HEXAGON TRANSPORTATION CONSULTANTS, INC.

350 West Trimble Road Manufacturing Development

Transportation Analysis

Prepared for:

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