Hour
		UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	BL	BR	RT	HR		
7:00 AM		1	0	9	94	0	271	0	0	0	70	14	3	0	0	51	0	5	14	0	5	0	0	41	32	0	0	0	0	0	0	0	0	0	0	0	0	610	0
7:15 AM		0	0	24	120	0	272	0	0	0	79	20	8	0	0	31	6	5	25	0	8	0	0	29	25	0	0	0	0	0	0	0	0	0	0	0	0	652	0
7:30 AM		**0**	**0**	**12**	**151**	**0**	**267**	**0**	**0**	**0**	**85**	**22**	**9**	**0**	**0**	**34**	**1**	**5**	**31**	**0**	**17**	**0**	**0**	**46**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**703**	0
7:45 AM		**1**	**0**	**28**	**198**	**0**	**250**	**0**	**0**	**0**	**93**	**14**	**7**	**0**	**0**	**40**	**1**	**2**	**45**	**0**	**33**	**0**	**0**	**54**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**783**	2,748
8:00 AM		**1**	**0**	**36**	**163**	**0**	**246**	**0**	**0**	**0**	**120**	**17**	**17**	**0**	**0**	**52**	**1**	**16**	**23**	**0**	**23**	**0**	**0**	**44**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**774**	2,912
8:15 AM		**3**	**0**	**44**	**151**	**0**	**284**	**0**	**0**	**0**	**86**	**27**	**14**	**0**	**0**	**39**	**1**	**11**	**26**	**0**	**12**	**0**	**0**	**49**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**773**	**3,033**
8:30 AM		2	0	22	146	0	238	0	0	0	99	23	5	0	0	37	0	6	24	0	8	0	0	37	21	0	0	0	0	0	0	0	0	0	0	0	0	668	2,998
8:45 AM		2	0	42	139	0	250	0	0	0	75	15	4	0	0	49	2	7	21	0	7	0	0	38	24	0	0	0	0	0	0	0	0	0	0	0	0	675	2,890
Count Total		10	0	217	1,162	0	2,078	0	0	0	707	152	67	0	0	333	12	57	209	0	113	0	0	338	183	0	0	0	0	0	0	0	0	0	0	0	0	5,638	0
Peak Hour	**All**	**5**	**0**	**120**	**663**	**0**	**1,047**	**0**	**0**	**0**	**384**	**80**	**47**	**0**	**0**	**165**	**4**	**34**	**125**	**0**	**85**	**0**	**0**	**193**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,033**	**0**
	HV	**0**	**0**	**6**	**9**	**0**	**16**	**0**	**0**	**0**	**5**	**5**	**2**	**0**	**0**	**9**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**
	HV%	**0%**	**-**	**5%**	**1%**	**-**	**2%**	**-**	**-**	**-**	**1%**	**6%**	**4%**	**-**	**-**	**5%**	**25%**	**3%**	**2%**	**-**	**0%**	**-**	**-**	**2%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

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

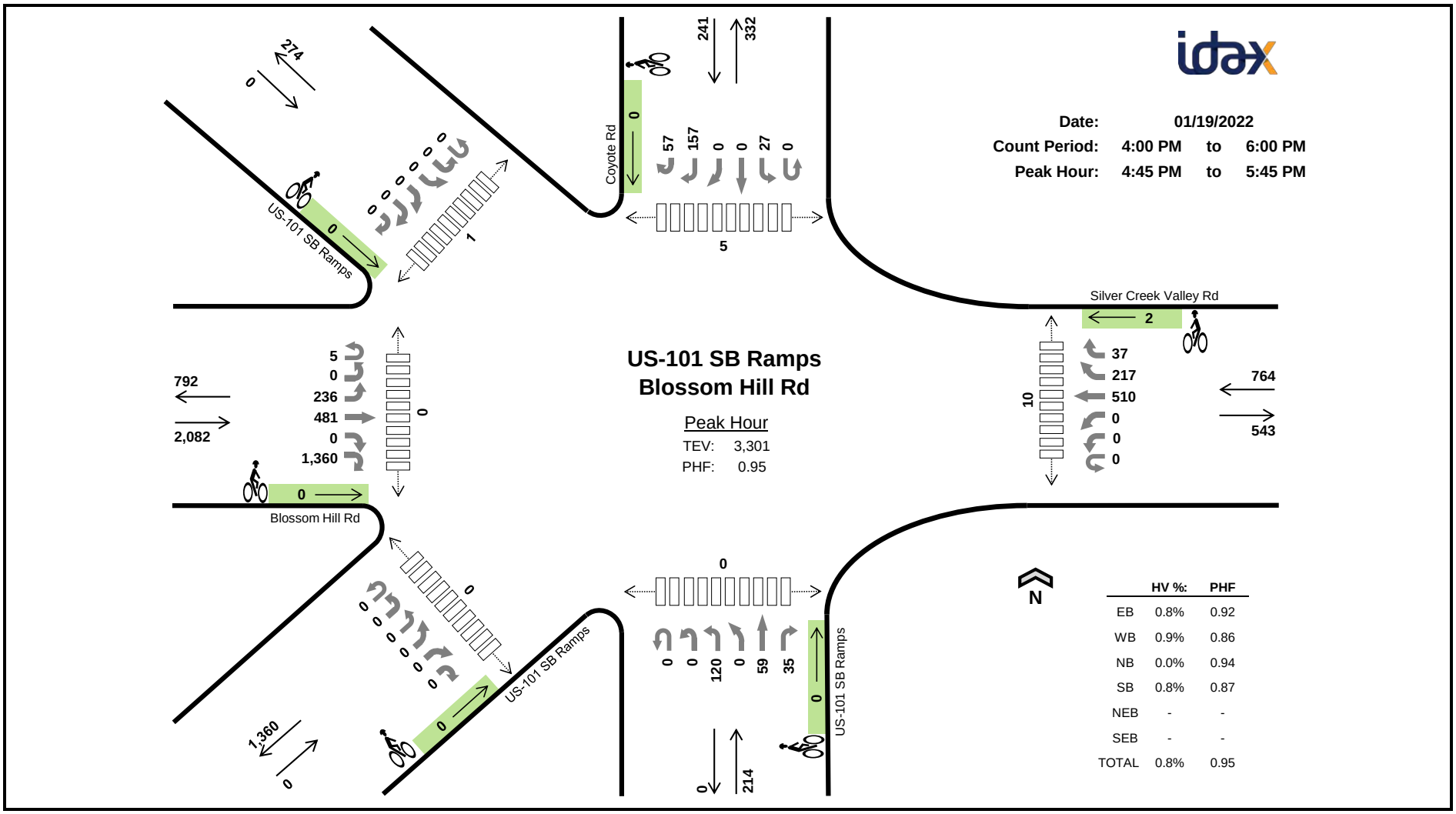
Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	SEB	Total	EB	WB	NB	SB	NEB	SEB	Total	East	West	North	South	NW	SW	Total
7:00 AM	7	0	2	0	0	0	*9*	0	0	0	0	0	0	*0*	0	0	0	0	1	0	*1*
7:15 AM	6	5	5	1	0	0	*17*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
7:30 AM	**5**	**2**	**2**	**0**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**2**	**0**	***2***
7:45 AM	**8**	**0**	**3**	**0**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	**0**	***0***
8:00 AM	**6**	**5**	**4**	**1**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	**0**	**0**	***2***
8:15 AM	**12**	**5**	**4**	**3**	**0**	**0**	***24***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	**0**	***0***
8:30 AM	7	0	5	2	0	0	*14*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
8:45 AM	11	2	3	0	0	0	*16*	0	0	0	0	0	0	*0*	0	0	1	0	0	0	*1*
Count Total	62	19	28	7	0	0	*116*	0	0	0	0	0	0	*0*	0	0	3	0	3	0	*6*
Peak Hr	**31**	**12**	**13**	**4**	**0**	**0**	***60***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	**2**	**0**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Blossom Hill Rd Eastbound						Silver Creek Valley Rd Westbound						US-101 SB Ramps Northbound						Coyote Rd Southbound						US-101 SB Ramps Northeastbound						US-101 SB Ramps Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	BL	BR	RT	HR		
7:00 AM	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
7:15 AM	0	0	0	2	0	4	0	0	0	2	3	0	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0
7:30 AM	**0**	**0**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	0
7:45 AM	**0**	**0**	**2**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	46
8:00 AM	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	53
8:15 AM	**0**	**0**	**3**	**2**	**0**	**7**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**60**
8:30 AM	0	0	2	4	0	1	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	65
8:45 AM	0	0	1	4	0	6	0	0	0	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	70
Count Total	0	0	9	20	0	33	0	0	0	8	9	2	0	0	16	4	1	7	0	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	116	0
Peak Hour	**0**	**0**	**6**	**9**	**0**	**16**	**0**	**0**	**0**	**5**	**5**	**2**	**0**	**0**	**9**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	60	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Blossom Hill Rd Eastbound						Silver Creek Valley Rd Westbound						US-101 SB Ramps Northbound						Coyote Rd Southbound						US-101 SB Ramps Northeastbound						US-101 SB Ramps Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	BL	BR	RT	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**


Date: 01/19/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM
US-101 SB Ramps
Blossom Hill Rd
Coyote Rd
Silver Creek Valley Rd
US-101 SB Ramps
US-101 SB Ramps
Peak Hour
TEV: 3,301
PHF: 0.95
N
HV %: PHF
EB 0.8% 0.92
WB 0.9% 0.86
NB 0.0% 0.94
SB 0.8% 0.87
NEB - -
SEB - -
TOTAL 0.8% 0.95

Two-Hour Count Summaries

Interval Start	Blossom Hill Rd Eastbound						Silver Creek Valley Rd Westbound						US-101 SB Ramps Northbound						Coyote Rd Southbound						US-101 SB Ramps Northeastbound						US-101 SB Ramps Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	BL	BR	RT	HR		
4:00 PM	1	0	55	101	0	284	0	0	0	139	48	8	0	0	35	3	11	12	0	7	0	0	32	16	0	0	0	0	0	0	0	0	0	0	0	0	752	0
4:15 PM	0	0	69	135	0	304	0	0	0	105	43	7	0	0	30	1	13	19	0	5	0	0	43	14	0	0	0	0	0	0	0	0	0	0	0	0	788	0
4:30 PM	0	0	42	101	0	300	0	0	0	139	65	9	0	0	24	1	7	6	0	9	0	0	38	18	0	0	0	0	0	0	0	0	0	0	0	0	759	0
4:45 PM	**2**	**0**	**49**	**128**	**0**	**305**	**0**	**0**	**0**	**135**	**43**	**10**	**0**	**0**	**34**	**0**	**10**	**9**	**0**	**8**	**0**	**0**	**47**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**794**	3,093
5:00 PM	**1**	**0**	**68**	**107**	**0**	**352**	**0**	**0**	**0**	**136**	**74**	**11**	**0**	**0**	**26**	**0**	**15**	**6**	**0**	**7**	**0**	**0**	**51**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**865**	3,206
5:15 PM	**2**	**0**	**66**	**130**	**0**	**366**	**0**	**0**	**0**	**128**	**50**	**7**	**0**	**0**	**31**	**0**	**16**	**10**	**0**	**6**	**0**	**0**	**33**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**863**	3,281
5:30 PM	**0**	**0**	**53**	**116**	**0**	**337**	**0**	**0**	**0**	**111**	**50**	**9**	**0**	**0**	**29**	**0**	**18**	**10**	**0**	**6**	**0**	**0**	**26**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**779**	**3,301**
5:45 PM	3	0	61	122	0	319	0	0	0	103	26	8	0	0	20	0	13	16	0	6	0	0	39	18	0	0	0	0	0	0	0	0	0	0	0	0	754	3,261
Count Total	9	0	463	940	0	2,567	0	0	0	996	399	69	0	0	229	5	103	88	0	54	0	0	309	123	0	0	0	0	0	0	0	0	0	0	0	0	6,354	0
Peak Hour All	**5**	**0**	**236**	**481**	**0**	**1,360**	**0**	**0**	**0**	**510**	**217**	**37**	**0**	**0**	**120**	**0**	**59**	**35**	**0**	**27**	**0**	**0**	**157**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,301**	**0**
Peak Hour HV	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**
Peak Hour HV%	**0%**	**-**	**0%**	**2%**	**-**	**1%**	**-**	**-**	**-**	**1%**	**1%**	**3%**	**-**	**-**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	SEB	Total	EB	WB	NB	SB	NEB	SEB	Total	East	West	North	South	NW	SW	Total
4:00 PM	5	4	2	3	0	0	*14*	0	0	0	0	0	0	*0*	0	2	0	0	0	2	*4*
4:15 PM	6	3	2	0	0	0	*11*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
4:30 PM	5	2	0	0	0	0	*7*	0	0	0	0	0	0	*0*	0	0	0	0	5	0	*5*
4:45 PM	**6**	**2**	**0**	**0**	**0**	**0**	***8***	**0**	**1**	**0**	**0**	**0**	**0**	***1***	**3**	**0**	**3**	**0**	**1**	**0**	***7***
5:00 PM	**2**	**1**	**0**	**1**	**0**	**0**	***4***	**0**	**1**	**0**	**0**	**0**	**0**	***1***	**3**	**0**	**1**	**0**	**0**	**0**	***4***
5:15 PM	**3**	**3**	**0**	**1**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	**0**	**0**	***4***
5:30 PM	**5**	**1**	**0**	**0**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**0**	**0**	***1***
5:45 PM	0	1	0	0	0	0	*1*	0	0	0	0	0	0	*0*	2	0	0	0	0	0	*2*
Count Total	32	17	4	5	0	0	*58*	0	2	0	0	0	0	*2*	12	2	5	0	6	2	*27*
Peak Hr	**16**	**7**	**0**	**2**	**0**	**0**	***25***	**0**	**2**	**0**	**0**	**0**	**0**	***2***	**10**	**0**	**5**	**0**	**1**	**0**	***16***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Blossom Hill Rd Eastbound						Silver Creek Valley Rd Westbound						US-101 SB Ramps Northbound						Coyote Rd Southbound						US-101 SB Ramps Northeastbound						US-101 SB Ramps Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	BL	BR	RT	HR		
4:00 PM	0	0	0	1	0	4	0	0	0	1	2	1	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14	0
4:15 PM	0	0	0	3	0	3	0	0	0	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
4:30 PM	0	0	0	3	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
4:45 PM	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	40
5:00 PM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	30
5:15 PM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	26
5:30 PM	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**25**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
Count Total	0	0	0	15	0	17	0	0	0	5	8	4	0	0	2	1	0	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	58	0
Peak Hour	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	25	**0**

Two-Hour Count Summaries - Bikes

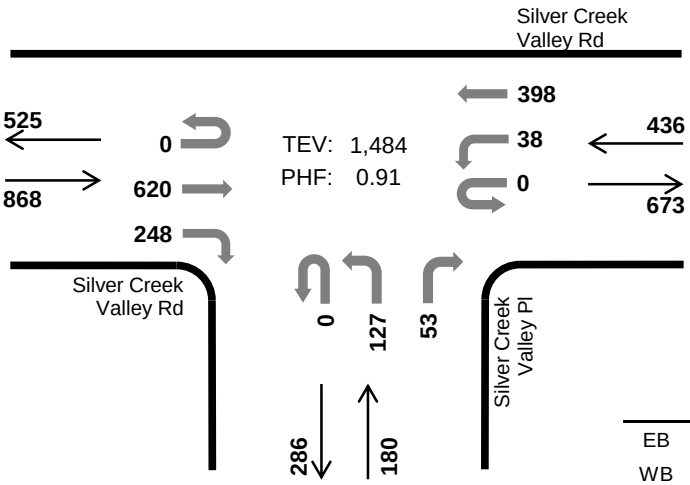
Interval Start	Blossom Hill Rd Eastbound						Silver Creek Valley Rd Westbound						US-101 SB Ramps Northbound						Coyote Rd Southbound						US-101 SB Ramps Northeastbound						US-101 SB Ramps Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	HR	UT	HL	BL	BR	RT	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2	**0**

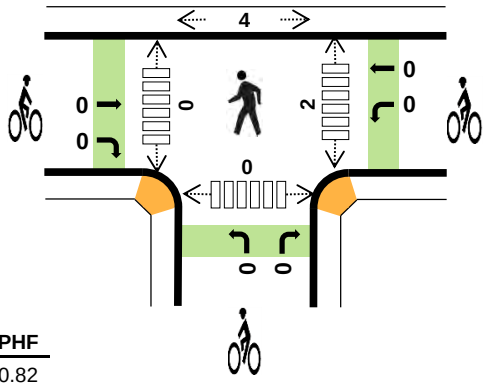
Silver Creek Valley Pl
Silver Creek Valley Rd

N

Peak Hour

Date: 01/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	1.3%	0.82
WB	2.8%	0.82
NB	1.7%	0.94
SB	-	-
TOTAL	1.8%	0.91

Two-Hour Count Summaries

Interval Start		Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Silver Creek Valley Pl Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	80	34	1	7	76	0	0	21	0	5	0	0	0	0	224	0
7:15 AM		0	0	110	44	0	7	72	0	0	22	0	7	0	0	0	0	262	0
7:30 AM		**0**	**0**	**127**	**68**	**0**	**7**	**89**	**0**	**0**	**34**	**0**	**14**	**0**	**0**	**0**	**0**	**339**	0
7:45 AM		**0**	**0**	**190**	**75**	**0**	**12**	**88**	**0**	**0**	**24**	**0**	**18**	**0**	**0**	**0**	**0**	**407**	1,232
8:00 AM		**0**	**0**	**170**	**51**	**0**	**13**	**120**	**0**	**0**	**33**	**0**	**11**	**0**	**0**	**0**	**0**	**398**	1,406
8:15 AM		**0**	**0**	**133**	**54**	**0**	**6**	**101**	**0**	**0**	**36**	**0**	**10**	**0**	**0**	**0**	**0**	**340**	**1,484**
8:30 AM		0	0	142	35	0	14	83	0	0	35	0	17	0	0	0	0	326	1,471
8:45 AM		0	0	130	35	0	6	74	0	0	26	0	16	0	0	0	0	287	1,351
Count Total		0	0	1,082	396	1	72	703	0	0	231	0	98	0	0	0	0	2,583	0
Peak Hour	**All**	**0**	**0**	**620**	**248**	**0**	**38**	**398**	**0**	**0**	**127**	**0**	**53**	**0**	**0**	**0**	**0**	**1,484**	**0**
	HV	**0**	**0**	**10**	**1**	**0**	**2**	**10**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**26**	**0**
	HV%	**-**	**-**	**2%**	**0%**	**-**	**5%**	**3%**	**-**	**-**	**2%**	**-**	**2%**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	2	3	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**2**	**2**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**4**	**6**	**1**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**0**	*3*
8:15 AM	**2**	**3**	**1**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**0**	***3***
8:30 AM	5	0	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	1	3	0	*9*	0	0	1	0	*1*	1	0	1	0	*2*
Count Total	28	15	9	0	*52*	0	0	1	0	*1*	3	0	5	0	*8*
Peak Hr	**11**	**12**	**3**	**0**	***26***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**4**	**0**	***6***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Silver Creek Valley Pl				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	2	2	0	0	2	0	0	3	0	0	0	0	0	0	9	0
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	0
7:45 AM	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	21
8:00 AM	**0**	**0**	**4**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	29
8:15 AM	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**
8:30 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	26
8:45 AM	0	0	3	2	0	0	1	0	0	1	0	2	0	0	0	0	9	31
Count Total	0	0	19	9	0	2	13	0	0	6	0	3	0	0	0	0	52	0
Peak Hour	**0**	**0**	**10**	**1**	**0**	**2**	**10**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**26**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Silver Creek Valley Pl			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

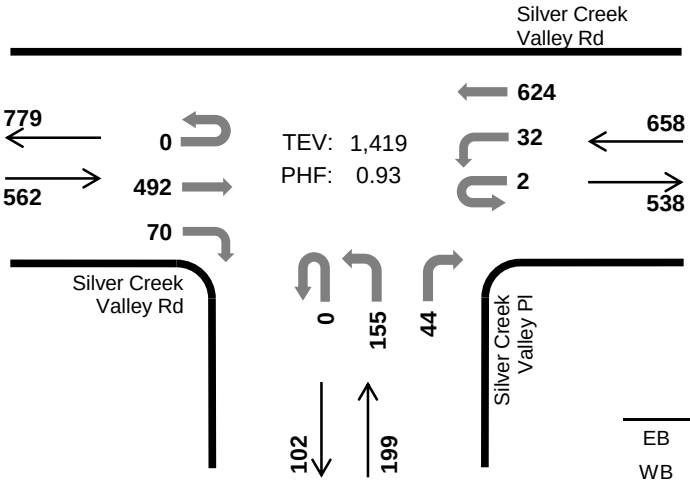
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

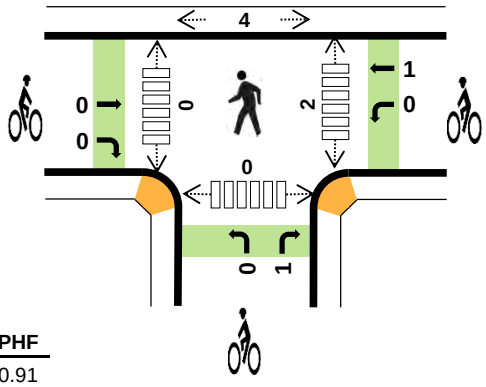
Silver Creek Valley Pl
Silver Creek Valley Rd

N

Peak Hour

Date: 01/19/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	1.6%	0.91
WB	1.2%	0.82
NB	1.0%	0.58
SB	-	-
TOTAL	1.3%	0.93

Two-Hour Count Summaries

Interval Start		Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Silver Creek Valley Pl Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	109	26	1	5	154	0	0	28	0	9	0	0	0	0	332	0
4:15 PM		**0**	**0**	**137**	**18**	**0**	**7**	**130**	**0**	**0**	**27**	**0**	**7**	**0**	**0**	**0**	**0**	**326**	0
4:30 PM		**0**	**0**	**117**	**24**	**0**	**5**	**148**	**0**	**0**	**68**	**0**	**18**	**0**	**0**	**0**	**0**	**380**	0
4:45 PM		**0**	**0**	**118**	**15**	**1**	**9**	**157**	**0**	**0**	**30**	**0**	**7**	**0**	**0**	**0**	**0**	**337**	1,375
5:00 PM		**0**	**0**	**120**	**13**	**1**	**11**	**189**	**0**	**0**	**30**	**0**	**12**	**0**	**0**	**0**	**0**	**376**	**1,419**
5:15 PM		0	0	106	14	2	9	164	0	0	17	0	8	0	0	0	0	320	1,413
5:30 PM		0	0	101	32	0	6	130	0	0	24	0	10	0	0	0	0	303	1,336
5:45 PM		0	0	109	16	0	7	144	0	0	27	0	14	0	0	0	0	317	1,316
Count Total		0	0	917	158	5	59	1,216	0	0	251	0	85	0	0	0	0	2,691	0
Peak Hour	**All**	**0**	**0**	**492**	**70**	**2**	**32**	**624**	**0**	**0**	**155**	**0**	**44**	**0**	**0**	**0**	**0**	**1,419**	**0**
	HV	**0**	**0**	**7**	**2**	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**0**
	HV%	**-**	**-**	**1%**	**3%**	**0%**	**0%**	**1%**	**-**	**-**	**1%**	**-**	**2%**	**-**	**-**	**-**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	*2*	0	0	0	0	*0*	1	0	2	0	*3*
4:15 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**3**	**2**	**2**	**0**	***7***	**0**	**1**	**1**	**0**	***2***	**2**	**0**	**3**	**0**	*5*
4:45 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:00 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	3	4	0	0	*7*	0	0	0	0	*0*	1	0	2	0	*3*
5:30 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	16	18	2	0	*36*	0	1	1	0	*2*	4	0	8	0	*12*
Peak Hr	**9**	**8**	**2**	**0**	***19***	**0**	**1**	**1**	**0**	***2***	**2**	**0**	**4**	**0**	***6***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Silver Creek Valley Pl				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:30 PM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	16
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**
5:15 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	23
5:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	20
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	20
Count Total	0	0	14	2	0	0	18	0	0	1	0	1	0	0	0	0	36	0
Peak Hour	**0**	**0**	**7**	**2**	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Silver Creek Valley Pl			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	1	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**

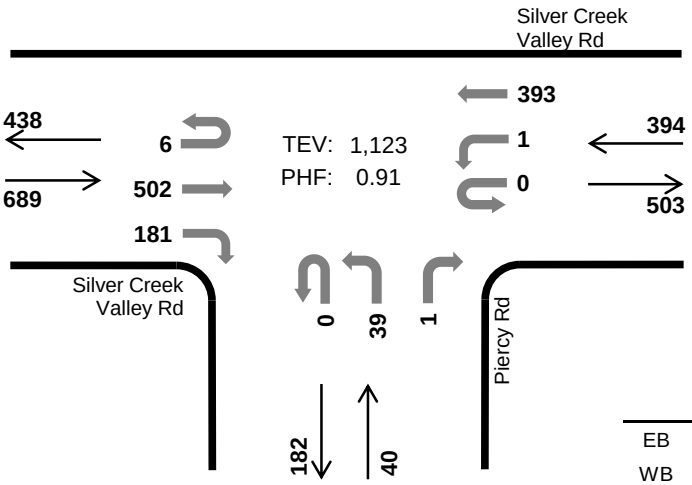
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

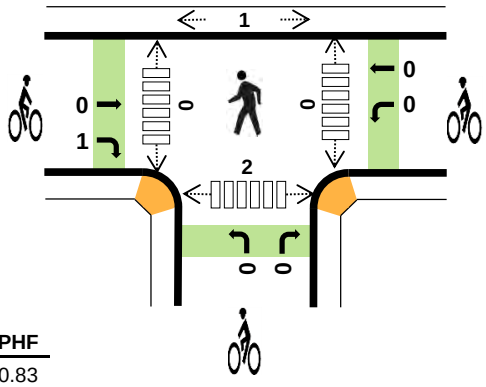
Piercy Rd
Silver Creek Valley Rd

N

Peak Hour

Date: 01/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	1.6%	0.83
WB	2.0%	0.78
NB	5.0%	0.71
SB	-	-
TOTAL	1.9%	0.91

Two-Hour Count Summaries

Interval Start		Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Piercy Rd Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	61	30	0	1	75	0	0	11	0	1	0	0	0	0	179	0
7:15 AM		0	0	82	31	0	0	74	0	0	8	0	0	0	0	0	0	195	0
7:30 AM		2	0	115	27	0	0	87	0	0	8	0	0	0	0	0	0	239	0
7:45 AM		**3**	**0**	**148**	**57**	**0**	**0**	**83**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	918
8:00 AM		**0**	**0**	**129**	**46**	**0**	**0**	**126**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**308**	1,047
8:15 AM		**1**	**0**	**108**	**35**	**0**	**0**	**96**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**249**	1,101
8:30 AM		**2**	**0**	**117**	**43**	**0**	**1**	**88**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**261**	**1,123**
8:45 AM		1	0	112	39	0	0	69	0	0	9	0	1	0	0	0	0	231	1,049
Count Total		9	0	872	308	0	2	698	0	0	75	0	3	0	0	0	0	1,967	0
Peak Hour	**All**	**6**	**0**	**502**	**181**	**0**	**1**	**393**	**0**	**0**	**39**	**0**	**1**	**0**	**0**	**0**	**0**	**1,123**	**0**
	HV	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**
	HV%	**0%**	**-**	**2%**	**0%**	**-**	**0%**	**2%**	**-**	**-**	**5%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	2	*2*
7:15 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:00 AM	**3**	**5**	**1**	**0**	***9***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**2**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
8:30 AM	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	22	12	3	0	*37*	1	0	0	0	*1*	0	0	1	5	*6*
Peak Hr	**11**	**8**	**2**	**0**	***21***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**2**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Piercy Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0
7:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	14
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	22
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	23
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**21**
8:45 AM	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	6	23
Count Total	0	0	20	2	0	0	12	0	0	3	0	0	0	0	0	0	37	0
Peak Hour	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Piercy Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

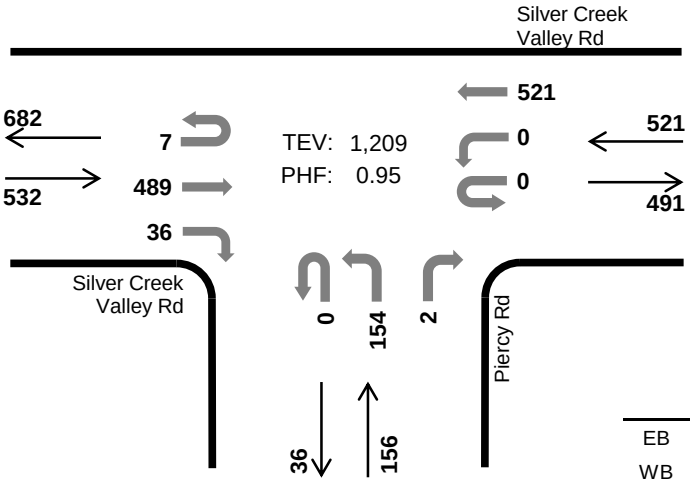
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

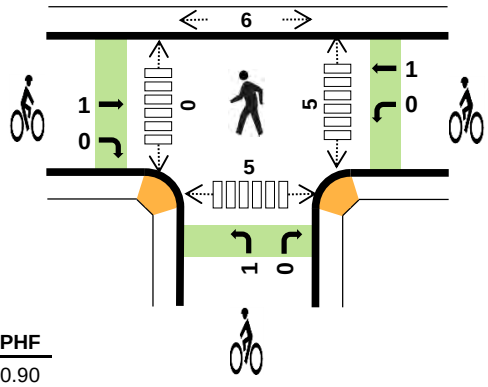
Piercy Rd
Silver Creek Valley Rd

N

Peak Hour

Date: 01/19/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	1.9%	0.90
WB	1.0%	0.89
NB	1.9%	0.89
SB	-	-
TOTAL	1.5%	0.95

Two-Hour Count Summaries

Interval Start	Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Piercy Rd Northbound				n/a Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	1	0	101	13	0	0	137	0	0	41	0	0	0	0	0	0	293	0
4:15 PM	0	0	122	12	0	1	98	0	0	38	0	1	0	0	0	0	272	0
4:30 PM	**1**	**0**	**103**	**14**	**0**	**0**	**114**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**269**	0
4:45 PM	**1**	**0**	**137**	**5**	**0**	**0**	**130**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**317**	1,151
5:00 PM	**1**	**0**	**113**	**10**	**0**	**0**	**146**	**0**	**0**	**37**	**0**	**1**	**0**	**0**	**0**	**0**	**308**	1,166
5:15 PM	**4**	**0**	**136**	**7**	**0**	**0**	**131**	**0**	**0**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**315**	**1,209**
5:30 PM	0	0	111	13	0	1	109	0	0	30	0	1	0	0	0	0	265	1,205
5:45 PM	2	0	122	13	0	1	97	0	0	33	0	0	0	0	0	0	268	1,156
Count Total	10	0	945	87	0	3	962	0	0	296	0	4	0	0	0	0	2,307	0
Peak Hour All	**7**	**0**	**489**	**36**	**0**	**0**	**521**	**0**	**0**	**154**	**0**	**2**	**0**	**0**	**0**	**0**	**1,209**	**0**
Peak Hour HV	**0**	**0**	**9**	**1**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**
Peak Hour HV%	**0%**	**-**	**2%**	**3%**	**-**	**-**	**1%**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**-**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	2	*2*
4:15 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	**3**	**0**	**2**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	*4*
4:45 PM	**2**	**1**	**0**	**0**	***3***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**1**	**1**	*2*
5:00 PM	**2**	**1**	**1**	**0**	***4***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
5:15 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**3**	**3**	***9***
5:30 PM	3	0	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	15	9	7	0	*31*	1	1	1	0	*3*	5	0	6	8	*19*
Peak Hr	**10**	**5**	**3**	**0**	***18***	**1**	**1**	**1**	**0**	***3***	**5**	**0**	**6**	**5**	***16***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Piercy Rd				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3	0
4:30 PM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	14
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	15
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**18**
5:30 PM	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4	17
5:45 PM	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3	17
Count Total	0	0	10	5	0	0	9	0	0	7	0	0	0	0	0	0	31	0
Peak Hour	**0**	**0**	**9**	**1**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**

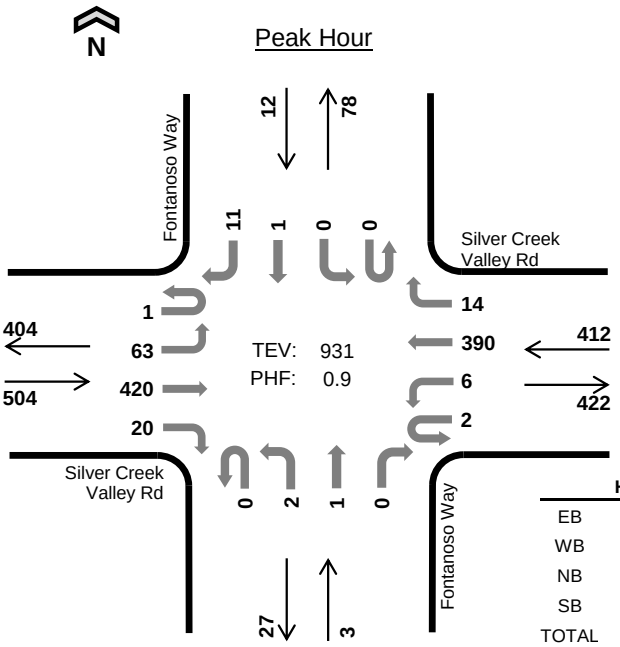
Two-Hour Count Summaries - Bikes

Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Piercy Rd			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	2
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	1	0	1	0	0	0	0	0	3	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

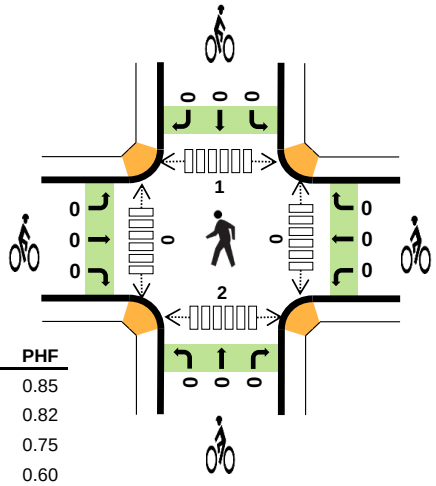
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fontanoso Way
Silver Creek Valley Rd

Date: 01/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.2%	0.85
WB	1.9%	0.82
NB	0.0%	0.75
SB	0.0%	0.60
TOTAL	2.0%	0.90



Two-Hour Count Summaries

Interval Start		Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Fontanoso Way Northbound				Fontanoso Way Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	8	50	1	0	1	70	1	0	3	0	2	0	0	0	0	137	0
7:15 AM		0	8	72	3	0	0	71	5	0	1	0	1	0	0	0	4	165	0
7:30 AM		**0**	**12**	**102**	**2**	**0**	**0**	**88**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**211**	0
7:45 AM		**1**	**18**	**123**	**6**	**1**	**3**	**88**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**247**	760
8:00 AM		**0**	**18**	**107**	**6**	**0**	**1**	**121**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**260**	883
8:15 AM		**0**	**15**	**88**	**6**	**1**	**2**	**93**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**213**	**931**
8:30 AM		0	19	86	9	0	0	85	0	0	2	0	4	0	0	0	2	207	927
8:45 AM		0	10	93	8	1	0	64	0	0	0	0	1	0	1	0	4	182	862
Count Total		2	108	721	41	3	7	680	20	0	8	1	8	0	1	1	21	1,622	0
Peak Hour	**All**	**1**	**63**	**420**	**20**	**2**	**6**	**390**	**14**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**11**	**931**	**0**
	HV	**1**	**0**	**10**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**
	HV%	**100%**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**4**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
8:30 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	20	11	1	0	*32*	0	0	0	0	*0*	0	0	1	3	*4*
Peak Hour	**11**	**8**	**0**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Fontanoso Way				Fontanoso Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:45 AM	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	14
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	18
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**19**
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18
8:45 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	18
Count Total	1	0	19	0	0	0	11	0	0	0	0	1	0	0	0	0	32	0
Peak Hour	**1**	**0**	**10**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**

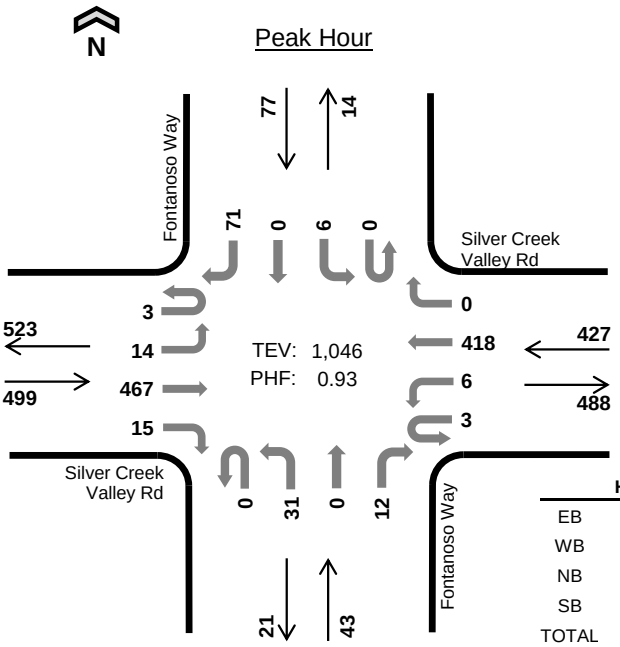
Two-Hour Count Summaries - Bikes

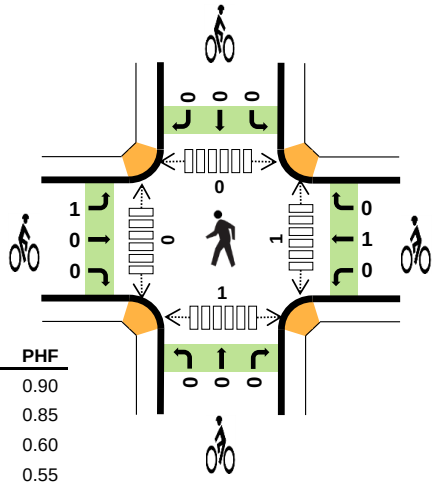
Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Fontanoso Way			Fontanoso Way			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Fontanoso Way
Silver Creek Valley Rd

Date: 01/19/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.4%	0.90
WB	0.9%	0.85
NB	0.0%	0.60
SB	0.0%	0.55
TOTAL	1.1%	0.93

Two-Hour Count Summaries

Interval Start	Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Fontanoso Way Northbound				Fontanoso Way Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	92	6	1	2	108	2	0	9	0	3	0	3	0	16	245	0
4:15 PM	0	2	116	4	0	2	82	0	0	5	1	3	0	0	1	11	227	0
4:30 PM	0	1	95	5	1	2	83	1	0	12	0	2	0	1	0	24	227	0
4:45 PM	**0**	**3**	**126**	**8**	**1**	**1**	**124**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**12**	**280**	979
5:00 PM	**0**	**5**	**100**	**2**	**0**	**3**	**98**	**0**	**0**	**13**	**0**	**5**	**0**	**3**	**0**	**32**	**261**	995
5:15 PM	**2**	**1**	**132**	**4**	**1**	**2**	**106**	**0**	**0**	**7**	**0**	**2**	**0**	**1**	**0**	**16**	**274**	1,042
5:30 PM	**1**	**5**	**109**	**1**	**1**	**0**	**90**	**0**	**0**	**8**	**0**	**5**	**0**	**0**	**0**	**11**	**231**	**1,046**
5:45 PM	0	4	107	5	1	3	81	0	0	5	0	3	0	0	0	13	222	988
Count Total	3	24	877	35	6	15	772	3	0	62	1	23	0	10	1	135	1,967	0
Peak Hour All	**3**	**14**	**467**	**15**	**3**	**6**	**418**	**0**	**0**	**31**	**0**	**12**	**0**	**6**	**0**	**71**	**1,046**	**0**
Peak Hour HV	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**1%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Fontanoso Way				Fontanoso Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	2	1	0	0	1	0	0	0	0	1	0	0	0	0	5	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	11
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	15
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	0	9	1	0	0	9	0	0	0	0	1	0	0	0	0	20	0
Peak Hour	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**

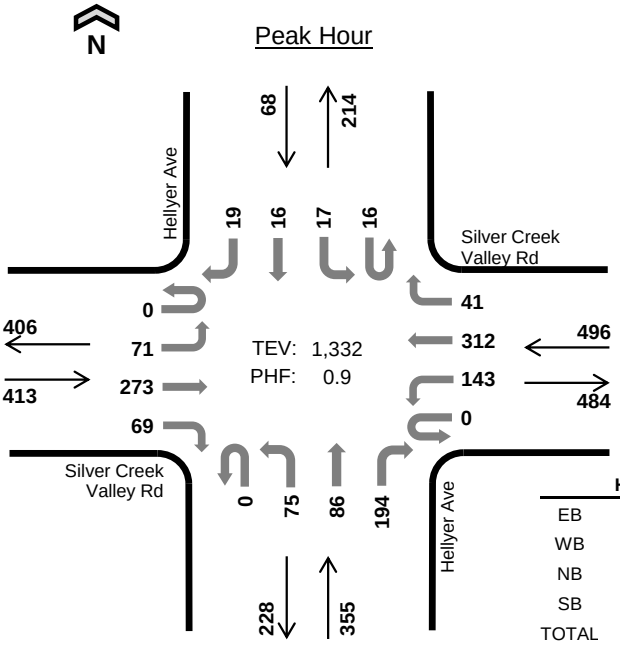
Two-Hour Count Summaries - Bikes

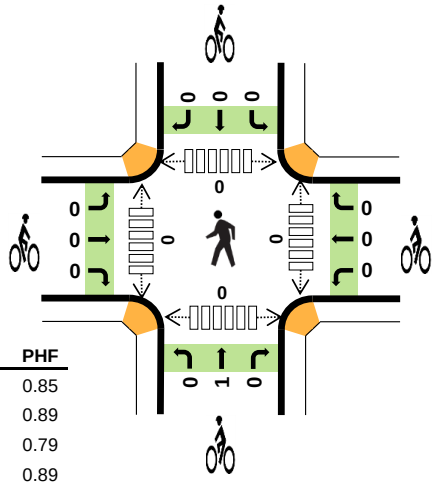
Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Fontanoso Way			Fontanoso Way			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

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

Hellyer Ave
Silver Creek Valley Rd

Date: 01/19/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	2.4%	0.85
WB	0.6%	0.89
NB	2.3%	0.79
SB	8.8%	0.89
TOTAL	2.0%	0.90

Two-Hour Count Summaries

Interval Start	Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Hellyer Ave Northbound				Hellyer Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	15	27	9	0	16	56	9	1	9	14	25	1	1	5	5	194	0
7:15 AM	0	19	52	6	0	37	62	8	0	13	15	29	1	0	3	5	250	0
7:30 AM	**0**	**13**	**74**	**14**	**0**	**30**	**64**	**6**	**0**	**15**	**15**	**54**	**2**	**4**	**3**	**5**	**299**	0
7:45 AM	**0**	**23**	**79**	**20**	**0**	**44**	**83**	**13**	**0**	**10**	**17**	**56**	**6**	**4**	**3**	**3**	**361**	1,104
8:00 AM	**0**	**19**	**59**	**26**	**0**	**33**	**91**	**9**	**0**	**30**	**30**	**52**	**4**	**6**	**5**	**4**	**368**	1,278
8:15 AM	**0**	**16**	**61**	**9**	**0**	**36**	**74**	**13**	**0**	**20**	**24**	**32**	**4**	**3**	**5**	**7**	**304**	**1,332**
8:30 AM	0	23	62	11	1	36	75	12	0	2	19	33	5	6	6	8	299	1,332
8:45 AM	0	28	54	15	0	40	55	14	0	8	32	47	6	1	11	3	314	1,285
Count Total	1	156	468	110	1	272	560	84	1	107	166	328	29	25	41	40	2,389	0
Peak Hour All	**0**	**71**	**273**	**69**	**0**	**143**	**312**	**41**	**0**	**75**	**86**	**194**	**16**	**17**	**16**	**19**	**1,332**	**0**
Peak Hour HV	**0**	**3**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**5**	**2**	**1**	**1**	**1**	**2**	**2**	**27**	**0**
Peak Hour HV%	**-**	**4%**	**2%**	**3%**	**-**	**1%**	**0%**	**0%**	**-**	**7%**	**2%**	**1%**	**6%**	**6%**	**13%**	**11%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	0	2	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**4**	**2**	**2**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**0**	**3**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	1	1	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	20	4	12	6	*42*	0	0	1	0	*1*	0	1	0	0	*1*
Peak Hour	**10**	**3**	**8**	**6**	***27***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Hellyer Ave				Hellyer Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
7:15 AM	0	1	0	2	0	0	0	0	0	1	1	0	0	0	0	0	5	0
7:30 AM	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	15
8:00 AM	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**11**	24
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**1**	**8**	**27**
8:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	26
8:45 AM	0	2	0	1	0	0	1	0	0	0	1	0	0	0	0	0	5	27
Count Total	0	6	8	6	0	2	2	0	0	7	4	1	1	1	2	2	42	0
Peak Hour	**0**	**3**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**5**	**2**	**1**	**1**	**1**	**2**	**2**	**27**	**0**

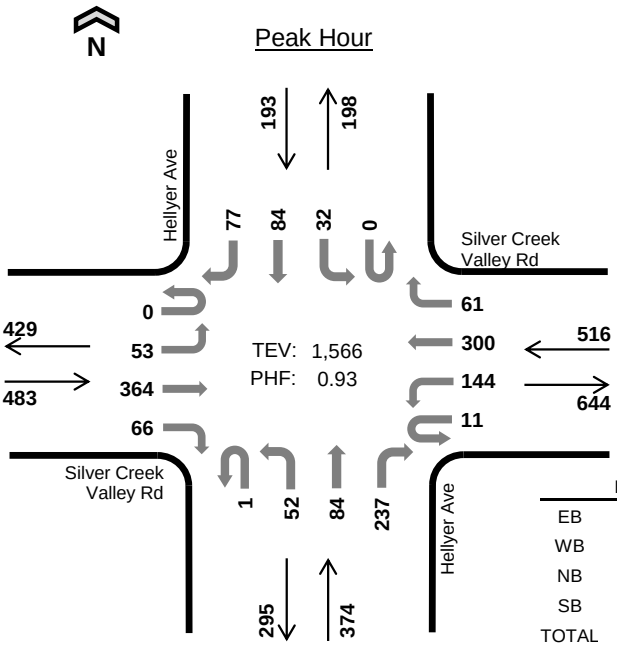
Two-Hour Count Summaries - Bikes

Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Hellyer Ave			Hellyer Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

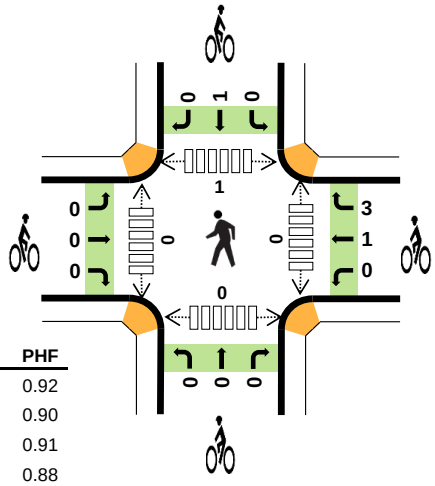
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hellyer Ave
Silver Creek Valley Rd

Date: 01/19/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.0%	0.92
WB	1.2%	0.90
NB	0.5%	0.91
SB	1.0%	0.88
TOTAL	1.0%	0.93



Two-Hour Count Summaries

Interval Start	Silver Creek Valley Rd Eastbound				Silver Creek Valley Rd Westbound				Hellyer Ave Northbound				Hellyer Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	75	16	1	28	77	10	0	24	15	60	2	3	26	13	353	0
4:15 PM	0	17	92	12	0	45	70	9	1	7	17	38	0	3	12	7	330	0
4:30 PM	0	11	72	16	0	29	58	6	0	13	21	57	0	9	23	17	332	0
4:45 PM	**0**	**7**	**96**	**23**	**1**	**32**	**99**	**12**	**0**	**16**	**20**	**55**	**0**	**9**	**16**	**11**	**397**	1,412
5:00 PM	**0**	**10**	**88**	**13**	**5**	**42**	**64**	**10**	**0**	**18**	**21**	**64**	**0**	**9**	**27**	**19**	**390**	1,449
5:15 PM	**0**	**25**	**89**	**17**	**4**	**38**	**73**	**29**	**1**	**10**	**27**	**56**	**0**	**4**	**22**	**26**	**421**	1,540
5:30 PM	**0**	**11**	**91**	**13**	**1**	**32**	**64**	**10**	**0**	**8**	**16**	**62**	**0**	**10**	**19**	**21**	**358**	**1,566**
5:45 PM	0	19	85	6	1	32	58	7	0	7	11	75	1	19	18	21	360	1,529
Count Total	0	103	688	116	13	278	563	93	2	103	148	467	3	66	163	135	2,941	0
Peak Hour All	**0**	**53**	**364**	**66**	**11**	**144**	**300**	**61**	**1**	**52**	**84**	**237**	**0**	**32**	**84**	**77**	**1,566**	**0**
Peak Hour HV	**0**	**1**	**1**	**3**	**0**	**2**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**15**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**5%**	**0%**	**1%**	**1%**	**0%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**2%**	**0%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	4	*7*	0	0	1	1	*2*	0	2	0	0	*2*
4:15 PM	2	2	2	1	*7*	0	0	1	0	*1*	0	0	0	0	*0*
4:30 PM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**2**	**0**	**1**	**0**	***3***	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**1**	**0**	*1*
5:15 PM	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	10	10	8	7	*35*	0	4	2	2	*8*	0	3	1	0	*4*
Peak Hour	**5**	**6**	**2**	**2**	***15***	**0**	**4**	**0**	**1**	***5***	**0**	**0**	**1**	**0**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Silver Creek Valley Rd				Silver Creek Valley Rd				Hellyer Ave				Hellyer Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	1	1	0	3	0	7	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	1	1	0	0	1	0	7	0
4:30 PM	0	1	0	2	0	1	0	0	0	0	1	0	0	0	0	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	22
5:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	18
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	16
5:30 PM	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**15**
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	13
Count Total	0	2	3	5	0	3	7	0	0	2	4	2	1	0	6	0	35	0
Peak Hour	**0**	**1**	**1**	**3**	**0**	**2**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**15**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Silver Creek Valley Rd			Silver Creek Valley Rd			Hellyer Ave			Hellyer Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:00 PM	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	0	0	1	3	0	1	1	0	2	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**

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

Appendices D – San Jose Approved Trip Inventory

AM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-28	0	0	-109	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	76	6	0	0	0	265	0	0	88	1
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	9	4	3	0	0	19	0	1	0	0	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	30	13	0	0	0	370	0	0	98	3
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	3	1	0	0	0	45	0	0	12	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	11	0	0	49	0

AM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

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
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	30	0	60	0	0	0	0	0	0	0	241	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	18	33	0	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	2	4	0	0	10	0	4	0	0	29	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	0	0	7	28	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	17	0	48	0	0	0	0	21	0	0	269	0
TOTAL:	**56**	**6**	**224**	**20**	**0**	**29**	**18**	**729**	**28**	**0**	**698**	**4**

	LEFT	THRU	RIGHT
NORTH	20	0	29
EAST	0	698	4
SOUTH	56	6	224
WEST	18	729	28

PM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-109	0	0	-11	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	8	0	0	0	0	28	0	0	358	6
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	1	18	14	0	0	2	1	4	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	3	1	0	0	0	39	0	0	396	13
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	0	0	0	0	4	0	0	48	1
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	2	0	0	2	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	36	0	0	13	0

PM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

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
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	120	0	241	0	0	0	0	0	0	0	60	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	1	2	4	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	9	14	0	0	1	0	14	0	0	3	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	0	0	2	12	0	6	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	67	0	187	0	0	0	0	80	0	0	29	0
TOTAL:	**188**	**27**	**467**	**1**	**0**	**3**	**2**	**102**	**16**	**0**	**905**	**20**

	LEFT	THRU	RIGHT
NORTH	1	0	3
EAST	0	905	20
SOUTH	188	27	467
WEST	2	102	16

AM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	-18	0	-60	0	-258	0	0	-24	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	0	0	0	65	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	110	0	0	0	0	13	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	0	77	0	0	0	0	0	0	71	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	9	0	0	0	0	0	0	9	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	0	0	0	0	1	0	3	0	0	0	0

AM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

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
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	230	0	68	0	0	49	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	120	0	0	30	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	0	5	0	48	3	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	4	0	0	14	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	15	0	35	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	88	0	0	98	0

TOTAL:	**0**	**0**	**0**	**69**	**0**	**301**	**0**	**108**	**3**	**0**	**328**	**0**

	LEFT	THRU	RIGHT
NORTH	69	0	301
EAST	0	328	0
SOUTH	0	0	0
WEST	0	108	3

PM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	-68	0	-235	0	-65	0	0	-3	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	0	0	0	262	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	12	0	0	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	0	0	0	0	0	0	0	0	289	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	0	0	0	0	0	0	0	34	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	1	0	4	0	0	1	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	0	0	0	0	8	0	8	0	0	0	0

PM PROJECT TRIPS

12/02/2021

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

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
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	63	0	206	0	0	13	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	30	0	0	120	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	4	0	33	0	8	0	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	14	0	0	2	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	25	0	15	0	0	6	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	87	0	0	75	0

TOTAL:	**0**	**0**	**0**	**(64)**	**0**	**(93)**	**0**	**307**	**0**	**0**	**800**	**0**

	LEFT	THRU	RIGHT
NORTH	(64)	0	(93)
EAST	0	800	0
SOUTH	0	0	0
WEST	0	307	0

AM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

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
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	5	18	0	4	4	48	186	0	1	0	2	19
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	12	0	0	0	0	4	0	51	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	34	30	10	0	122	14	3	0	141	43	3	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	4	3	1	0	14	1	0	0	17	4	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	12	0	0	0	0	0	3	5	0	0	25	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	60	0	0	241	0

AM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

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
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	7	0	0	29	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	69	0	0	269	0
TOTAL:	**55**	**51**	**23**	**4**	**140**	**63**	**192**	**145**	**159**	**98**	**587**	**19**

	LEFT	THRU	RIGHT
NORTH	4	140	63
EAST	98	587	19
SOUTH	55	51	23
WEST	192	145	159

PM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

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
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	2	0	18	17	197	2	2	4	0	0	2
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	51	0	0	0	0	18	0	5	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	137	121	43	0	13	1	14	3	15	4	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	17	14	4	0	1	0	1	0	1	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	1	0	0	0	0	2	0	0	1	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	13	0	0	0	0	0	9	18	0	0	17	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	241	0	0	60	0

PM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

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
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	28	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	267	0	0	29	0
TOTAL:	**167**	**137**	**99**	**18**	**31**	**198**	**26**	**579**	**20**	**9**	**111**	**2**

	LEFT	THRU	RIGHT
NORTH	18	31	198
EAST	9	111	2
SOUTH	167	137	99
WEST	26	579	20

AM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-28	0	0	-109	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	2	0	41	160	186	0	0	48	8
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	4	0	0	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	9	0	4	0	0	0	0	141	40	18	33	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	1	0	0	0	0	0	0	17	4	1	4	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	8	0	0	37	0

AM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

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
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	60	0	0	241	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	7	0	0	29	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	69	0	0	369	0
TOTAL:	**10**	**0**	**4**	**2**	**0**	**41**	**160**	**464**	**44**	**19**	**670**	**8**

	LEFT	THRU	RIGHT
NORTH	2	0	41
EAST	19	670	8
SOUTH	10	0	4
WEST	160	464	44

PM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-108	0	0	-11	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	8	0	167	17	20	0	0	197	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	18	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	39	0	18	0	0	0	0	15	4	1	137	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	4	0	1	0	0	0	0	1	0	0	17	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	2	0	0	2	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	27	0	0	10	0

PM PROJECT TRIPS

12/02/2021

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

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
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	241	0	0	60	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	28	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	267	0	0	29	0
TOTAL:	**43**	**0**	**19**	**8**	**0**	**167**	**17**	**511**	**4**	**1**	**445**	**0**

	LEFT	THRU	RIGHT
NORTH	8	0	167
EAST	1	445	0
SOUTH	43	0	19
WEST	17	511	4

AM PROJECT TRIPS

12/02/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-28	0	0	-109	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	347	0	0	90	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	4	0	0	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	57	0	0	0	0	0	0	181	232	0	43	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	6	0	0	0	0	0	0	22	28	0	4	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	12	0	0	0	0	8	3	0	37	0

AM PROJECT TRIPS

12/02/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

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
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	60	0	0	241	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	7	0	0	29	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	69	0	0	369	0
TOTAL:	**63**	**0**	**12**	**0**	**0**	**0**	**0**	**670**	**263**	**0**	**722**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	722	0
SOUTH	63	0	12
WEST	0	670	263

PM PROJECT TRIPS

12/02/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

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
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-109	0	0	-11	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	37	0	0	365	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	18	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	232	0	0	0	0	0	0	19	24	0	177	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	28	0	0	0	0	0	0	3	3	0	22	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	2	0	0	2	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	13	0	0	0	0	27	9	0	10	0

PM PROJECT TRIPS

12/02/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

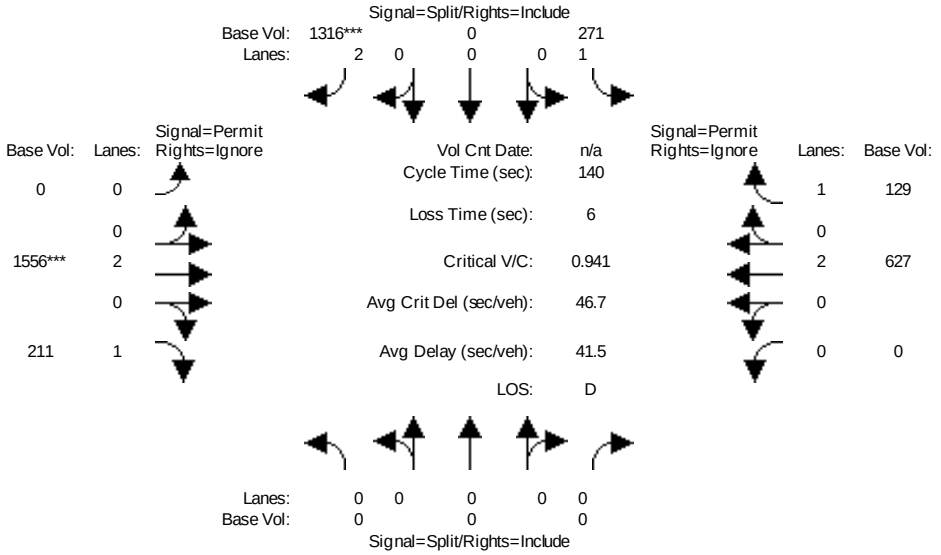
Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	241	0	0	60	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	28	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	267	0	0	29	0
TOTAL:	**260**	**0**	**13**	**0**	**0**	**0**	**0**	**533**	**36**	**0**	**658**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	658	0
SOUTH	260	0	13
WEST	0	533	36

Appendices E – TRAFFIX Intersection Operations Analysis

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

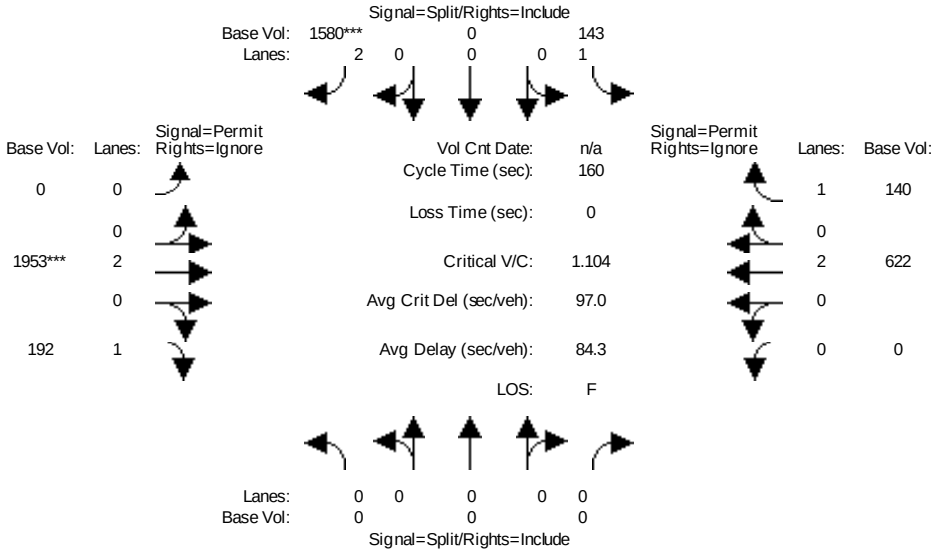


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	271	0	1316	0	1556	211	0	627	129
Growth Adj:	1.00	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	271	0	1316	0	1556	211	0	627	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	271	0	1316	0	1556	0	0	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	271	0	1316	0	1556	0	0	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	271	0	1316	0	1556	0	0	627	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	0.88	1.00	0.70	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1663	0	2677	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.49	0.00	0.41	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.52	0.00	0.52	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.94	0.00	0.94	0.00	0.00	0.38	0.00
Uniform Del:	0.0	0.0	0.0	19.1	0.0	31.4	0.0	37.8	0.0	0.0	26.8	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	12.7	0.0	11.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	0.0	44.1	0.0	49.0	0.0	0.0	26.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	0.0	44.1	0.0	49.0	0.0	0.0	26.9	0.0
LOS by Move:	A	A	A	B	A	D	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	13	0	57	0	57	0	0	17	0

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

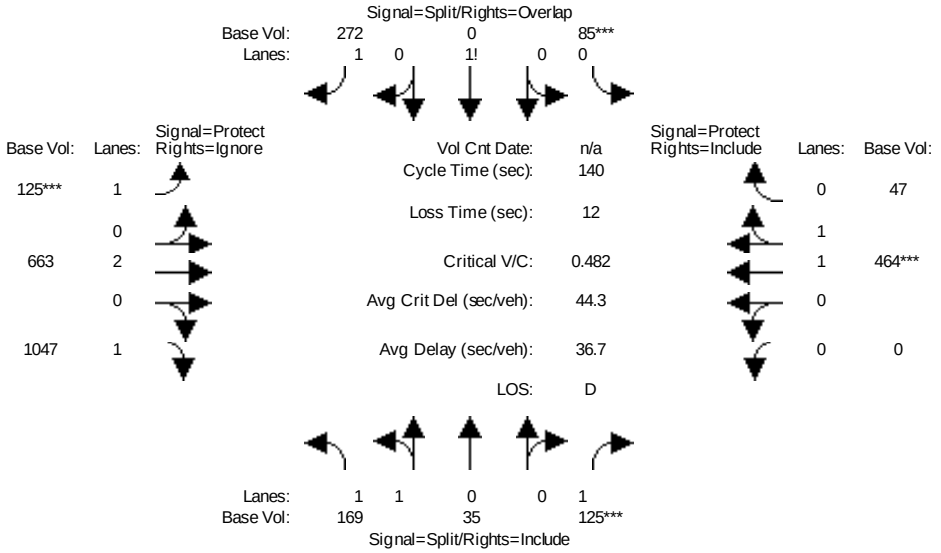


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	143	0	1580	0	1953	192	0	622	140
Growth Adj:	1.00	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	143	0	1580	0	1953	192	0	622	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	143	0	1580	0	1953	0	0	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	143	0	1580	0	1953	0	0	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	143	0	1580	0	1953	0	0	622	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	0.88	1.00	0.70	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1663	0	2677	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.59	0.00	0.51	0.00	0.00	0.16	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.53	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	1.10	0.00	1.10	0.00	0.00	0.35	0.00
Uniform Del:	0.0	0.0	0.0	19.0	0.0	37.2	0.0	42.8	0.0	0.0	27.3	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	57.7	0.0	55.9	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	94.9	0.0	98.6	0.0	0.0	27.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	94.9	0.0	98.6	0.0	0.0	27.4	0.0
LOS by Move:	A	A	A	B	A	F	A	F	A	A	C	A
HCM2k95thQ:	0	0	0	7	0	92	0	94	0	0	17	0

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

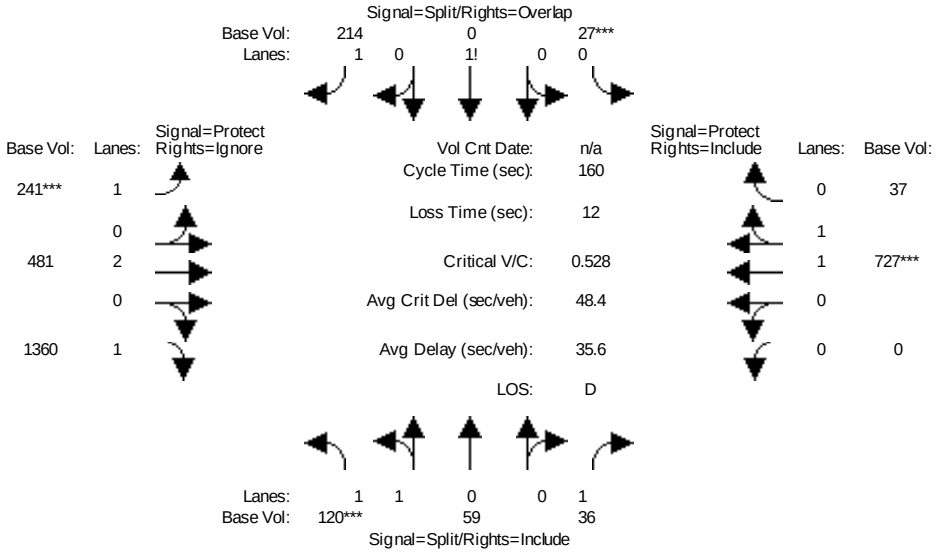


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	35	125	85	0	272	125	663	1047	0	464	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	35	125	85	0	272	125	663	1047	0	464	47
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:	169	35	125	85	0	272	125	663	0	0	464	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	35	125	85	0	272	125	663	0	0	464	47
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:	169	35	125	85	0	272	125	663	0	0	464	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.96	0.78	0.81	1.00	0.81	0.88	1.00	0.92	0.92	0.99	0.91
Lanes:	1.68	0.32	1.00	0.38	0.00	1.62	1.00	2.00	1.00	0.00	1.80	0.20
Final Sat.:	2822	584	1488	589	0	2475	1663	3800	1750	0	3376	342
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.14	0.00	0.11	0.08	0.17	0.00	0.00	0.14	0.14
Crit Moves:			****	****			****				****	
Green/Cycle:	0.17	0.17	0.17	0.30	0.00	0.46	0.16	0.44	0.00	0.00	0.29	0.29
Volume/Cap:	0.34	0.34	0.48	0.48	0.00	0.24	0.48	0.40	0.00	0.00	0.48	0.48
Uniform Del:	50.8	50.8	52.1	40.2	0.0	23.4	53.9	26.5	0.0	0.0	41.5	41.5
IncremntDel:	0.3	0.3	1.4	0.5	0.0	0.1	1.4	0.2	0.0	0.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	51.1	51.1	53.5	40.7	0.0	23.4	55.3	26.7	0.0	0.0	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	53.5	40.7	0.0	23.4	55.3	26.7	0.0	0.0	41.8	41.8
LOS by Move:	D	D	D	D	A	C	E	C	A	A	D	D
HCM2k95thQ:	8	8	11	16	0	9	11	17	0	0	17	17

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

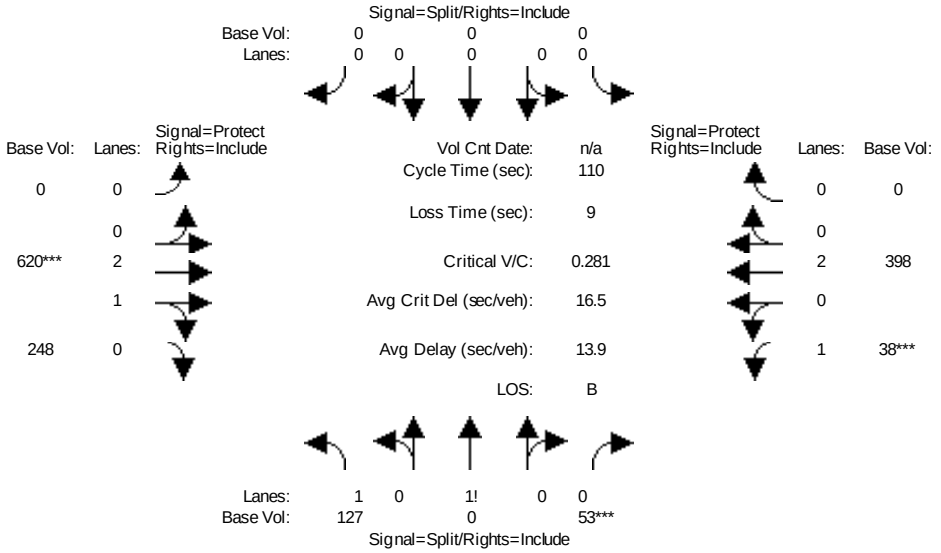


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	59	36	27	0	214	241	481	1360	0	727	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	59	36	27	0	214	241	481	1360	0	727	37
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:	120	59	36	27	0	214	241	481	0	0	727	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	59	36	27	0	214	241	481	0	0	727	37
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:	120	59	36	27	0	214	241	481	0	0	727	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.97	0.78	0.79	1.00	0.79	0.88	1.00	0.92	0.92	0.99	0.91
Lanes:	1.38	0.62	1.00	0.20	0.00	1.80	1.00	2.00	1.00	0.00	1.90	0.10
Final Sat.:	2332	1147	1488	304	0	2712	1663	3800	1750	0	3576	182
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.09	0.00	0.08	0.14	0.13	0.00	0.00	0.20	0.20
Crit Moves:	****			****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.17	0.00	0.44	0.27	0.66	0.00	0.00	0.38	0.38
Volume/Cap:	0.53	0.53	0.25	0.53	0.00	0.18	0.53	0.19	0.00	0.00	0.53	0.53
Uniform Del:	68.7	68.7	66.8	60.7	0.0	27.0	49.3	10.6	0.0	0.0	38.0	38.0
IncremntDel:	1.6	1.6	0.9	1.2	0.0	0.1	1.2	0.0	0.0	0.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	70.3	70.3	67.7	61.9	0.0	27.0	50.4	10.7	0.0	0.0	38.4	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:	70.3	70.3	67.7	61.9	0.0	27.0	50.4	10.7	0.0	0.0	38.4	38.4
LOS by Move:	E	E	E	E	A	C	D	B	A	A	D	D
HCM2k95thQ:	10	10	4	13	0	7	20	9	0	0	25	25

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

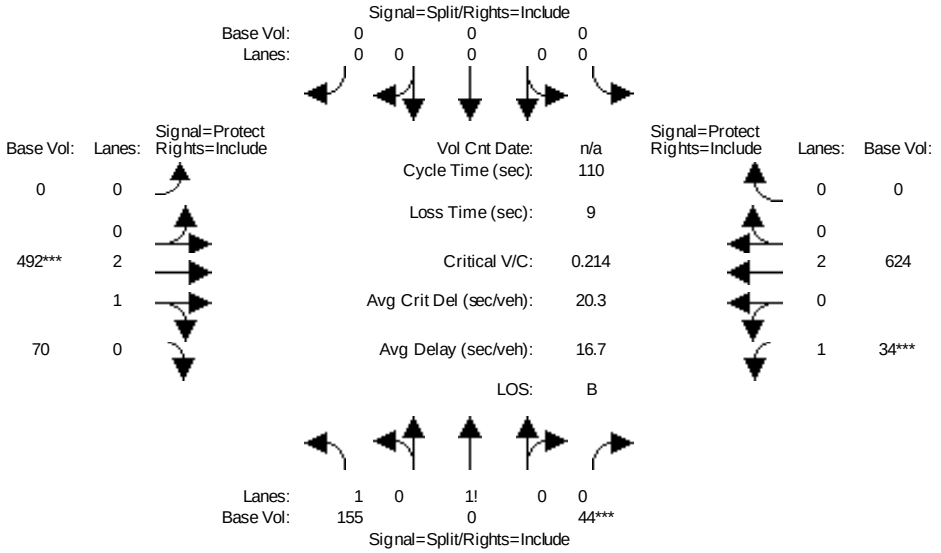


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	0	53	0	0	0	0	620	248	38	398	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:	127	0	53	0	0	0	0	620	248	38	398	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:	127	0	53	0	0	0	0	620	248	38	398	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	53	0	0	0	0	620	248	38	398	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	0	53	0	0	0	0	620	248	38	398	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.92	1.00	0.92	0.92	0.96	0.88	0.88	1.00	0.92
Lanes:	1.55	0.00	0.45	0.00	0.00	0.00	0.00	2.09	0.91	1.00	2.00	0.00
Final Sat.:	2497	0	735	0	0	0	0	3803	1521	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.16	0.02	0.10	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.58	0.58	0.08	0.66	0.00
Volume/Cap:	0.20	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.16	0.00
Uniform Del:	32.0	0.0	32.8	0.0	0.0	0.0	0.0	11.6	11.6	47.5	7.0	0.0
IncremntDel:	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.1	1.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	32.1	0.0	33.0	0.0	0.0	0.0	0.0	11.6	11.6	48.6	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	33.0	0.0	0.0	0.0	0.0	11.6	11.6	48.6	7.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	5	0	7	0	0	0	0	9	9	3	5	0

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

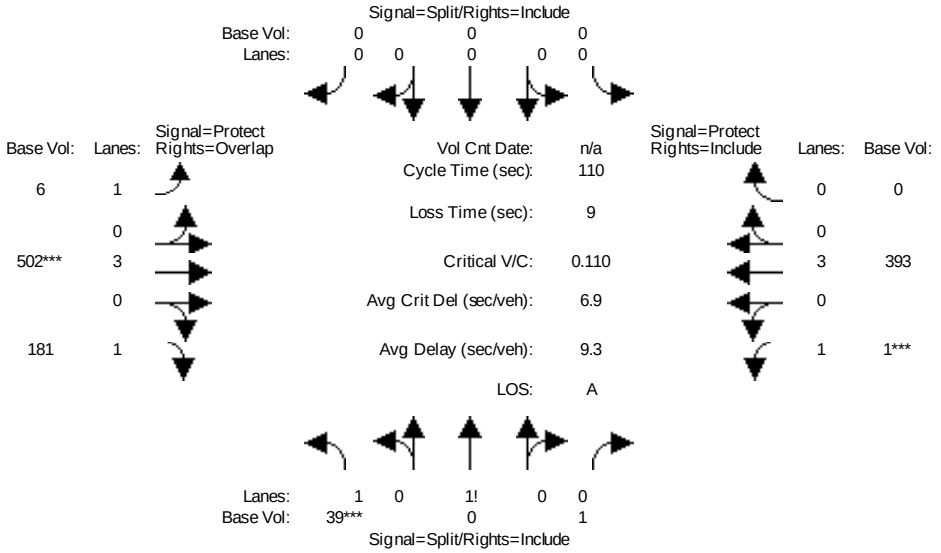


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	44	0	0	0	0	492	70	34	624	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:	155	0	44	0	0	0	0	492	70	34	624	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:	155	0	44	0	0	0	0	492	70	34	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	44	0	0	0	0	492	70	34	624	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	0	44	0	0	0	0	492	70	34	624	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	1.64	0.00	0.36	0.00	0.00	0.00	0.00	2.60	0.40	1.00	2.00	0.00
Final Sat.:	2669	0	590	0	0	0	0	4844	689	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.10	0.10	0.02	0.16	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.47	0.47	0.10	0.57	0.00
Volume/Cap:	0.17	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.21	0.21	0.29	0.00
Uniform Del:	24.8	0.0	25.2	0.0	0.0	0.0	0.0	16.9	16.9	45.9	12.2	0.0
IncremntDel:	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.9	0.0	25.4	0.0	0.0	0.0	0.0	17.0	17.0	46.6	12.2	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:	24.9	0.0	25.4	0.0	0.0	0.0	0.0	17.0	17.0	46.6	12.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2k95thQ:	5	0	6	0	0	0	0	7	7	2	10	0

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

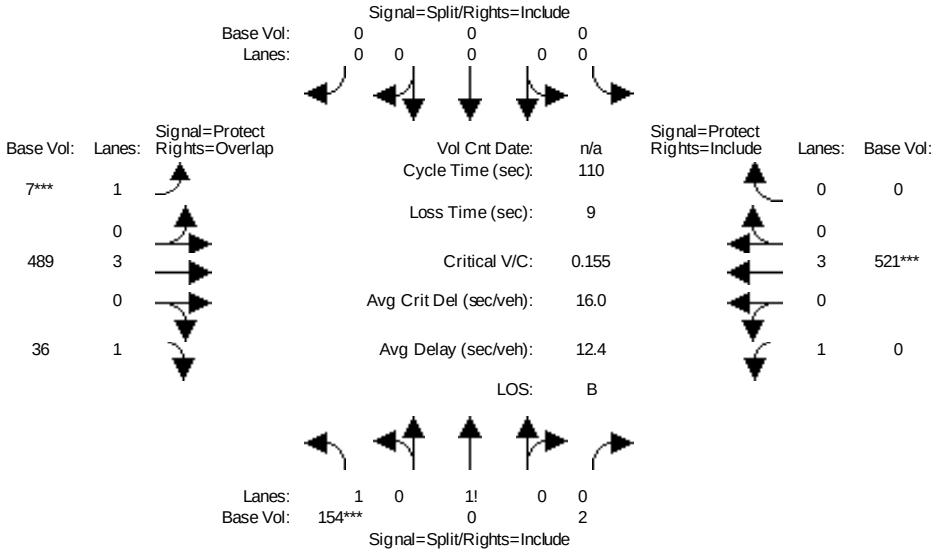


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	0	1	0	0	0	6	502	181	1	393	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:	39	0	1	0	0	0	6	502	181	1	393	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:	39	0	1	0	0	0	6	502	181	1	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	1	0	0	0	6	502	181	1	393	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	1	0	0	0	6	502	181	1	393	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	0.92	1.00	0.92	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3245	0	81	0	0	0	1663	5700	1488	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.12	0.00	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.33	0.75	0.85	0.06	0.48	0.00
Volume/Cap:	0.11	0.00	0.12	0.00	0.00	0.00	0.01	0.12	0.14	0.01	0.14	0.00
Uniform Del:	44.6	0.0	44.6	0.0	0.0	0.0	24.4	3.8	1.3	48.3	16.1	0.0
IncremntDel:	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	44.7	0.0	44.8	0.0	0.0	0.0	24.4	3.8	1.4	48.3	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	0.0	44.8	0.0	0.0	0.0	24.4	3.8	1.4	48.3	16.1	0.0
LOS by Move:	D	A	D	A	A	A	C	A	A	D	B	A
HCM2k95thQ:	2	0	2	0	0	0	0	3	2	0	5	0

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1



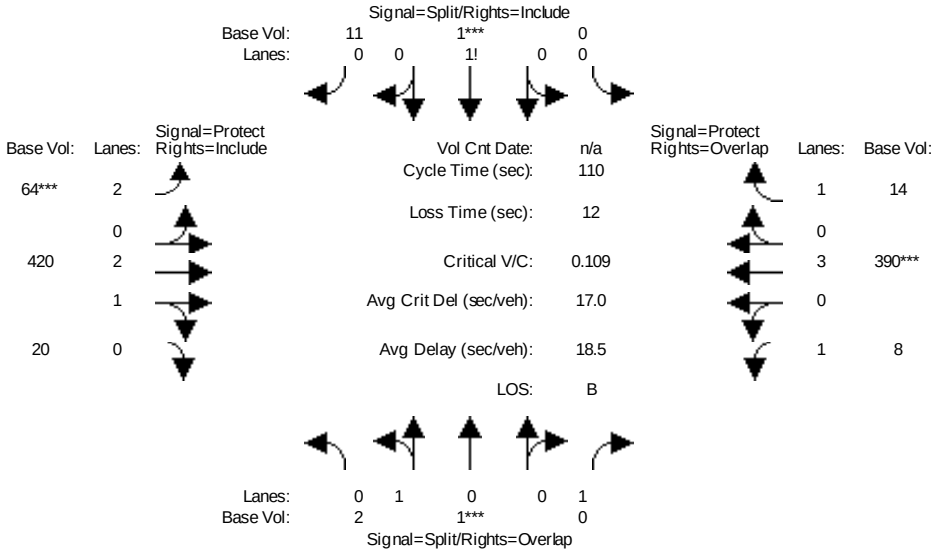
Street Name: Piercy Road / Project Driveway #1 Siilver Creek Valley Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	0	2	0	0	0	7	489	36	0	521	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:	154	0	2	0	0	0	7	489	36	0	521	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:	154	0	2	0	0	0	7	489	36	0	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	2	0	0	0	7	489	36	0	521	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	0	2	0	0	0	7	489	36	0	521	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	0.92	1.00	0.92	0.88	1.00	0.78	0.92	1.00	0.92
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3287	0	42	0	0	0	1663	5700	1488	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.09	0.02	0.00	0.09	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.06	0.63	0.92	0.00	0.56	0.00
Volume/Cap:	0.16	0.00	0.16	0.00	0.00	0.00	0.07	0.14	0.03	0.00	0.16	0.00
Uniform Del:	28.9	0.0	28.9	0.0	0.0	0.0	48.4	8.4	0.4	0.0	11.6	0.0
IncremntDel:	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	29.0	0.0	29.0	0.0	0.0	0.0	48.7	8.4	0.4	0.0	11.6	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:	29.0	0.0	29.0	0.0	0.0	0.0	48.7	8.4	0.4	0.0	11.6	0.0
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	A
HCM2k95thQ:	4	0	4	0	0	0	0	4	0	0	5	0

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

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

Intersection #5: Silver Creek Valley / Fontanoso

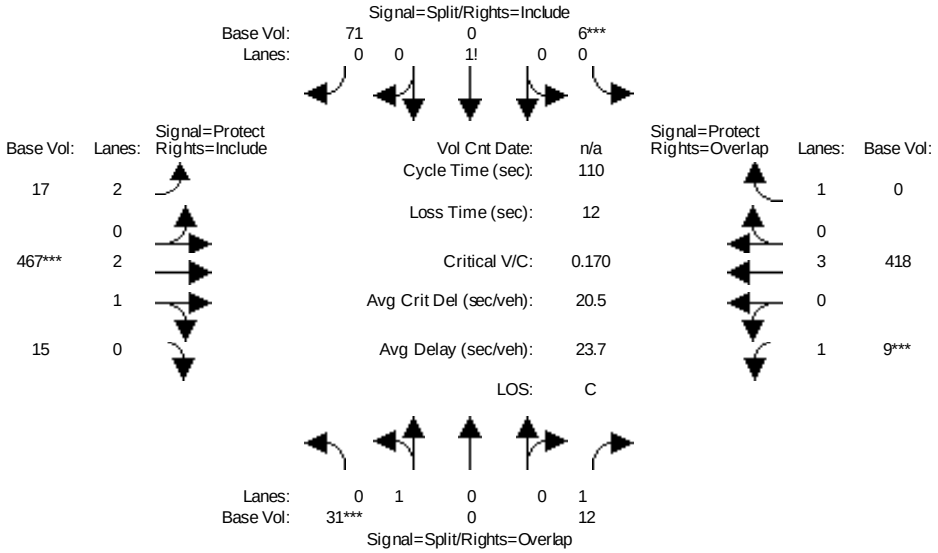


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	1	0	0	1	11	64	420	20	8	390	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	0	0	1	11	64	420	20	8	390	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	0	0	1	11	64	420	20	8	390	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	0	0	1	11	64	420	20	8	390	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	0	0	1	11	64	420	20	8	390	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.68	0.32	1.00	0.00	0.08	0.92	2.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1198	599	1750	0	147	1615	3150	5420	258	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.08	0.08	0.00	0.07	0.01
Crit Moves:		****			****		****				****	
Green/Cycle:	0.09	0.09	0.00	0.00	0.09	0.09	0.16	0.42	0.42	0.29	0.55	0.64
Volume/Cap:	0.02	0.02	0.00	0.00	0.07	0.07	0.13	0.19	0.19	0.02	0.13	0.01
Uniform Del:	45.5	45.5	0.0	0.0	45.8	45.8	39.4	20.3	20.3	27.7	12.1	7.3
IncremntDel:	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.6	45.6	0.0	0.0	46.0	46.0	39.5	20.3	20.3	27.7	12.1	7.3
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:	45.6	45.6	0.0	0.0	46.0	46.0	39.5	20.3	20.3	27.7	12.1	7.3
LOS by Move:	D	D	A	A	D	D	D	C	C	C	B	A
HCM2k95thQ:	0	0	0	0	1	1	2	6	6	0	4	0

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

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

Intersection #5: Silver Creek Valley / Fontanoso

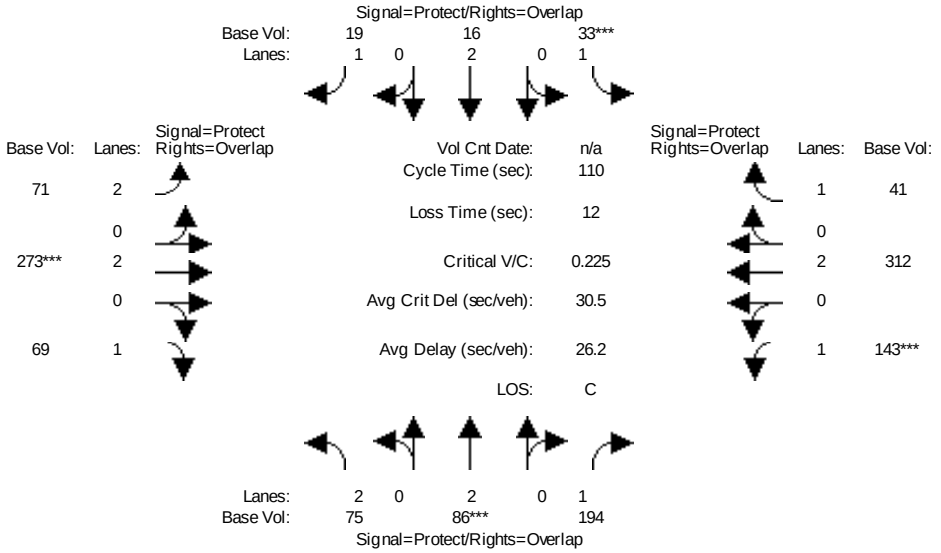


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	0	12	6	0	71	17	467	15	9	418	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:	31	0	12	6	0	71	17	467	15	9	418	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:	31	0	12	6	0	71	17	467	15	9	418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	12	6	0	71	17	467	15	9	418	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	0	12	6	0	71	17	467	15	9	418	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.08	0.00	0.92	2.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	0	1750	136	0	1614	3150	5508	177	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.04	0.00	0.04	0.01	0.08	0.08	0.01	0.07	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.10	0.00	0.16	0.25	0.00	0.25	0.22	0.48	0.48	0.06	0.32	0.00
Volume/Cap:	0.18	0.00	0.04	0.18	0.00	0.18	0.02	0.18	0.18	0.08	0.23	0.00
Uniform Del:	45.4	0.0	38.7	32.5	0.0	32.5	33.4	16.3	16.3	48.5	27.5	0.0
IncremntDel:	0.5	0.0	0.1	0.2	0.0	0.2	0.0	0.0	0.0	0.3	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	45.8	0.0	38.8	32.7	0.0	32.7	33.4	16.4	16.4	48.8	27.6	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:	45.8	0.0	38.8	32.7	0.0	32.7	33.4	16.4	16.4	48.8	27.6	0.0
LOS by Move:	D	A	D	C	A	C	C	B	B	D	C	A
HCM2k95thQ:	2	0	1	5	0	5	1	6	6	1	7	0

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

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

Intersection #6: SIlver Creek Valley / Hellyer

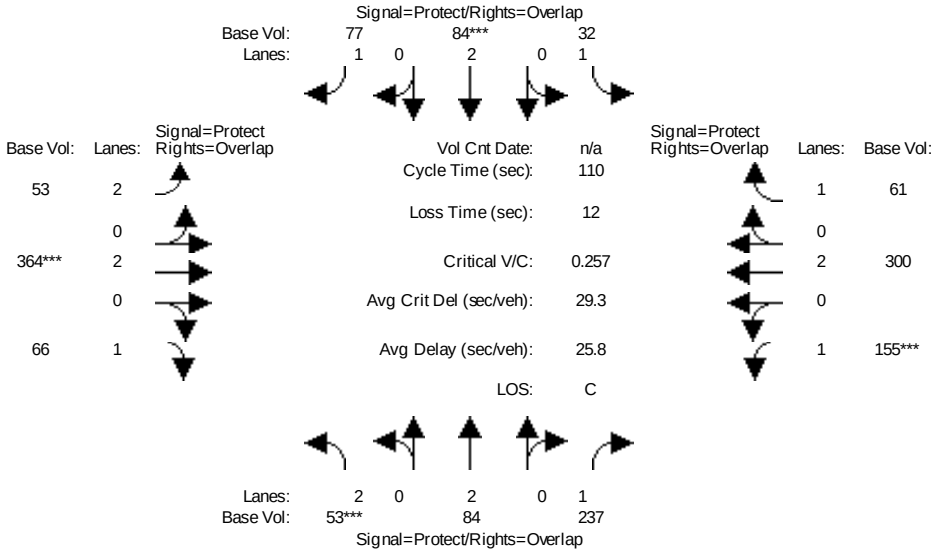


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	86	194	33	16	19	71	273	69	143	312	41
Growth Adj:	1.00	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	86	194	33	16	19	71	273	69	143	312	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	86	194	33	16	19	71	273	69	143	312	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	86	194	33	16	19	71	273	69	143	312	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	75	86	194	33	16	19	71	273	69	143	312	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.13	0.02	0.00	0.01	0.02	0.07	0.05	0.09	0.08	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.10	0.48	0.09	0.11	0.40	0.29	0.32	0.40	0.38	0.41	0.50
Volume/Cap:	0.32	0.22	0.27	0.22	0.04	0.03	0.08	0.22	0.12	0.22	0.20	0.05
Uniform Del:	48.0	45.5	16.9	46.6	43.6	20.0	28.5	27.4	21.0	22.9	20.7	14.1
IncremntDel:	0.8	0.3	0.2	0.8	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	45.8	17.1	47.4	43.7	20.1	28.5	27.5	21.0	23.1	20.7	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	45.8	17.1	47.4	43.7	20.1	28.5	27.5	21.0	23.1	20.7	14.1
LOS by Move:	D	D	B	D	D	C	C	C	C	C	C	B
HCM2k95thQ:	4	3	8	3	1	1	2	6	3	7	7	2

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

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

Intersection #6: SIlver Creek Valley / Hellyer

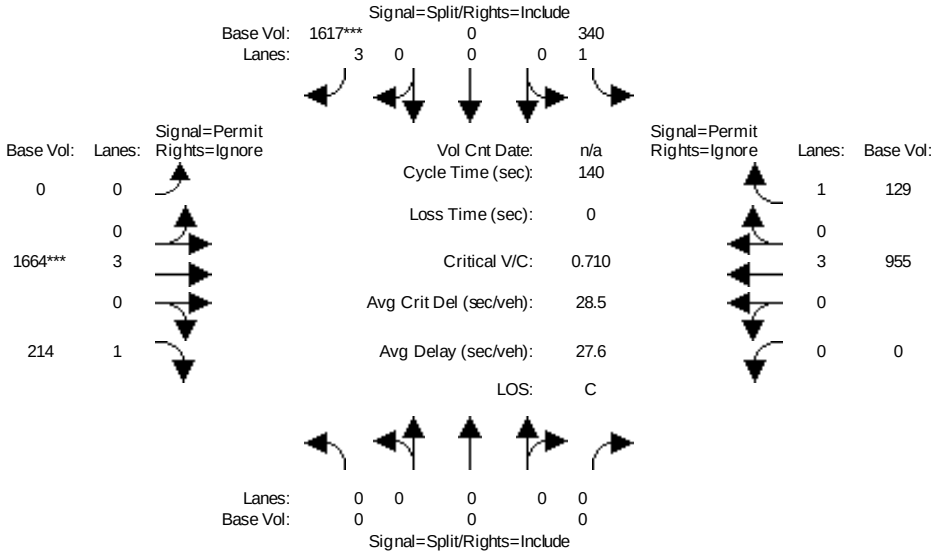


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	84	237	32	84	77	53	364	66	155	300	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	84	237	32	84	77	53	364	66	155	300	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	84	237	32	84	77	53	364	66	155	300	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	84	237	32	84	77	53	364	66	155	300	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	53	84	237	32	84	77	53	364	66	155	300	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.16	0.02	0.02	0.05	0.02	0.10	0.04	0.09	0.08	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.09	0.45	0.07	0.09	0.39	0.30	0.37	0.44	0.36	0.43	0.50
Volume/Cap:	0.26	0.24	0.35	0.29	0.24	0.13	0.06	0.26	0.10	0.26	0.18	0.08
Uniform Del:	48.6	46.2	19.5	49.0	46.5	21.4	27.3	24.1	18.1	24.8	19.4	14.6
IncremntDel:	0.7	0.3	0.3	1.5	0.4	0.1	0.0	0.1	0.1	0.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.3	46.5	19.8	50.5	46.8	21.5	27.4	24.2	18.2	25.0	19.4	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:	49.3	46.5	19.8	50.5	46.8	21.5	27.4	24.2	18.2	25.0	19.4	14.6
LOS by Move:	D	D	B	D	D	C	C	C	B	C	B	B
HCM2k95thQ:	3	3	11	3	3	4	2	8	3	8	6	2

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

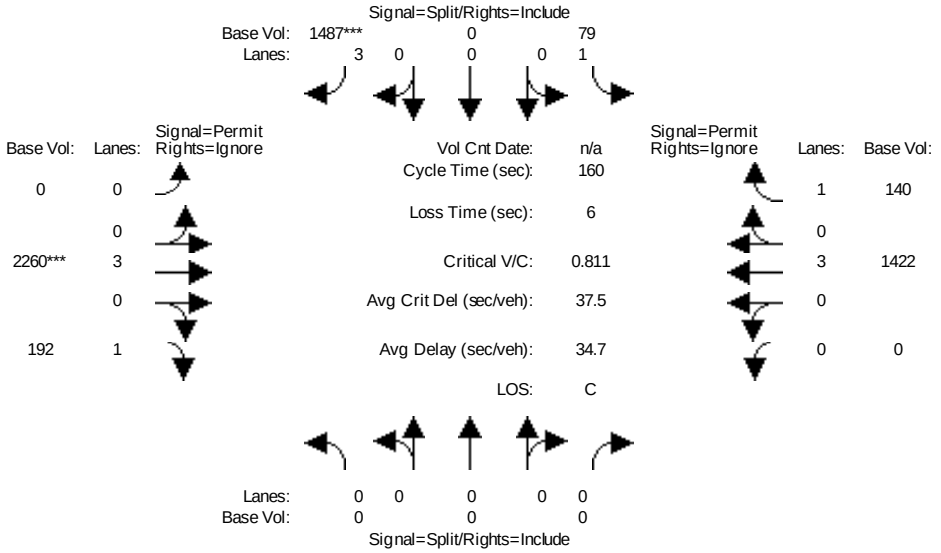


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	340	0	1617	0	1664	214	0	955	129
Growth Adj:	1.00	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	340	0	1617	0	1664	214	0	955	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	340	0	1617	0	1664	0	0	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	340	0	1617	0	1664	0	0	955	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	340	0	1617	0	1664	0	0	955	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	0.88	1.00	0.68	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1663	0	3868	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.42	0.00	0.29	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.71	0.00	0.71	0.00	0.00	0.41	0.00
Uniform Del:	0.0	0.0	0.0	14.9	0.0	20.3	0.0	34.3	0.0	0.0	29.2	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	1.1	0.0	1.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	21.4	0.0	35.3	0.0	0.0	29.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	0.0	21.4	0.0	35.3	0.0	0.0	29.3	0.0
LOS by Move:	A	A	A	B	A	C	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	15	0	35	0	34	0	0	18	0

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

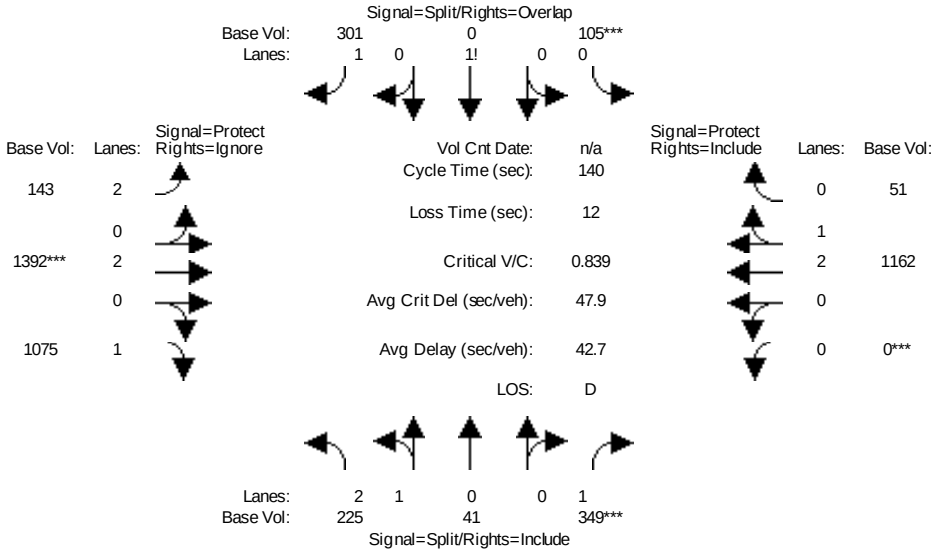


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	79	0	1487	0	2260	192	0	1422	140
Growth Adj:	1.00	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	79	0	1487	0	2260	192	0	1422	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	79	0	1487	0	2260	0	0	1422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	1487	0	2260	0	0	1422	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	79	0	1487	0	2260	0	0	1422	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	0.88	1.00	0.68	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1663	0	3868	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.38	0.00	0.40	0.00	0.00	0.25	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.81	0.00	0.81	0.00	0.00	0.51	0.00
Uniform Del:	0.0	0.0	0.0	23.3	0.0	36.0	0.0	34.7	0.0	0.0	27.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	2.9	0.0	1.9	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	38.8	0.0	36.6	0.0	0.0	28.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	38.8	0.0	36.6	0.0	0.0	28.0	0.0
LOS by Move:	A	A	A	C	A	D	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	5	0	44	0	51	0	0	27	0

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

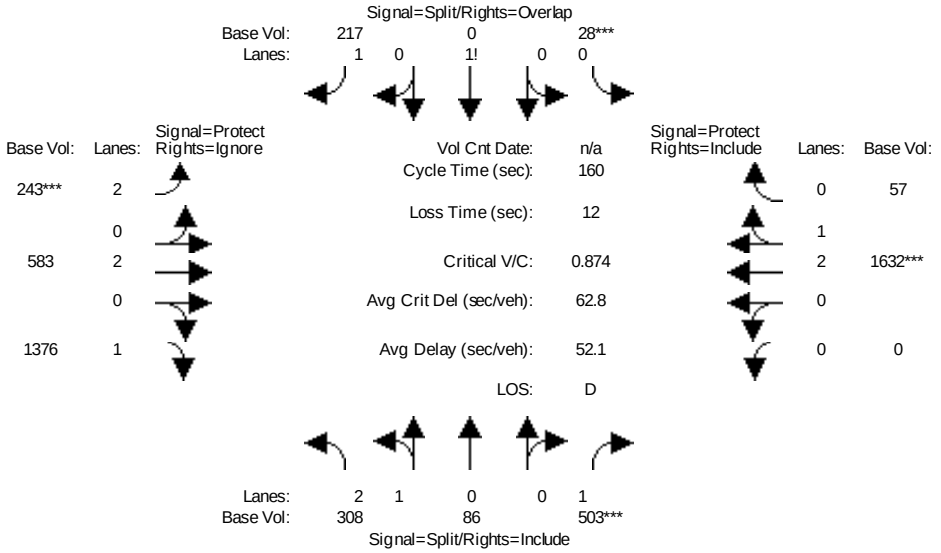


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	225	41	349	105	0	301	143	1392	1075	0	1162	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	41	349	105	0	301	143	1392	1075	0	1162	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	225	41	349	105	0	301	143	1392	0	0	1162	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	41	349	105	0	301	143	1392	0	0	1162	51
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:	225	41	349	105	0	301	143	1392	0	0	1162	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.78	0.81	1.00	0.81	0.79	1.00	0.92	0.92	0.99	0.92
Lanes:	2.61	0.39	1.00	0.41	0.00	1.59	2.00	2.00	1.00	0.00	2.86	0.14
Final Sat.:	3937	717	1488	631	0	2440	2992	3800	1750	0	5408	237
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.23	0.17	0.00	0.12	0.05	0.37	0.00	0.00	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.28	0.28	0.28	0.20	0.00	0.28	0.08	0.44	0.00	0.00	0.35	0.35
Volume/Cap:	0.20	0.20	0.84	0.84	0.00	0.44	0.58	0.84	0.00	0.00	0.61	0.61
Uniform Del:	38.5	38.5	47.5	54.0	0.0	41.3	61.9	35.1	0.0	0.0	37.2	37.2
IncremntDel:	0.1	0.1	14.1	12.3	0.0	0.3	3.4	4.0	0.0	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	38.6	38.6	61.5	66.3	0.0	41.7	65.3	39.1	0.0	0.0	37.7	37.7
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:	38.6	38.6	61.5	66.3	0.0	41.7	65.3	39.1	0.0	0.0	37.7	37.7
LOS by Move:	D	D	E	E	A	D	E	D	A	A	D	D
HCM2k95thQ:	7	7	30	25	0	14	9	46	0	0	25	25

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

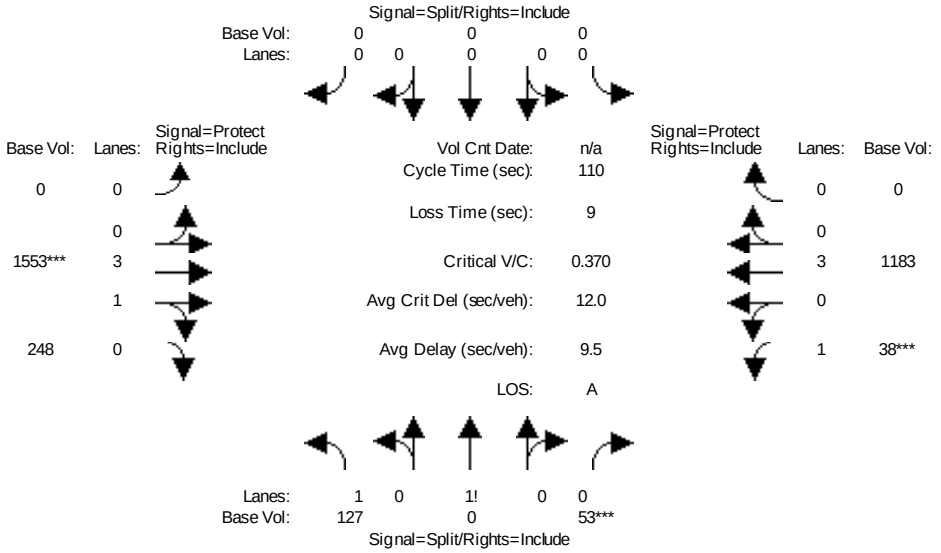


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	308	86	503	28	0	217	243	583	1376	0	1632	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:	308	86	503	28	0	217	243	583	1376	0	1632	57
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:	308	86	503	28	0	217	243	583	0	0	1632	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	86	503	28	0	217	243	583	0	0	1632	57
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:	308	86	503	28	0	217	243	583	0	0	1632	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.96	0.78	0.79	1.00	0.79	0.79	1.00	0.92	0.92	1.00	0.92
Lanes:	2.44	0.56	1.00	0.21	0.00	1.79	2.00	2.00	1.00	0.00	2.89	0.11
Final Sat.:	3691	1031	1488	309	0	2707	2992	3800	1750	0	5464	191
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.34	0.09	0.00	0.08	0.08	0.15	0.00	0.00	0.30	0.30
Crit Moves:			****	****			****				****	
Green/Cycle:	0.39	0.39	0.39	0.10	0.00	0.20	0.09	0.43	0.00	0.00	0.34	0.34
Volume/Cap:	0.22	0.22	0.87	0.87	0.00	0.41	0.87	0.35	0.00	0.00	0.87	0.87
Uniform Del:	32.8	32.8	45.4	70.7	0.0	56.2	71.6	30.2	0.0	0.0	49.4	49.4
IncremntDel:	0.1	0.1	13.9	24.8	0.0	0.5	24.9	0.1	0.0	0.0	4.8	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	32.9	32.9	59.4	95.5	0.0	56.6	96.6	30.3	0.0	0.0	54.2	54.2
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:	32.9	32.9	59.4	95.5	0.0	56.6	96.6	30.3	0.0	0.0	54.2	54.2
LOS by Move:	C	C	E	F	A	E	F	C	A	A	D	D
HCM2k95thQ:	9	9	44	18	0	11	18	17	0	0	44	44

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

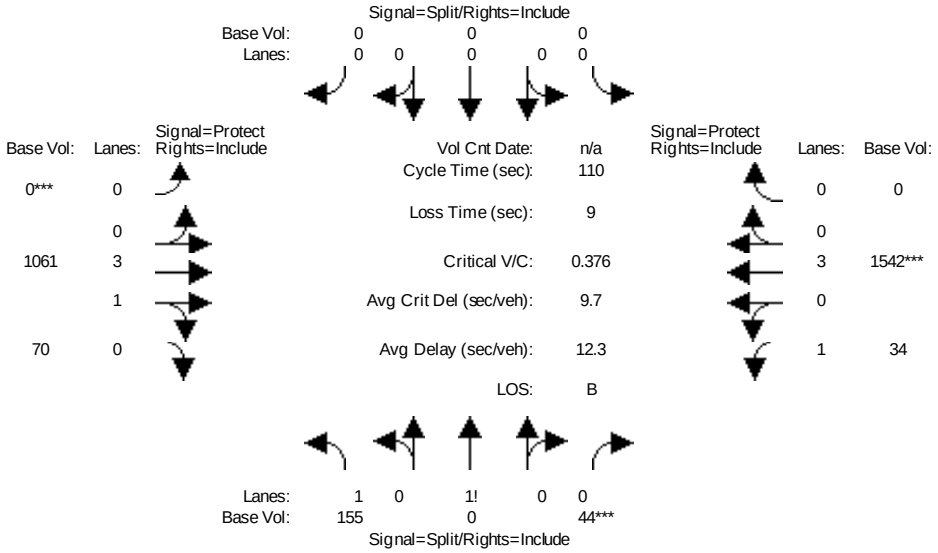


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	0	53	0	0	0	0	1553	248	38	1183	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:	127	0	53	0	0	0	0	1553	248	38	1183	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:	127	0	53	0	0	0	0	1553	248	38	1183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	53	0	0	0	0	1553	248	38	1183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	0	53	0	0	0	0	1553	248	38	1183	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	1.55	0.00	0.45	0.00	0.00	0.00	0.00	3.41	0.59	1.00	3.00	0.00
Final Sat.:	2497	0	735	0	0	0	0	6341	1013	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.24	0.02	0.21	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.66	0.66	0.06	0.72	0.00
Volume/Cap:	0.26	0.00	0.37	0.00	0.00	0.00	0.00	0.37	0.37	0.36	0.29	0.00
Uniform Del:	37.6	0.0	38.5	0.0	0.0	0.0	0.0	8.4	8.4	49.4	5.3	0.0
IncremntDel:	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.8	0.0	39.0	0.0	0.0	0.0	0.0	8.5	8.5	51.4	5.3	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:	37.8	0.0	39.0	0.0	0.0	0.0	0.0	8.5	8.5	51.4	5.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	12	12	3	9	0

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

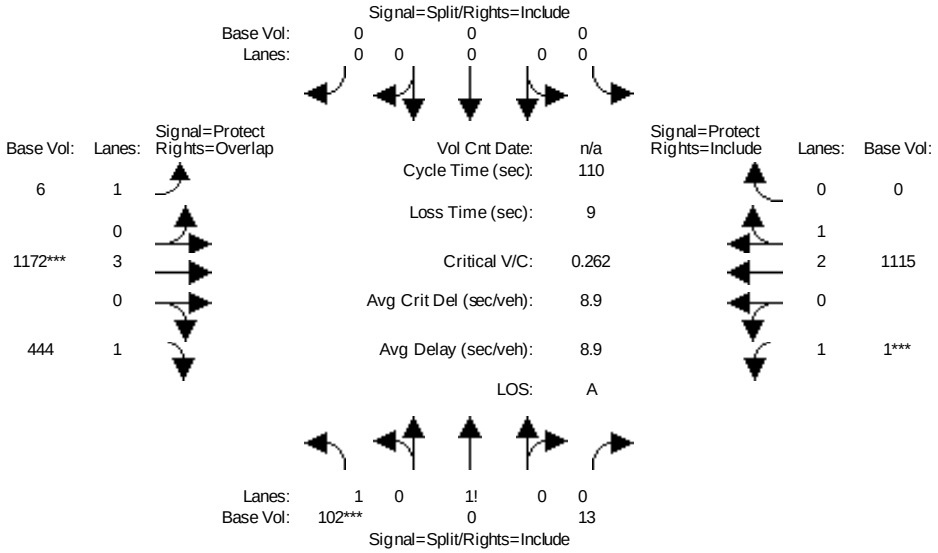


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	44	0	0	0	0	1061	70	34	1542	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:	155	0	44	0	0	0	0	1061	70	34	1542	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:	155	0	44	0	0	0	0	1061	70	34	1542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	44	0	0	0	0	1061	70	34	1542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	0	44	0	0	0	0	1061	70	34	1542	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.92	1.00	0.92	0.92	0.99	0.91	0.88	1.00	0.92
Lanes:	1.64	0.00	0.36	0.00	0.00	0.00	0.00	3.73	0.27	1.00	3.00	0.00
Final Sat.:	2669	0	590	0	0	0	0	7028	464	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.15	0.15	0.02	0.27	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.51	0.51	0.21	0.72	0.00
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.00	0.30	0.30	0.10	0.38	0.00
Uniform Del:	37.5	0.0	38.2	0.0	0.0	0.0	0.0	15.8	15.8	34.7	5.9	0.0
IncremntDel:	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.8	0.0	38.6	0.0	0.0	0.0	0.0	15.8	15.8	34.9	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	0.0	38.6	0.0	0.0	0.0	0.0	15.8	15.8	34.9	6.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	6	0	8	0	0	0	0	10	10	2	13	0

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

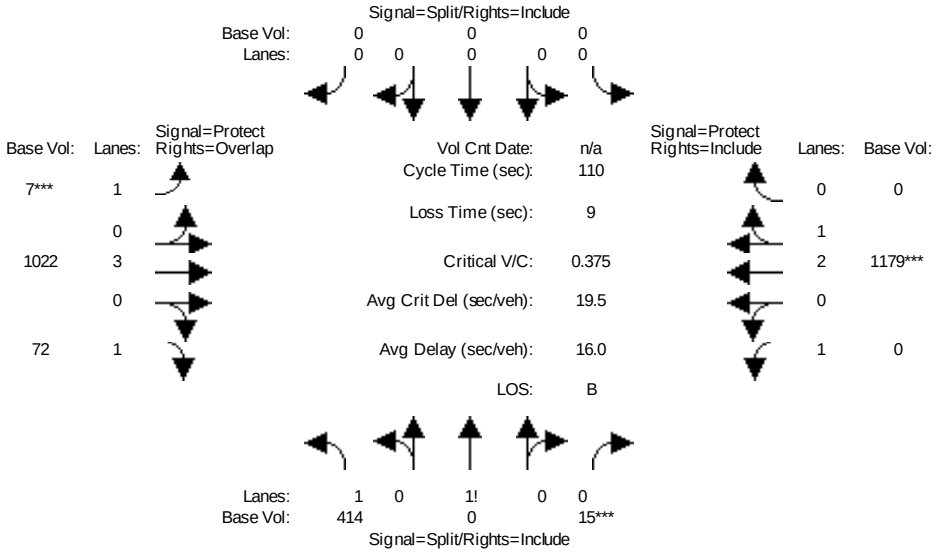


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	0	13	0	0	0	6	1172	444	1	1115	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:	102	0	13	0	0	0	6	1172	444	1	1115	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:	102	0	13	0	0	0	6	1172	444	1	1115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	13	0	0	0	6	1172	444	1	1115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	0	13	0	0	0	6	1172	444	1	1115	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	1.00	0.92	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.80	0.00	0.20	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2961	0	335	0	0	0	1663	5700	1488	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.21	0.30	0.00	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.19	0.72	0.85	0.06	0.59	0.00
Volume/Cap:	0.25	0.00	0.29	0.00	0.00	0.00	0.02	0.29	0.35	0.01	0.33	0.00
Uniform Del:	42.5	0.0	42.7	0.0	0.0	0.0	36.0	5.5	1.7	48.3	11.5	0.0
IncremntDel:	0.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	42.8	0.0	43.1	0.0	0.0	0.0	36.1	5.5	1.8	48.3	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	0.0	43.1	0.0	0.0	0.0	36.1	5.5	1.8	48.3	11.5	0.0
LOS by Move:	D	A	D	A	A	A	D	A	A	D	B	A
HCM2k95thQ:	4	0	5	0	0	0	0	9	7	0	12	0

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

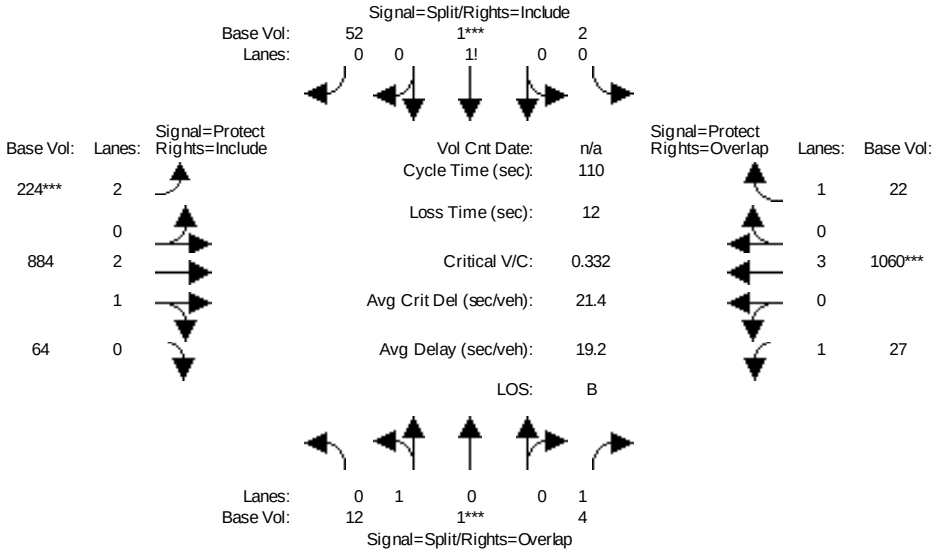


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	0	15	0	0	0	7	1022	72	0	1179	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:	414	0	15	0	0	0	7	1022	72	0	1179	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:	414	0	15	0	0	0	7	1022	72	0	1179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	0	15	0	0	0	7	1022	72	0	1179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	0	15	0	0	0	7	1022	72	0	1179	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	1.00	0.92	0.88	1.00	0.78	0.92	1.00	0.92
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3210	0	112	0	0	0	1663	5700	1488	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.18	0.05	0.00	0.21	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.06	0.58	0.92	0.00	0.52	0.00
Volume/Cap:	0.38	0.00	0.40	0.00	0.00	0.00	0.07	0.31	0.05	0.00	0.40	0.00
Uniform Del:	27.9	0.0	28.0	0.0	0.0	0.0	48.4	11.7	0.4	0.0	16.0	0.0
IncremntDel:	0.2	0.0	0.2	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	28.1	0.0	28.3	0.0	0.0	0.0	48.7	11.7	0.4	0.0	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	0.0	28.3	0.0	0.0	0.0	48.7	11.7	0.4	0.0	16.1	0.0
LOS by Move:	C	A	C	A	A	A	D	B	A	A	B	A
HCM2k95thQ:	12	0	12	0	0	0	0	11	1	0	15	0

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

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

Intersection #5: Silver Creek Valley / Fontanoso

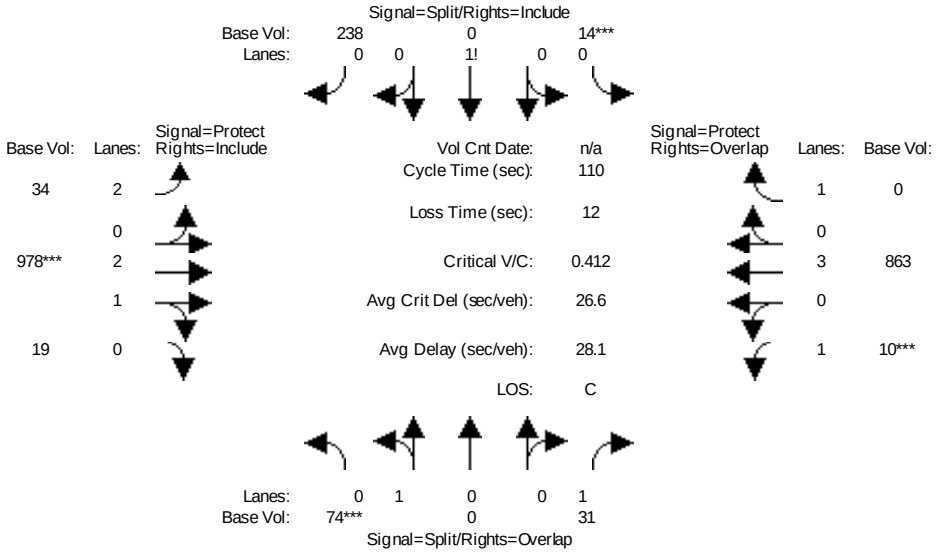


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	1	4	2	1	52	224	884	64	27	1060	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:	12	1	4	2	1	52	224	884	64	27	1060	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:	12	1	4	2	1	52	224	884	64	27	1060	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	4	2	1	52	224	884	64	27	1060	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1	4	2	1	52	224	884	64	27	1060	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.03	0.02	0.95	2.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1625	135	1750	64	32	1657	3150	5285	383	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.03	0.07	0.17	0.17	0.02	0.19	0.01
Crit Moves:		****			****		****				****	
Green/Cycle:	0.09	0.09	0.29	0.09	0.09	0.09	0.20	0.51	0.51	0.20	0.51	0.60
Volume/Cap:	0.08	0.08	0.01	0.35	0.35	0.35	0.36	0.33	0.33	0.08	0.36	0.02
Uniform Del:	45.8	45.8	28.1	46.9	46.9	46.9	38.3	15.6	15.6	36.2	16.0	8.7
IncremntDel:	0.2	0.2	0.0	1.3	1.3	1.3	0.4	0.1	0.1	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.0	46.0	28.1	48.2	48.2	48.2	38.6	15.7	15.7	36.3	16.1	8.7
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:	46.0	46.0	28.1	48.2	48.2	48.2	38.6	15.7	15.7	36.3	16.1	8.7
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	A
HCM2k95thQ:	1	1	0	5	5	5	8	12	12	2	13	1

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

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

Intersection #5: Silver Creek Valley / Fontanoso

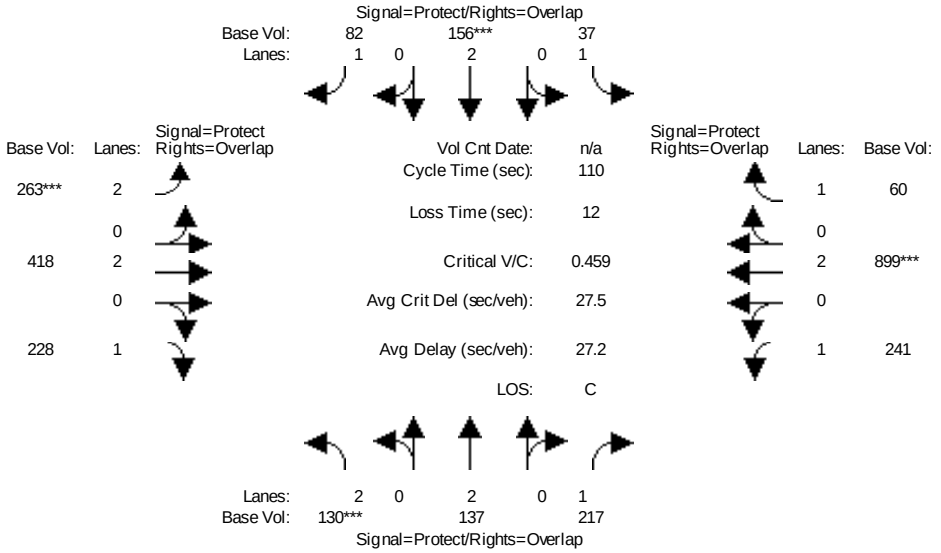


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	31	14	0	238	34	978	19	10	863	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:	74	0	31	14	0	238	34	978	19	10	863	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:	74	0	31	14	0	238	34	978	19	10	863	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	31	14	0	238	34	978	19	10	863	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	31	14	0	238	34	978	19	10	863	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.06	0.00	0.94	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1750	0	1750	97	0	1653	3150	5582	108	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.14	0.00	0.14	0.01	0.18	0.18	0.01	0.15	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.10	0.00	0.16	0.33	0.00	0.33	0.14	0.40	0.40	0.06	0.33	0.00
Volume/Cap:	0.44	0.00	0.11	0.44	0.00	0.44	0.08	0.44	0.44	0.09	0.46	0.00
Uniform Del:	46.9	0.0	39.5	28.9	0.0	28.9	41.4	23.9	23.9	48.5	29.3	0.0
IncremntDel:	1.8	0.0	0.2	0.5	0.0	0.5	0.1	0.1	0.1	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	48.7	0.0	39.6	29.4	0.0	29.4	41.4	24.1	24.1	48.9	29.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	0.0	39.6	29.4	0.0	29.4	41.4	24.1	24.1	48.9	29.5	0.0
LOS by Move:	D	A	D	C	A	C	D	C	C	D	C	A
HCM2k95thQ:	6	0	2	14	0	14	1	15	15	1	14	0

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

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

Intersection #6: SIlver Creek Valley / Hellyer

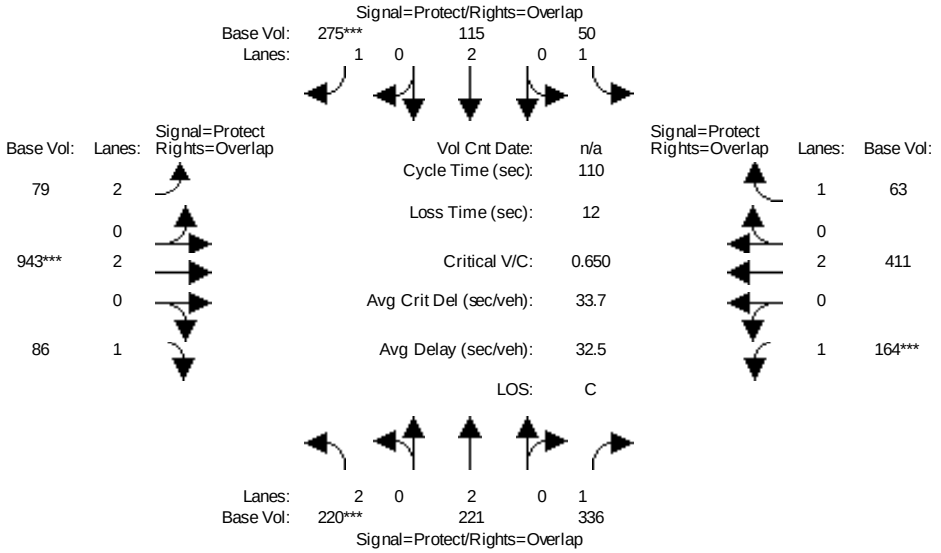


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	137	217	37	156	82	263	418	228	241	899	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:	130	137	217	37	156	82	263	418	228	241	899	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:	130	137	217	37	156	82	263	418	228	241	899	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	137	217	37	156	82	263	418	228	241	899	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:	130	137	217	37	156	82	263	418	228	241	899	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.15	0.02	0.04	0.06	0.09	0.11	0.15	0.14	0.24	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.11	0.51	0.08	0.09	0.28	0.19	0.30	0.40	0.40	0.51	0.59
Volume/Cap:	0.46	0.33	0.29	0.29	0.45	0.20	0.46	0.36	0.38	0.36	0.46	0.07
Uniform Del:	47.1	45.3	15.4	48.0	47.4	30.0	39.5	29.9	23.5	23.1	17.0	9.6
IncremntDel:	1.2	0.5	0.2	1.3	0.9	0.2	0.6	0.2	0.4	0.3	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.3	45.8	15.7	49.3	48.3	30.2	40.0	30.1	23.9	23.4	17.2	9.6
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:	48.3	45.8	15.7	49.3	48.3	30.2	40.0	30.1	23.9	23.4	17.2	9.6
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	A
HCM2k95thQ:	6	5	9	3	6	5	9	10	11	12	18	2

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

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

Intersection #6: SIlver Creek Valley / Hellyer

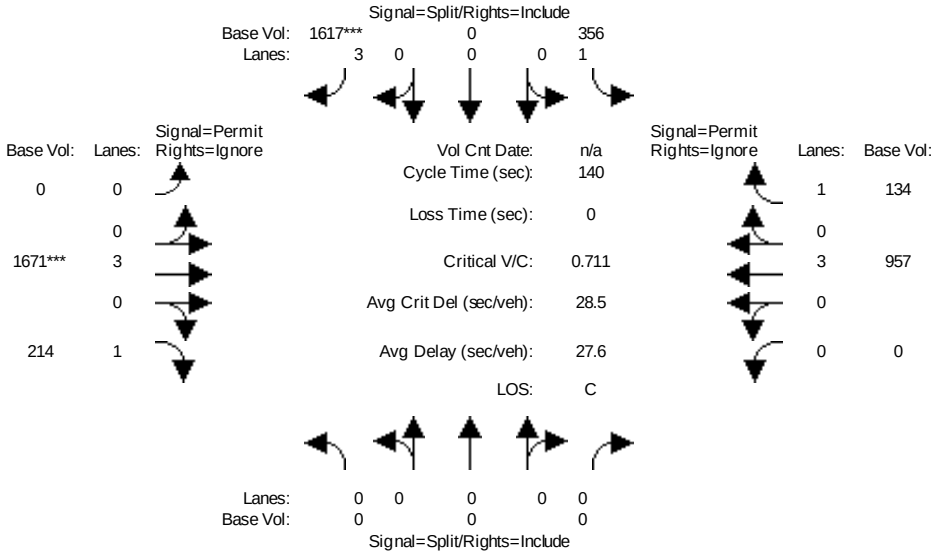


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	221	336	50	115	275	79	943	86	164	411	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	221	336	50	115	275	79	943	86	164	411	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	221	336	50	115	275	79	943	86	164	411	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	221	336	50	115	275	79	943	86	164	411	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	221	336	50	115	275	79	943	86	164	411	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.23	0.03	0.03	0.18	0.03	0.25	0.06	0.10	0.11	0.04
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.20	0.35	0.10	0.19	0.38	0.20	0.38	0.50	0.15	0.34	0.44
Volume/Cap:	0.65	0.29	0.64	0.30	0.16	0.48	0.13	0.65	0.12	0.65	0.32	0.10
Uniform Del:	46.7	37.4	29.9	45.9	37.5	25.6	36.4	27.9	14.9	43.9	27.2	18.3
IncremntDel:	4.4	0.2	2.7	1.0	0.1	0.6	0.1	1.0	0.1	5.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	37.6	32.6	47.0	37.6	26.2	36.5	29.0	15.0	49.8	27.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	37.6	32.6	47.0	37.6	26.2	36.5	29.0	15.0	49.8	27.3	18.3
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2k95thQ:	11	7	20	4	3	15	3	23	3	13	10	3

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

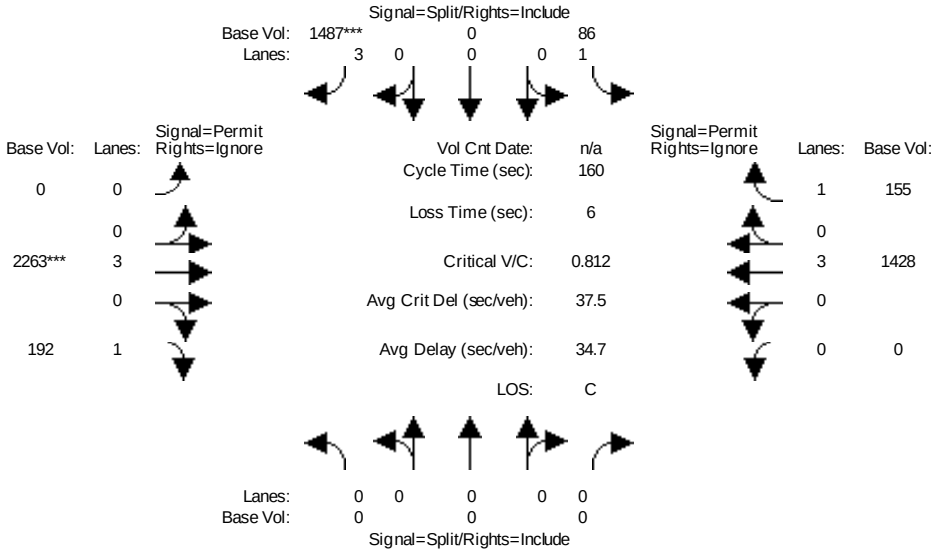


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	356	0	1617	0	1671	214	0	957	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:	0	0	0	356	0	1617	0	1671	214	0	957	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	356	0	1617	0	1671	0	0	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	0	1617	0	1671	0	0	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	356	0	1617	0	1671	0	0	957	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	0.88	1.00	0.68	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1663	0	3868	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.42	0.00	0.29	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.71	0.00	0.71	0.00	0.00	0.41	0.00
Uniform Del:	0.0	0.0	0.0	15.1	0.0	20.4	0.0	34.2	0.0	0.0	29.1	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	1.1	0.0	1.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.4	0.0	21.5	0.0	35.3	0.0	0.0	29.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.4	0.0	21.5	0.0	35.3	0.0	0.0	29.2	0.0
LOS by Move:	A	A	A	B	A	C	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	16	0	35	0	34	0	0	18	0

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

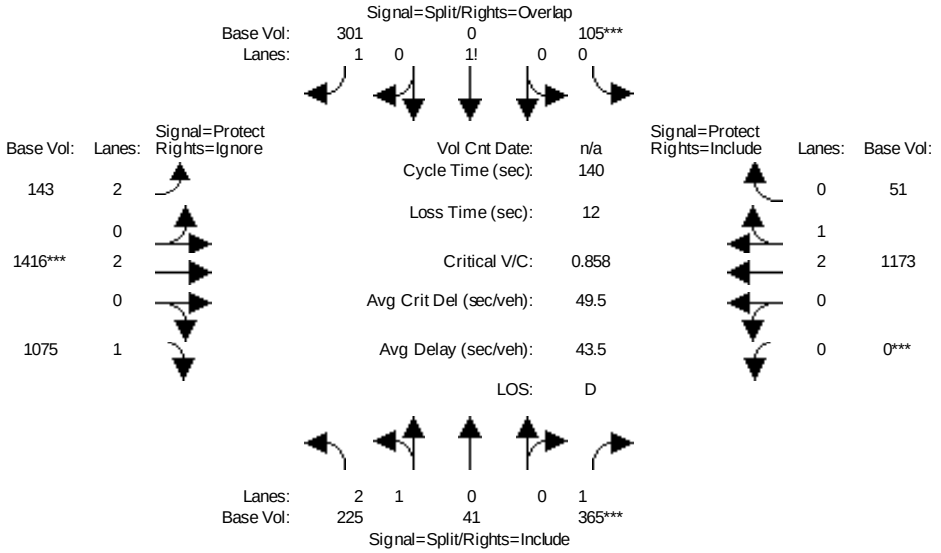


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	86	0	1487	0	2263	192	0	1428	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	86	0	1487	0	2263	192	0	1428	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	86	0	1487	0	2263	0	0	1428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	1487	0	2263	0	0	1428	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	86	0	1487	0	2263	0	0	1428	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	0.88	1.00	0.68	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1663	0	3868	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.38	0.00	0.40	0.00	0.00	0.25	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.81	0.00	0.81	0.00	0.00	0.51	0.00
Uniform Del:	0.0	0.0	0.0	23.4	0.0	36.0	0.0	34.6	0.0	0.0	27.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	2.9	0.0	1.9	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	38.9	0.0	36.5	0.0	0.0	28.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	0.0	38.9	0.0	36.5	0.0	0.0	28.0	0.0
LOS by Move:	A	A	A	C	A	D	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	5	0	44	0	51	0	0	27	0

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

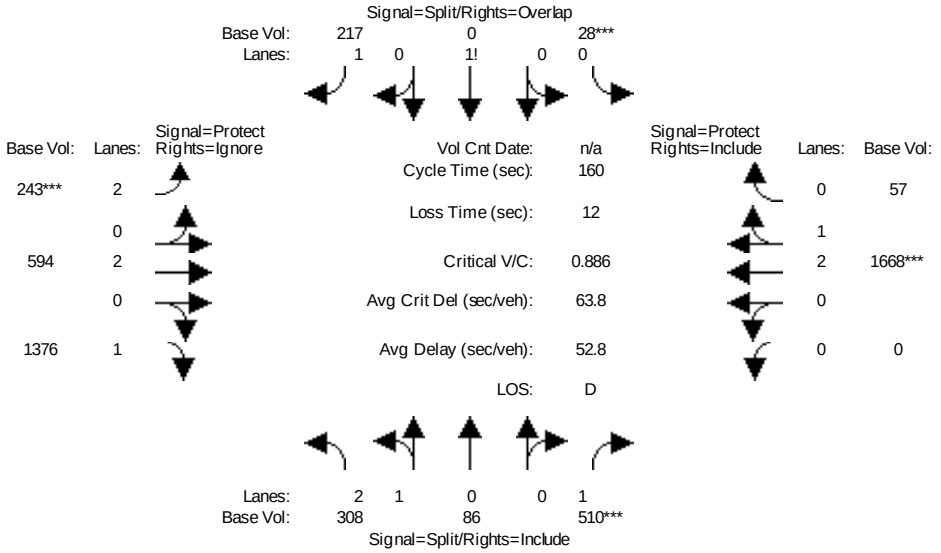


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	225	41	365	105	0	301	143	1416	1075	0	1173	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	41	365	105	0	301	143	1416	1075	0	1173	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	225	41	365	105	0	301	143	1416	0	0	1173	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	41	365	105	0	301	143	1416	0	0	1173	51
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:	225	41	365	105	0	301	143	1416	0	0	1173	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.78	0.81	1.00	0.81	0.79	1.00	0.92	0.92	0.99	0.92
Lanes:	2.61	0.39	1.00	0.41	0.00	1.59	2.00	2.00	1.00	0.00	2.86	0.14
Final Sat.:	3937	717	1488	631	0	2440	2992	3800	1750	0	5410	235
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.25	0.17	0.00	0.12	0.05	0.37	0.00	0.00	0.22	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.29	0.29	0.29	0.19	0.00	0.28	0.08	0.43	0.00	0.00	0.35	0.35
Volume/Cap:	0.20	0.20	0.86	0.86	0.00	0.45	0.59	0.86	0.00	0.00	0.61	0.61
Uniform Del:	37.8	37.8	47.3	54.6	0.0	41.9	62.0	35.7	0.0	0.0	37.4	37.4
IncremntDel:	0.1	0.1	15.8	14.5	0.0	0.4	3.7	4.7	0.0	0.0	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	37.9	37.9	63.1	69.0	0.0	42.3	65.7	40.4	0.0	0.0	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	37.9	63.1	69.0	0.0	42.3	65.7	40.4	0.0	0.0	38.0	38.0
LOS by Move:	D	D	E	E	A	D	E	D	A	A	D	D
HCM2k95thQ:	7	7	32	25	0	14	9	48	0	0	25	25

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

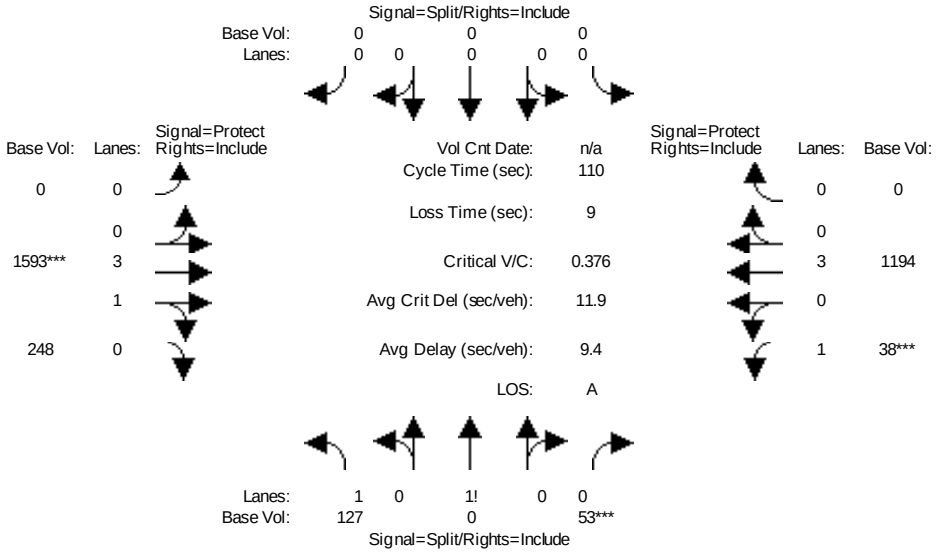


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	308	86	510	28	0	217	243	594	1376	0	1668	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:	308	86	510	28	0	217	243	594	1376	0	1668	57
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:	308	86	510	28	0	217	243	594	0	0	1668	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	86	510	28	0	217	243	594	0	0	1668	57
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:	308	86	510	28	0	217	243	594	0	0	1668	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.96	0.78	0.79	1.00	0.79	0.79	1.00	0.92	0.92	1.00	0.92
Lanes:	2.44	0.56	1.00	0.21	0.00	1.79	2.00	2.00	1.00	0.00	2.89	0.11
Final Sat.:	3691	1031	1488	309	0	2707	2992	3800	1750	0	5469	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.34	0.09	0.00	0.08	0.08	0.16	0.00	0.00	0.31	0.31
Crit Moves:			****	****			****				****	
Green/Cycle:	0.39	0.39	0.39	0.10	0.00	0.19	0.09	0.44	0.00	0.00	0.34	0.34
Volume/Cap:	0.22	0.22	0.89	0.89	0.00	0.41	0.89	0.36	0.00	0.00	0.89	0.89
Uniform Del:	32.8	32.8	45.8	70.9	0.0	56.5	71.8	30.2	0.0	0.0	49.5	49.5
IncremntDel:	0.1	0.1	15.3	27.1	0.0	0.5	27.2	0.1	0.0	0.0	5.3	5.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	32.9	32.9	61.1	98.0	0.0	57.0	99.1	30.3	0.0	0.0	54.8	54.8
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:	32.9	32.9	61.1	98.0	0.0	57.0	99.1	30.3	0.0	0.0	54.8	54.8
LOS by Move:	C	C	E	F	A	E	F	C	A	A	D	D
HCM2k95thQ:	9	9	45	18	0	11	18	17	0	0	46	46

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

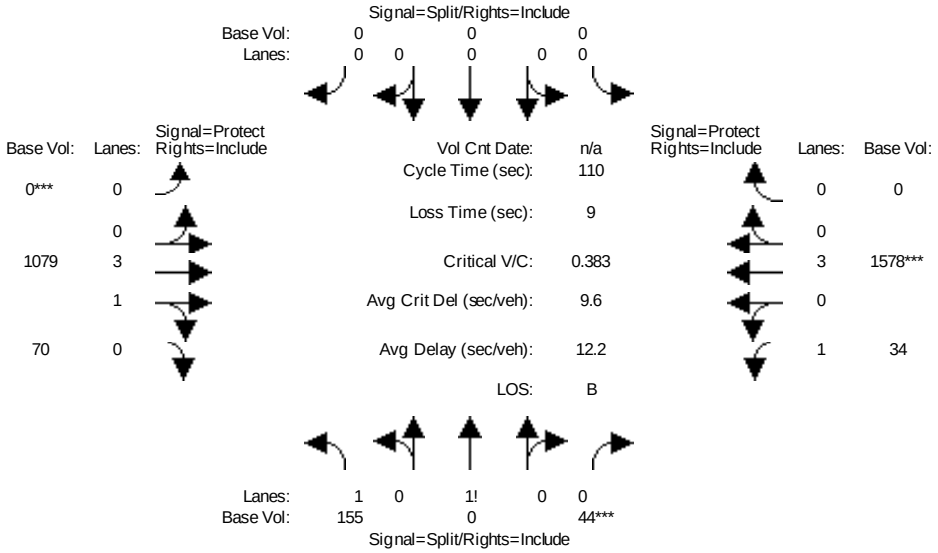


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	0	53	0	0	0	0	1593	248	38	1194	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:	127	0	53	0	0	0	0	1593	248	38	1194	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:	127	0	53	0	0	0	0	1593	248	38	1194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	53	0	0	0	0	1593	248	38	1194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	0	53	0	0	0	0	1593	248	38	1194	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	1.55	0.00	0.45	0.00	0.00	0.00	0.00	3.42	0.58	1.00	3.00	0.00
Final Sat.:	2497	0	735	0	0	0	0	6371	992	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.25	0.25	0.02	0.21	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.66	0.66	0.06	0.73	0.00
Volume/Cap:	0.27	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.38	0.36	0.29	0.00
Uniform Del:	37.9	0.0	38.8	0.0	0.0	0.0	0.0	8.3	8.3	49.4	5.2	0.0
IncremntDel:	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	38.1	0.0	39.3	0.0	0.0	0.0	0.0	8.4	8.4	51.4	5.2	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:	38.1	0.0	39.3	0.0	0.0	0.0	0.0	8.4	8.4	51.4	5.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	13	13	3	9	0

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

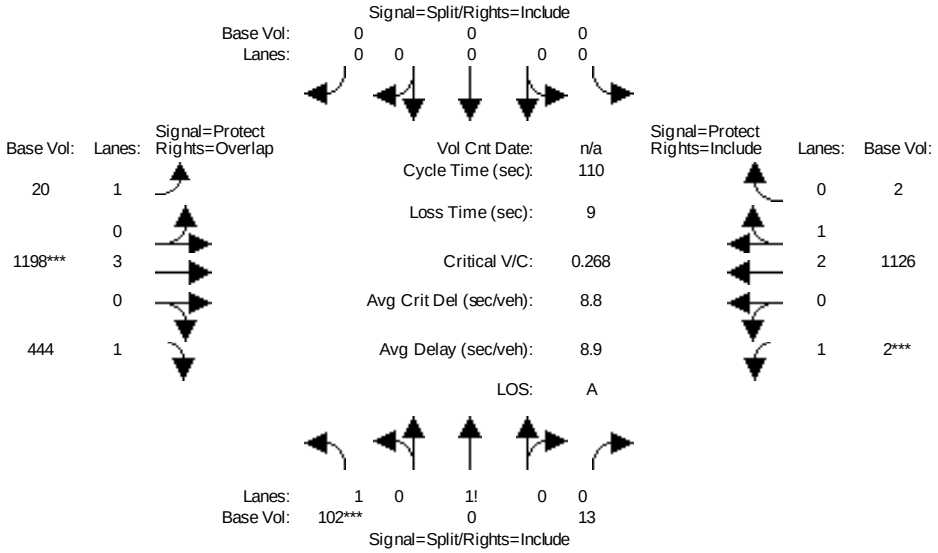


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	44	0	0	0	0	1079	70	34	1578	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:	155	0	44	0	0	0	0	1079	70	34	1578	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:	155	0	44	0	0	0	0	1079	70	34	1578	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	44	0	0	0	0	1079	70	34	1578	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	0	44	0	0	0	0	1079	70	34	1578	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.92	1.00	0.92	0.92	0.99	0.91	0.88	1.00	0.92
Lanes:	1.64	0.00	0.36	0.00	0.00	0.00	0.00	3.74	0.26	1.00	3.00	0.00
Final Sat.:	2669	0	590	0	0	0	0	7036	456	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.15	0.15	0.02	0.28	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.51	0.51	0.21	0.72	0.00
Volume/Cap:	0.30	0.00	0.38	0.00	0.00	0.00	0.00	0.30	0.30	0.10	0.38	0.00
Uniform Del:	37.9	0.0	38.5	0.0	0.0	0.0	0.0	15.5	15.5	34.9	5.8	0.0
IncremntDel:	0.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	38.1	0.0	39.0	0.0	0.0	0.0	0.0	15.6	15.6	35.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	0.0	39.0	0.0	0.0	0.0	0.0	15.6	15.6	35.0	5.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	6	0	8	0	0	0	0	10	10	2	13	0

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

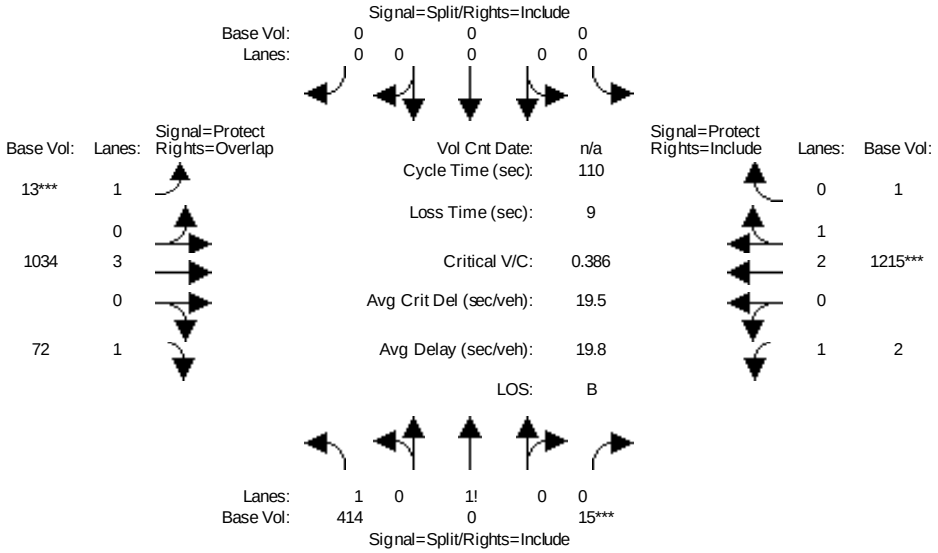


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	0	13	0	0	0	20	1198	444	2	1126	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	13	0	0	0	20	1198	444	2	1126	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	13	0	0	0	20	1198	444	2	1126	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	13	0	0	0	20	1198	444	2	1126	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	0	13	0	0	0	20	1198	444	2	1126	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	1.00	0.92	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.80	0.00	0.20	0.00	0.00	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2961	0	335	0	0	0	1663	5700	1488	1663	5689	10
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.01	0.21	0.30	0.00	0.20	0.20
Crit Moves:	****							****		****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.19	0.72	0.85	0.06	0.59	0.59
Volume/Cap:	0.26	0.00	0.29	0.00	0.00	0.00	0.06	0.29	0.35	0.02	0.33	0.33
Uniform Del:	42.8	0.0	43.0	0.0	0.0	0.0	36.4	5.4	1.7	48.3	11.3	11.3
IncremntDel:	0.3	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	0.0	43.4	0.0	0.0	0.0	36.5	5.4	1.8	48.4	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	0.0	43.4	0.0	0.0	0.0	36.5	5.4	1.8	48.4	11.4	11.4
LOS by Move:	D	A	D	A	A	A	D	A	A	D	B	B
HCM2k95thQ:	4	0	5	0	0	0	1	9	7	0	12	12

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

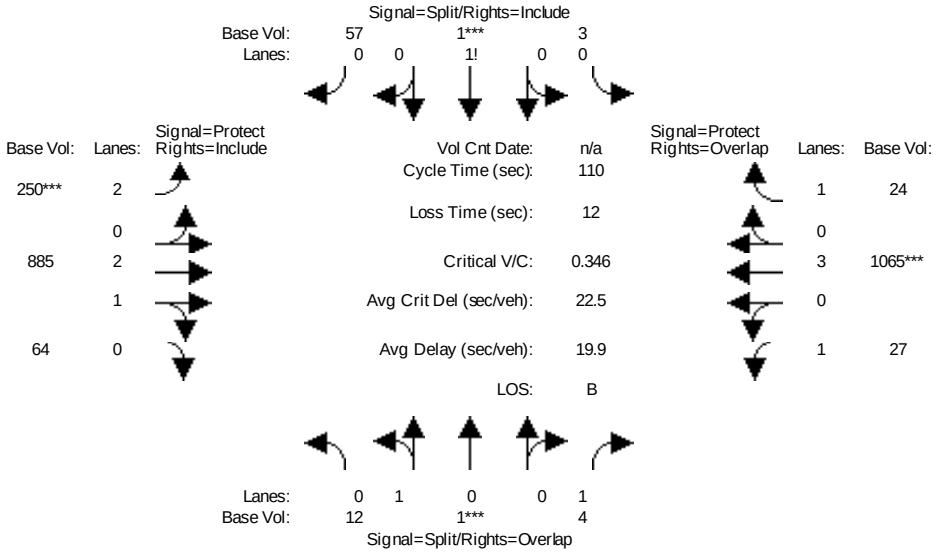


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	0	15	0	0	0	13	1034	72	2	1215	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	0	15	0	0	0	13	1034	72	2	1215	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	0	15	0	0	0	13	1034	72	2	1215	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	0	15	0	0	0	13	1034	72	2	1215	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	0	15	0	0	0	13	1034	72	2	1215	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	1.00	0.92	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	3210	0	112	0	0	0	1663	5700	1488	1663	5695	5
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.01	0.18	0.05	0.00	0.21	0.21
Crit Moves:			****				****				****	
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.06	0.44	0.77	0.15	0.53	0.53
Volume/Cap:	0.39	0.00	0.41	0.00	0.00	0.00	0.12	0.42	0.06	0.01	0.41	0.41
Uniform Del:	28.4	0.0	28.6	0.0	0.0	0.0	48.6	21.4	3.2	39.5	15.7	15.7
IncremntDel:	0.2	0.0	0.3	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.7	0.0	28.8	0.0	0.0	0.0	49.1	21.5	3.2	39.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	0.0	28.8	0.0	0.0	0.0	49.1	21.5	3.2	39.5	15.8	15.8
LOS by Move:	C	A	C	A	A	A	D	C	A	D	B	B
HCM2k95thQ:	12	0	12	0	0	0	1	15	1	0	15	15

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

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

Intersection #5: Silver Creek Valley / Fontanoso

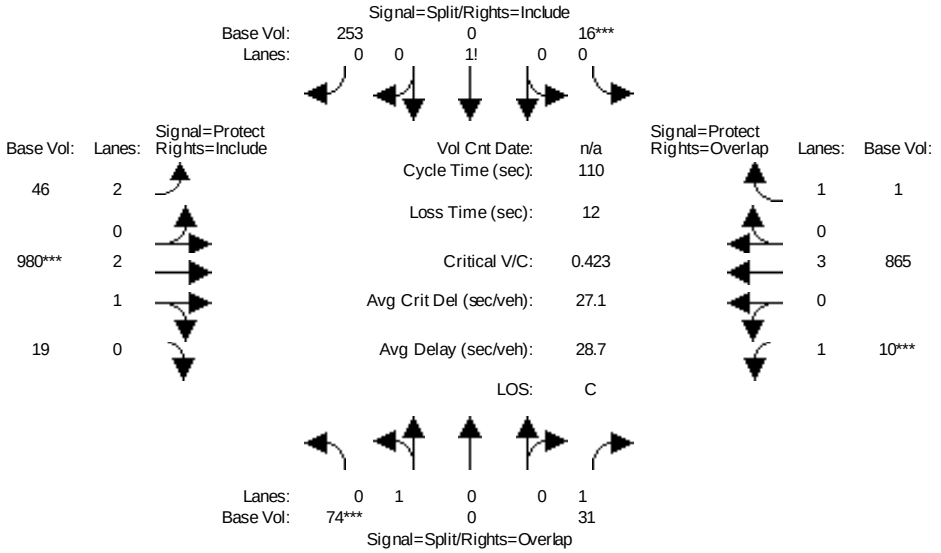


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	1	4	3	1	57	250	885	64	27	1065	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:	12	1	4	3	1	57	250	885	64	27	1065	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:	12	1	4	3	1	57	250	885	64	27	1065	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	4	3	1	57	250	885	64	27	1065	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:	12	1	4	3	1	57	250	885	64	27	1065	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.05	0.01	0.94	2.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1625	135	1750	86	29	1637	3150	5285	382	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.03	0.08	0.17	0.17	0.02	0.19	0.01
Crit Moves:		****			****		****				****	
Green/Cycle:	0.09	0.09	0.29	0.09	0.09	0.09	0.21	0.51	0.51	0.19	0.50	0.59
Volume/Cap:	0.08	0.08	0.01	0.38	0.38	0.38	0.38	0.33	0.33	0.08	0.38	0.02
Uniform Del:	45.8	45.8	28.1	46.9	46.9	46.9	37.2	15.7	15.7	36.2	17.1	9.4
IncremntDel:	0.2	0.2	0.0	1.5	1.5	1.5	0.4	0.1	0.1	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.0	46.0	28.1	48.4	48.4	48.4	37.6	15.8	15.8	36.3	17.2	9.4
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:	46.0	46.0	28.1	48.4	48.4	48.4	37.6	15.8	15.8	36.3	17.2	9.4
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	A
HCM2k95thQ:	1	1	0	5	5	5	9	12	12	2	14	1

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

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

Intersection #5: Silver Creek Valley / Fontanoso

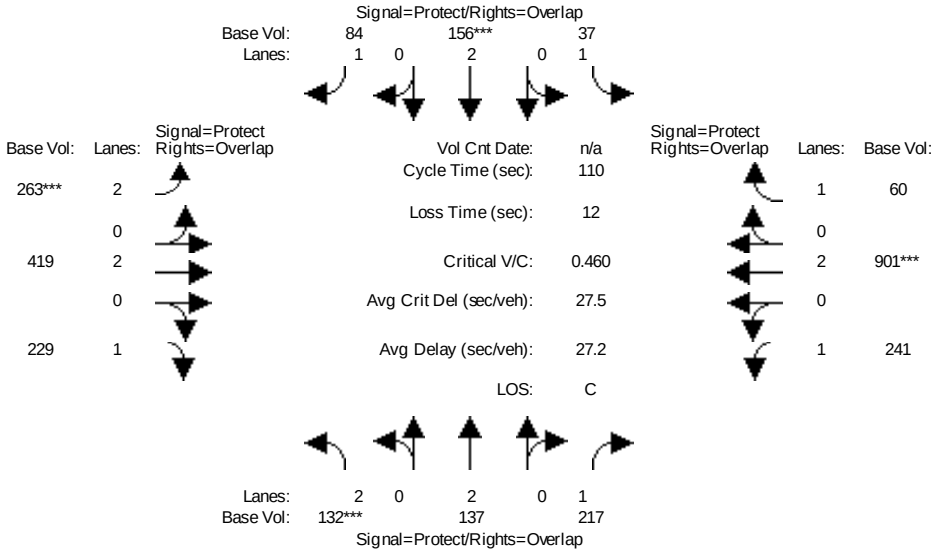


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	31	16	0	253	46	980	19	10	865	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	31	16	0	253	46	980	19	10	865	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	31	16	0	253	46	980	19	10	865	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	31	16	0	253	46	980	19	10	865	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	31	16	0	253	46	980	19	10	865	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.06	0.00	0.94	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1750	0	1750	104	0	1646	3150	5582	108	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.15	0.00	0.15	0.01	0.18	0.18	0.01	0.15	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.09	0.00	0.16	0.34	0.00	0.34	0.13	0.39	0.39	0.06	0.32	0.66
Volume/Cap:	0.45	0.00	0.11	0.45	0.00	0.45	0.11	0.45	0.45	0.09	0.47	0.00
Uniform Del:	47.1	0.0	39.7	28.1	0.0	28.1	41.8	24.8	24.8	48.5	30.0	6.3
IncremntDel:	1.9	0.0	0.2	0.5	0.0	0.5	0.1	0.1	0.1	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.1	0.0	39.9	28.7	0.0	28.7	41.9	24.9	24.9	48.9	30.2	6.3
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:	49.1	0.0	39.9	28.7	0.0	28.7	41.9	24.9	24.9	48.9	30.2	6.3
LOS by Move:	D	A	D	C	A	C	D	C	C	D	C	A
HCM2k95thQ:	6	0	2	15	0	15	2	16	16	1	14	0

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

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

Intersection #6: SIlver Creek Valley / Hellyer

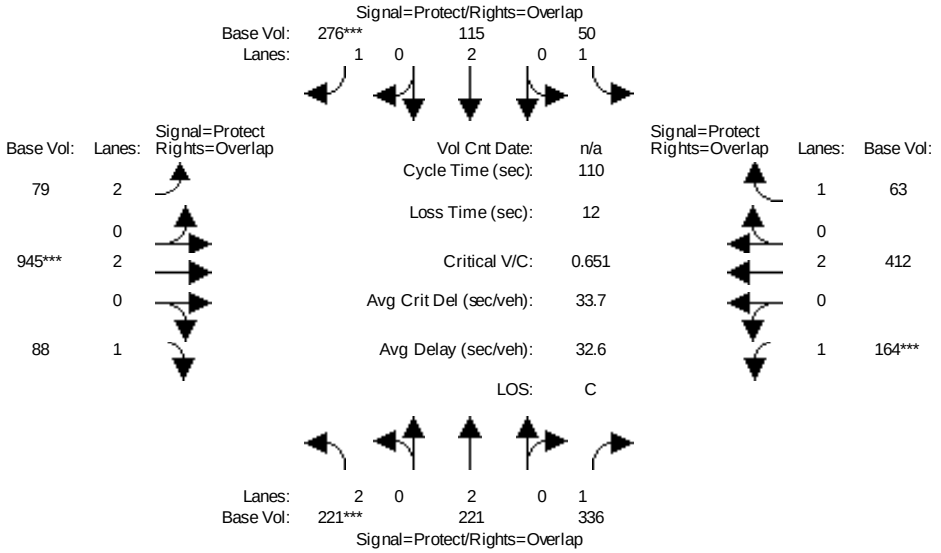


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	137	217	37	156	84	263	419	229	241	901	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:	132	137	217	37	156	84	263	419	229	241	901	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:	132	137	217	37	156	84	263	419	229	241	901	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	137	217	37	156	84	263	419	229	241	901	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:	132	137	217	37	156	84	263	419	229	241	901	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.15	0.02	0.04	0.06	0.09	0.11	0.15	0.14	0.24	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.11	0.51	0.08	0.09	0.28	0.19	0.30	0.40	0.40	0.51	0.59
Volume/Cap:	0.46	0.33	0.29	0.29	0.45	0.20	0.46	0.36	0.38	0.36	0.46	0.07
Uniform Del:	47.1	45.2	15.5	47.9	47.4	30.1	39.5	29.9	23.4	23.2	17.0	9.6
IncremntDel:	1.2	0.5	0.2	1.3	0.9	0.2	0.6	0.2	0.4	0.3	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	45.7	15.7	49.2	48.3	30.3	40.1	30.1	23.8	23.5	17.2	9.6
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:	48.2	45.7	15.7	49.2	48.3	30.3	40.1	30.1	23.8	23.5	17.2	9.6
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	A
HCM2k95thQ:	6	5	9	3	6	5	9	10	11	12	18	2

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

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

Intersection #6: SIlver Creek Valley / Hellyer

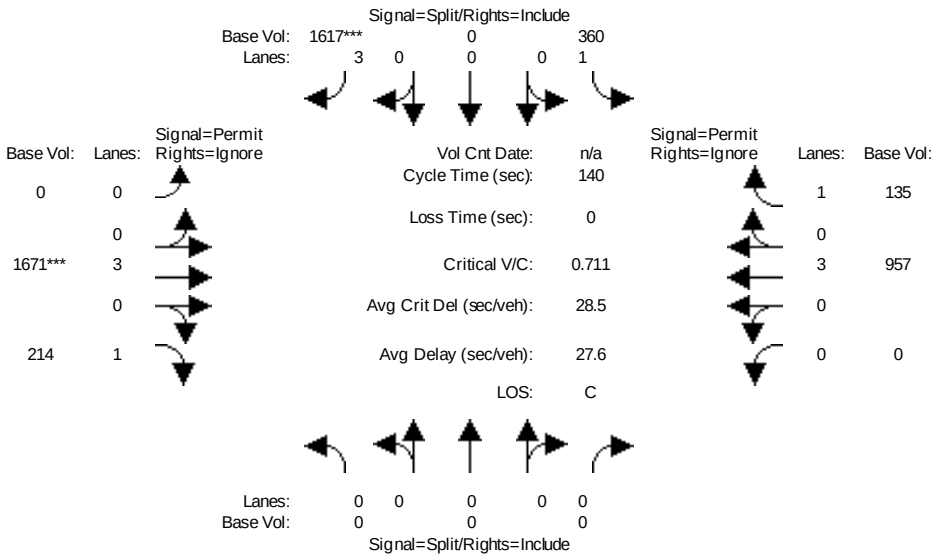


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	221	221	336	50	115	276	79	945	88	164	412	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	221	336	50	115	276	79	945	88	164	412	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	221	336	50	115	276	79	945	88	164	412	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	221	336	50	115	276	79	945	88	164	412	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	221	336	50	115	276	79	945	88	164	412	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.23	0.03	0.03	0.19	0.03	0.25	0.06	0.10	0.11	0.04
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.20	0.35	0.10	0.19	0.38	0.20	0.38	0.50	0.15	0.34	0.44
Volume/Cap:	0.65	0.29	0.64	0.30	0.16	0.48	0.13	0.65	0.12	0.65	0.32	0.10
Uniform Del:	46.7	37.3	29.9	45.9	37.5	25.6	36.4	28.0	14.9	43.9	27.2	18.3
IncremntDel:	4.5	0.2	2.7	1.0	0.1	0.6	0.1	1.1	0.1	5.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	37.6	32.6	46.9	37.6	26.2	36.5	29.0	15.0	49.9	27.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	37.6	32.6	46.9	37.6	26.2	36.5	29.0	15.0	49.9	27.3	18.3
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2k95thQ:	11	7	20	4	3	15	3	23	3	13	10	3

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

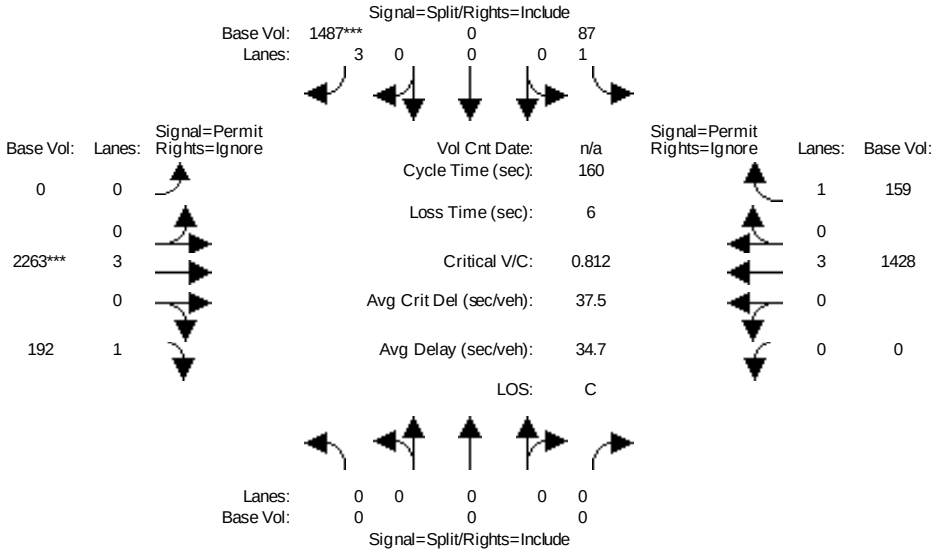


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	360	0	1617	0	1671	214	0	957	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:	0	0	0	360	0	1617	0	1671	214	0	957	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	360	0	1617	0	1671	0	0	957	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	1617	0	1671	0	0	957	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	360	0	1617	0	1671	0	0	957	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	0.88	1.00	0.68	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1663	0	3868	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.42	0.00	0.29	0.00	0.00	0.17	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.00	0.41	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.71	0.00	0.71	0.00	0.00	0.41	0.00
Uniform Del:	0.0	0.0	0.0	15.2	0.0	20.4	0.0	34.2	0.0	0.0	29.1	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	1.1	0.0	1.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.4	0.0	21.5	0.0	35.3	0.0	0.0	29.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.4	0.0	21.5	0.0	35.3	0.0	0.0	29.2	0.0
LOS by Move:	A	A	A	B	A	C	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	16	0	35	0	34	0	0	18	0

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

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

Intersection #1: Blossom Hilll / Highway 101 SB Ramps

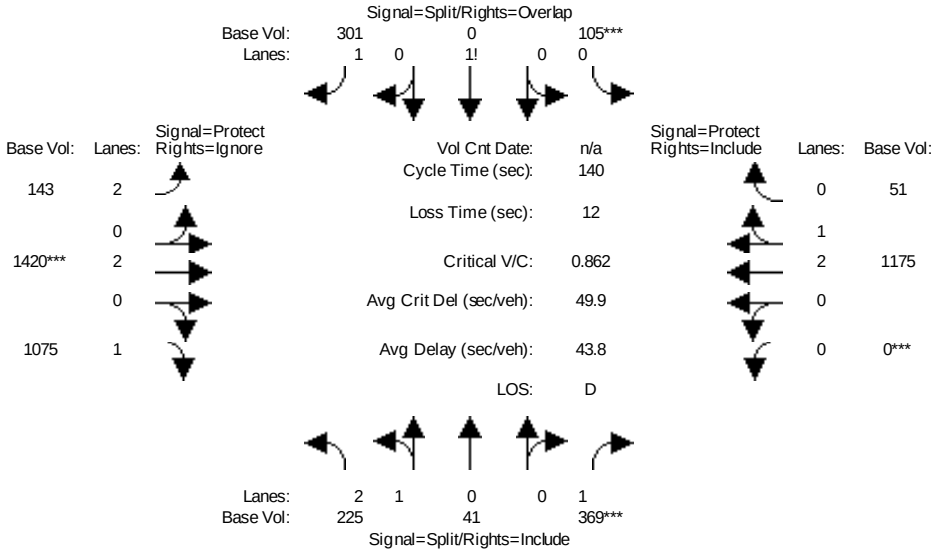


Street Name:	Highway 101 SB Ramps						Blossom Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	87	0	1487	0	2263	192	0	1428	159
Growth Adj:	1.00	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	87	0	1487	0	2263	192	0	1428	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	87	0	1487	0	2263	0	0	1428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	1487	0	2263	0	0	1428	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	87	0	1487	0	2263	0	0	1428	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	0.88	1.00	0.68	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1663	0	3868	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.38	0.00	0.40	0.00	0.00	0.25	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.81	0.00	0.81	0.00	0.00	0.51	0.00
Uniform Del:	0.0	0.0	0.0	23.4	0.0	36.0	0.0	34.6	0.0	0.0	27.9	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	2.9	0.0	1.9	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	38.9	0.0	36.5	0.0	0.0	28.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	38.9	0.0	36.5	0.0	0.0	28.0	0.0
LOS by Move:	A	A	A	C	A	D	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	5	0	44	0	51	0	0	27	0

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

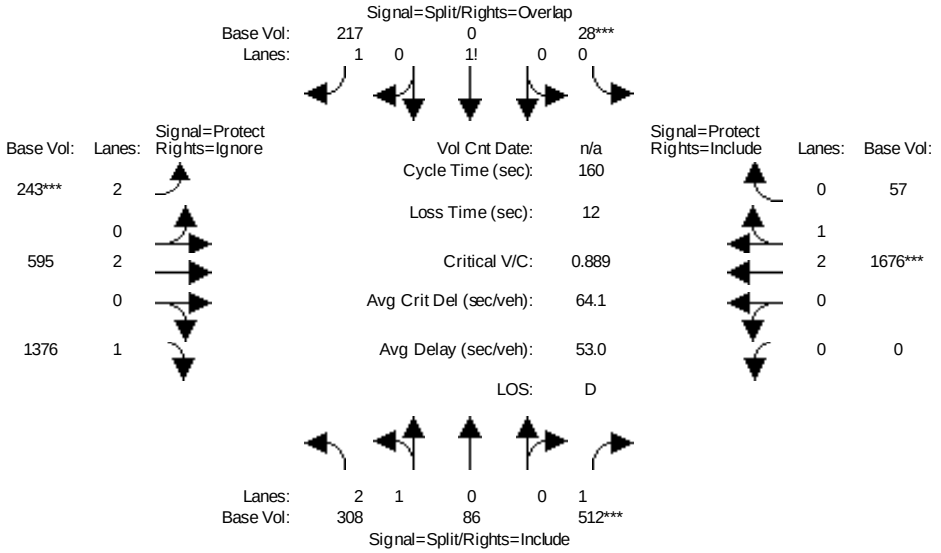


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	225	41	369	105	0	301	143	1420	1075	0	1175	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	41	369	105	0	301	143	1420	1075	0	1175	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	225	41	369	105	0	301	143	1420	0	0	1175	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	41	369	105	0	301	143	1420	0	0	1175	51
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:	225	41	369	105	0	301	143	1420	0	0	1175	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.78	0.81	1.00	0.81	0.79	1.00	0.92	0.92	0.99	0.92
Lanes:	2.61	0.39	1.00	0.41	0.00	1.59	2.00	2.00	1.00	0.00	2.86	0.14
Final Sat.:	3937	717	1488	631	0	2440	2992	3800	1750	0	5411	235
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.25	0.17	0.00	0.12	0.05	0.37	0.00	0.00	0.22	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.29	0.29	0.29	0.19	0.00	0.27	0.08	0.43	0.00	0.00	0.35	0.35
Volume/Cap:	0.20	0.20	0.86	0.86	0.00	0.45	0.59	0.86	0.00	0.00	0.62	0.62
Uniform Del:	37.7	37.7	47.2	54.7	0.0	42.1	62.1	35.9	0.0	0.0	37.5	37.5
IncremntDel:	0.1	0.1	16.2	15.0	0.0	0.4	3.8	4.9	0.0	0.0	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	37.7	37.7	63.5	69.7	0.0	42.4	65.8	40.8	0.0	0.0	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	37.7	63.5	69.7	0.0	42.4	65.8	40.8	0.0	0.0	38.1	38.1
LOS by Move:	D	D	E	E	A	D	E	D	A	A	D	D
HCM2k95thQ:	7	7	32	25	0	14	9	48	0	0	25	25

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

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

Intersection #2: Silver Creek Valley / Highway 101 NB Ramps

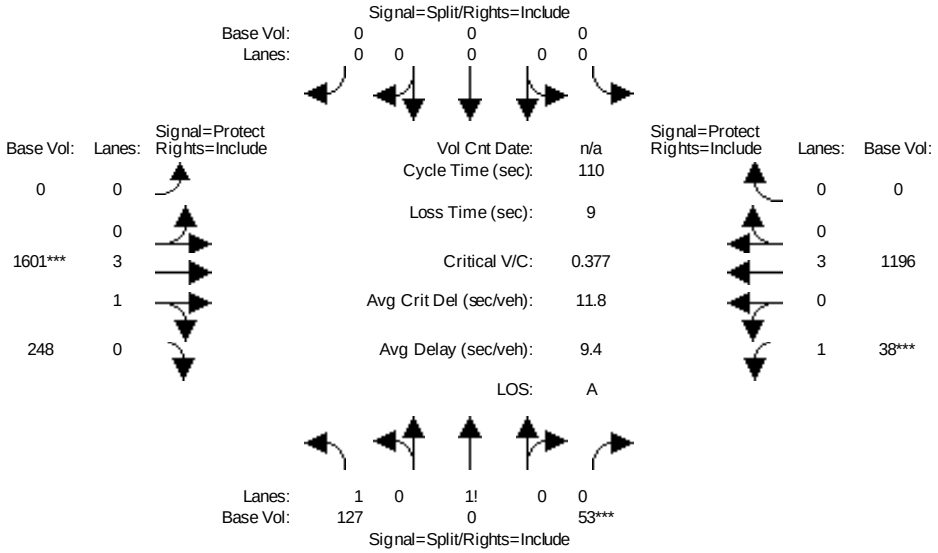


Street Name:	Highway 101 NB Ramps						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	308	86	512	28	0	217	243	595	1376	0	1676	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:	308	86	512	28	0	217	243	595	1376	0	1676	57
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:	308	86	512	28	0	217	243	595	0	0	1676	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	86	512	28	0	217	243	595	0	0	1676	57
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:	308	86	512	28	0	217	243	595	0	0	1676	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.96	0.78	0.79	1.00	0.79	0.79	1.00	0.92	0.92	1.00	0.92
Lanes:	2.44	0.56	1.00	0.21	0.00	1.79	2.00	2.00	1.00	0.00	2.89	0.11
Final Sat.:	3691	1031	1488	309	0	2707	2992	3800	1750	0	5470	186
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.34	0.09	0.00	0.08	0.08	0.16	0.00	0.00	0.31	0.31
Crit Moves:			****	****			****				****	
Green/Cycle:	0.39	0.39	0.39	0.10	0.00	0.19	0.09	0.44	0.00	0.00	0.34	0.34
Volume/Cap:	0.22	0.22	0.89	0.89	0.00	0.42	0.89	0.36	0.00	0.00	0.89	0.89
Uniform Del:	32.8	32.8	45.8	71.0	0.0	56.6	71.9	30.2	0.0	0.0	49.5	49.5
IncremntDel:	0.1	0.1	15.7	27.7	0.0	0.5	27.9	0.1	0.0	0.0	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	32.8	32.8	61.5	98.6	0.0	57.1	99.7	30.3	0.0	0.0	55.0	55.0
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:	32.8	32.8	61.5	98.6	0.0	57.1	99.7	30.3	0.0	0.0	55.0	55.0
LOS by Move:	C	C	E	F	A	E	F	C	A	A	E	E
HCM2k95thQ:	9	9	46	18	0	11	18	17	0	0	46	46

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

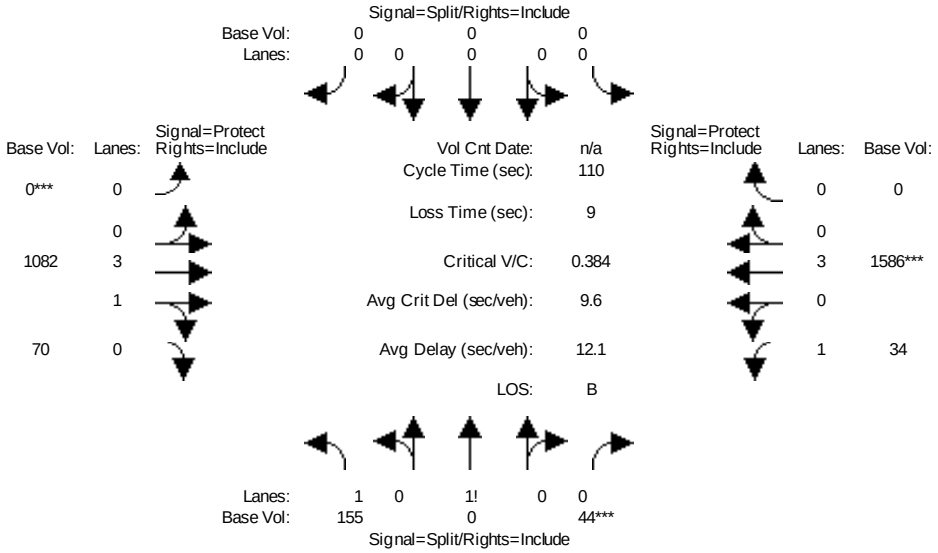


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	0	53	0	0	0	0	1601	248	38	1196	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:	127	0	53	0	0	0	0	1601	248	38	1196	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:	127	0	53	0	0	0	0	1601	248	38	1196	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	53	0	0	0	0	1601	248	38	1196	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	0	53	0	0	0	0	1601	248	38	1196	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.92	1.00	0.92	0.92	0.98	0.90	0.88	1.00	0.92
Lanes:	1.55	0.00	0.45	0.00	0.00	0.00	0.00	3.42	0.58	1.00	3.00	0.00
Final Sat.:	2497	0	735	0	0	0	0	6376	988	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.25	0.25	0.02	0.21	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.66	0.66	0.06	0.73	0.00
Volume/Cap:	0.27	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.38	0.36	0.29	0.00
Uniform Del:	38.0	0.0	38.8	0.0	0.0	0.0	0.0	8.3	8.3	49.4	5.2	0.0
IncremntDel:	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	38.2	0.0	39.3	0.0	0.0	0.0	0.0	8.3	8.3	51.4	5.2	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:	38.2	0.0	39.3	0.0	0.0	0.0	0.0	8.3	8.3	51.4	5.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	13	13	3	9	0

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

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

Intersection #3: Silver Creek Valley / Silver Creek Valley Pl

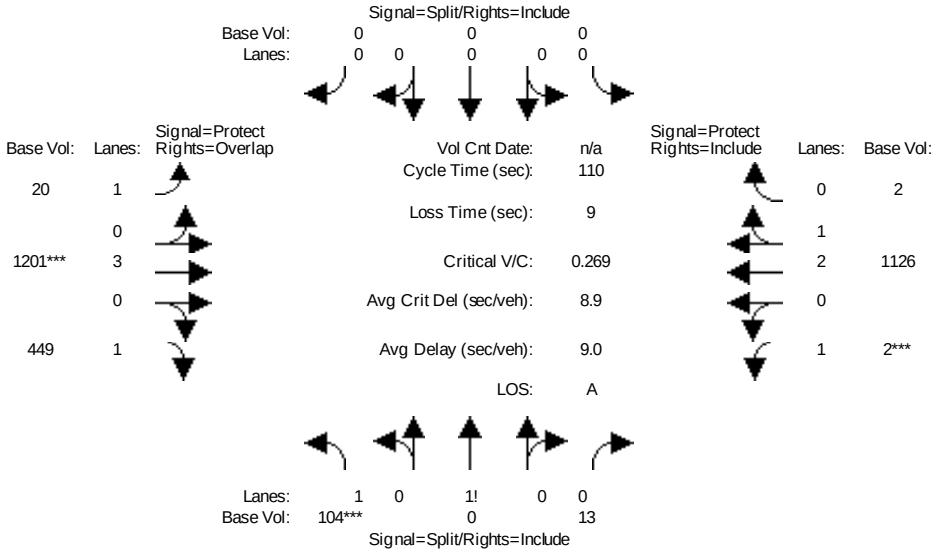


Street Name:	Silver Creek Valley Place						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	44	0	0	0	0	1082	70	34	1586	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:	155	0	44	0	0	0	0	1082	70	34	1586	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:	155	0	44	0	0	0	0	1082	70	34	1586	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	44	0	0	0	0	1082	70	34	1586	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	0	44	0	0	0	0	1082	70	34	1586	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.92	1.00	0.92	0.92	0.99	0.91	0.88	1.00	0.92
Lanes:	1.64	0.00	0.36	0.00	0.00	0.00	0.00	3.74	0.26	1.00	3.00	0.00
Final Sat.:	2669	0	590	0	0	0	0	7037	455	1663	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.15	0.15	0.02	0.28	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.51	0.51	0.21	0.72	0.00
Volume/Cap:	0.30	0.00	0.38	0.00	0.00	0.00	0.00	0.30	0.30	0.10	0.38	0.00
Uniform Del:	37.9	0.0	38.6	0.0	0.0	0.0	0.0	15.5	15.5	34.9	5.8	0.0
IncremntDel:	0.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	38.2	0.0	39.1	0.0	0.0	0.0	0.0	15.5	15.5	35.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	0.0	39.1	0.0	0.0	0.0	0.0	15.5	15.5	35.0	5.9	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	6	0	8	0	0	0	0	11	11	2	13	0

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

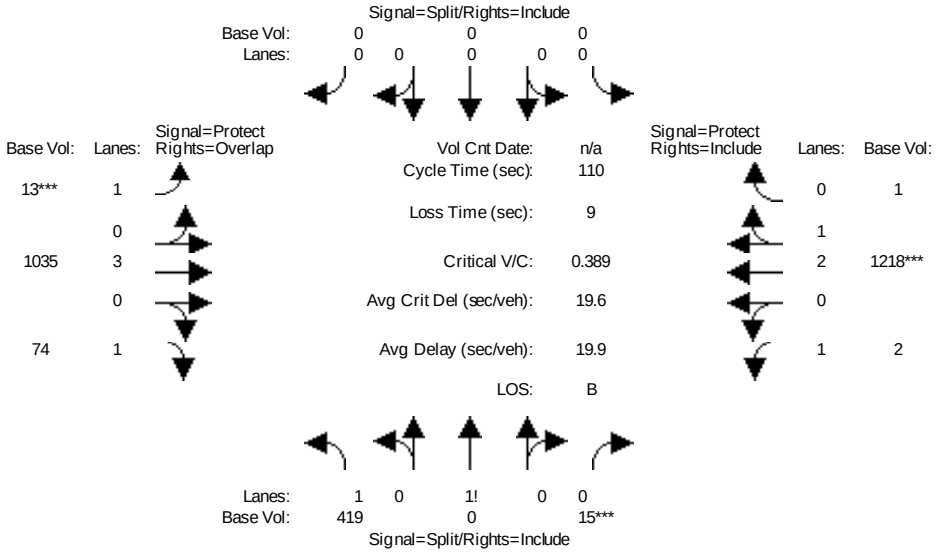


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	0	13	0	0	0	20	1201	449	2	1126	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	0	13	0	0	0	20	1201	449	2	1126	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	0	13	0	0	0	20	1201	449	2	1126	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	13	0	0	0	20	1201	449	2	1126	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	0	13	0	0	0	20	1201	449	2	1126	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	1.00	0.92	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.80	0.00	0.20	0.00	0.00	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2963	0	329	0	0	0	1663	5700	1488	1663	5689	10
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.01	0.21	0.30	0.00	0.20	0.20
Crit Moves:	****							****		****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.19	0.72	0.85	0.06	0.59	0.59
Volume/Cap:	0.26	0.00	0.29	0.00	0.00	0.00	0.06	0.29	0.35	0.02	0.33	0.33
Uniform Del:	42.7	0.0	42.9	0.0	0.0	0.0	36.5	5.5	1.7	48.3	11.4	11.4
IncremntDel:	0.3	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	0.0	43.3	0.0	0.0	0.0	36.6	5.5	1.8	48.4	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	0.0	43.3	0.0	0.0	0.0	36.6	5.5	1.8	48.4	11.4	11.4
LOS by Move:	D	A	D	A	A	A	D	A	A	D	B	B
HCM2k95thQ:	4	0	5	0	0	0	1	9	7	0	12	12

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

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

Intersection #4: Silver Creek Valley / Piercy / Dwy 1

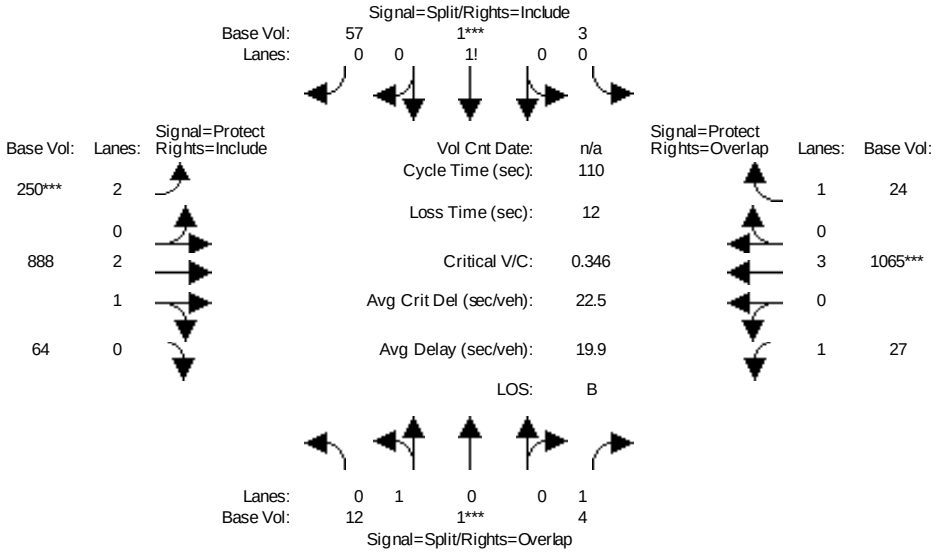


Street Name:	Piercy Road / Project Driveway #1						Siilver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	419	0	15	0	0	0	13	1035	74	2	1218	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	0	15	0	0	0	13	1035	74	2	1218	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	0	15	0	0	0	13	1035	74	2	1218	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	0	15	0	0	0	13	1035	74	2	1218	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	0	15	0	0	0	13	1035	74	2	1218	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.87	0.92	1.00	0.92	0.88	1.00	0.78	0.88	1.00	0.92
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	3211	0	111	0	0	0	1663	5700	1488	1663	5695	5
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.14	0.00	0.00	0.00	0.01	0.18	0.05	0.00	0.21	0.21
Crit Moves:			****				****				****	
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.06	0.43	0.77	0.15	0.52	0.52
Volume/Cap:	0.39	0.00	0.41	0.00	0.00	0.00	0.12	0.42	0.06	0.01	0.41	0.41
Uniform Del:	28.3	0.0	28.5	0.0	0.0	0.0	48.6	21.5	3.2	39.6	15.9	15.9
IncremntDel:	0.2	0.0	0.3	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.6	0.0	28.7	0.0	0.0	0.0	49.1	21.6	3.2	39.6	16.0	16.0
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:	28.6	0.0	28.7	0.0	0.0	0.0	49.1	21.6	3.2	39.6	16.0	16.0
LOS by Move:	C	A	C	A	A	A	D	C	A	D	B	B
HCM2k95thQ:	12	0	12	0	0	0	1	15	1	0	15	15

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

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

Intersection #5: Silver Creek Valley / Fontanoso

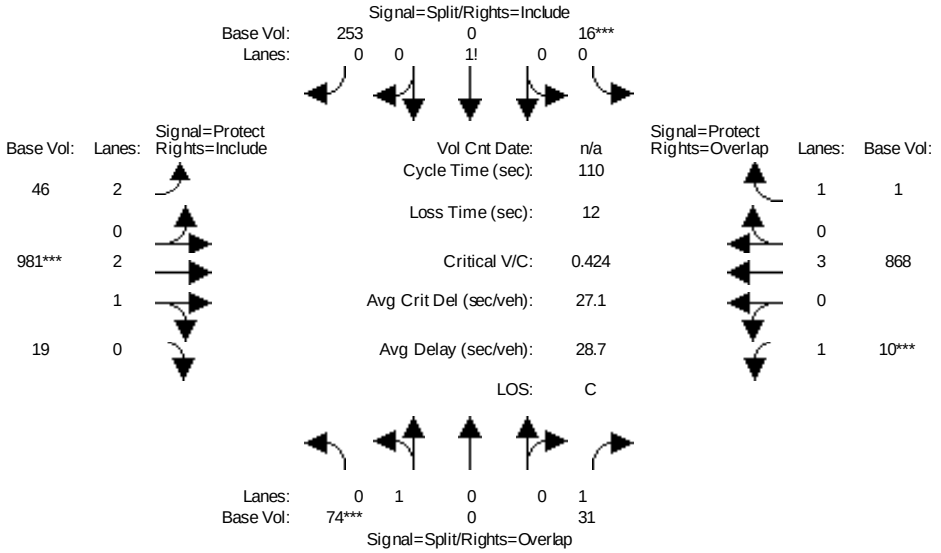


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	1	4	3	1	57	250	888	64	27	1065	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:	12	1	4	3	1	57	250	888	64	27	1065	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:	12	1	4	3	1	57	250	888	64	27	1065	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	4	3	1	57	250	888	64	27	1065	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:	12	1	4	3	1	57	250	888	64	27	1065	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.05	0.01	0.94	2.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1625	135	1750	86	29	1637	3150	5286	381	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.03	0.08	0.17	0.17	0.02	0.19	0.01
Crit Moves:		****			****		****				****	
Green/Cycle:	0.09	0.09	0.29	0.09	0.09	0.09	0.21	0.51	0.51	0.19	0.50	0.59
Volume/Cap:	0.08	0.08	0.01	0.38	0.38	0.38	0.38	0.33	0.33	0.08	0.38	0.02
Uniform Del:	45.8	45.8	28.2	46.9	46.9	46.9	37.2	15.7	15.7	36.3	17.1	9.4
IncremntDel:	0.2	0.2	0.0	1.5	1.5	1.5	0.4	0.1	0.1	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.0	46.0	28.2	48.4	48.4	48.4	37.6	15.7	15.7	36.4	17.2	9.4
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:	46.0	46.0	28.2	48.4	48.4	48.4	37.6	15.7	15.7	36.4	17.2	9.4
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	A
HCM2k95thQ:	1	1	0	5	5	5	9	12	12	2	14	1

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

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

Intersection #5: Silver Creek Valley / Fontanoso

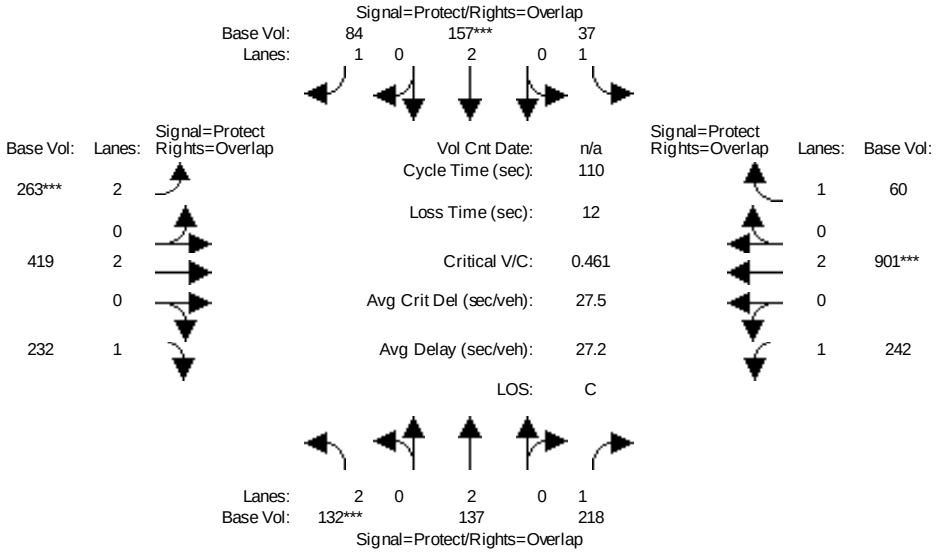


Street Name:	Fontanoso Way						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	31	16	0	253	46	981	19	10	868	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	31	16	0	253	46	981	19	10	868	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	31	16	0	253	46	981	19	10	868	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	31	16	0	253	46	981	19	10	868	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	31	16	0	253	46	981	19	10	868	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.06	0.00	0.94	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1750	0	1750	104	0	1646	3150	5583	108	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.15	0.00	0.15	0.01	0.18	0.18	0.01	0.15	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.09	0.00	0.16	0.34	0.00	0.34	0.13	0.39	0.39	0.06	0.32	0.66
Volume/Cap:	0.45	0.00	0.11	0.45	0.00	0.45	0.11	0.45	0.45	0.09	0.47	0.00
Uniform Del:	47.1	0.0	39.7	28.1	0.0	28.1	41.9	24.7	24.7	48.5	29.9	6.3
IncremntDel:	1.9	0.0	0.2	0.5	0.0	0.5	0.1	0.1	0.1	0.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.1	0.0	39.9	28.7	0.0	28.7	42.0	24.9	24.9	48.9	30.1	6.3
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:	49.1	0.0	39.9	28.7	0.0	28.7	42.0	24.9	24.9	48.9	30.1	6.3
LOS by Move:	D	A	D	C	A	C	D	C	C	D	C	A
HCM2k95thQ:	6	0	2	15	0	15	2	16	16	1	14	0

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

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

Intersection #6: SIlver Creek Valley / Hellyer

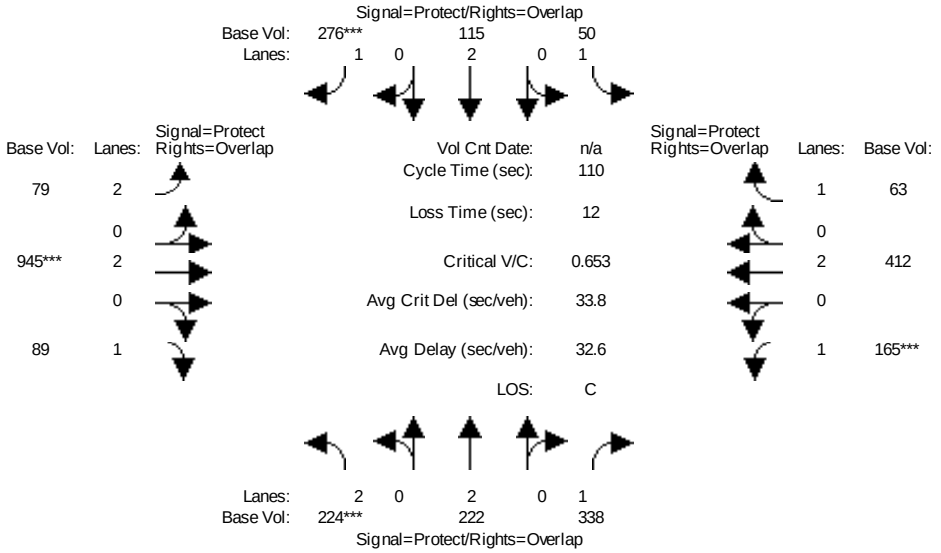


Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	137	218	37	157	84	263	419	232	242	901	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:	132	137	218	37	157	84	263	419	232	242	901	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:	132	137	218	37	157	84	263	419	232	242	901	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	137	218	37	157	84	263	419	232	242	901	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:	132	137	218	37	157	84	263	419	232	242	901	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.15	0.02	0.04	0.06	0.09	0.11	0.16	0.15	0.24	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.11	0.51	0.08	0.09	0.28	0.19	0.31	0.40	0.40	0.51	0.59
Volume/Cap:	0.46	0.33	0.29	0.29	0.45	0.20	0.46	0.36	0.39	0.37	0.46	0.07
Uniform Del:	47.1	45.2	15.6	47.9	47.4	30.1	39.5	29.8	23.3	23.3	17.0	9.6
IncremntDel:	1.2	0.5	0.2	1.3	1.0	0.2	0.6	0.2	0.4	0.3	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	45.7	15.8	49.2	48.4	30.3	40.1	30.0	23.7	23.6	17.2	9.6
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:	48.2	45.7	15.8	49.2	48.4	30.3	40.1	30.0	23.7	23.6	17.2	9.6
LOS by Move:	D	D	B	D	D	C	D	C	C	C	B	A
HCM2k95thQ:	6	5	9	3	6	5	9	10	11	12	18	2

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

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

Intersection #6: SIlver Creek Valley / Hellyer



Street Name:	Hellyer Road						Silver Creek Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	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:	224	222	338	50	115	276	79	945	89	165	412	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	222	338	50	115	276	79	945	89	165	412	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	222	338	50	115	276	79	945	89	165	412	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	222	338	50	115	276	79	945	89	165	412	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	222	338	50	115	276	79	945	89	165	412	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.88	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	2992	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.23	0.03	0.03	0.19	0.03	0.25	0.06	0.10	0.11	0.04
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.20	0.35	0.10	0.19	0.38	0.20	0.38	0.50	0.15	0.34	0.44
Volume/Cap:	0.65	0.29	0.64	0.30	0.16	0.48	0.13	0.65	0.12	0.65	0.32	0.10
Uniform Del:	46.6	37.3	29.8	45.9	37.5	25.7	36.4	28.1	14.9	43.9	27.2	18.3
IncremntDel:	4.5	0.2	2.7	1.0	0.1	0.6	0.1	1.1	0.1	6.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	37.5	32.5	46.9	37.6	26.3	36.5	29.2	15.0	49.9	27.4	18.4
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:	51.1	37.5	32.5	46.9	37.6	26.3	36.5	29.2	15.0	49.9	27.4	18.4
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2k95thQ:	11	7	20	4	3	15	3	23	3	13	10	3

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

Appendices F – Warehouse Development Site Research

Warehouse Site Research			
Project	**Office Space (ksf)**	**Warehouse Space (ksf)**	**% of Office Space**
Silver Creek	**10,000**	**226,873**	**4.22%**
Qume-Bridge	20,000	714,491	2.72%
Rue Ferrari	10,000	302,772	3.20%
1605 7th Street	10,000	94,325	9.59%
2256 Junction TA	10,000	305,800	3.17%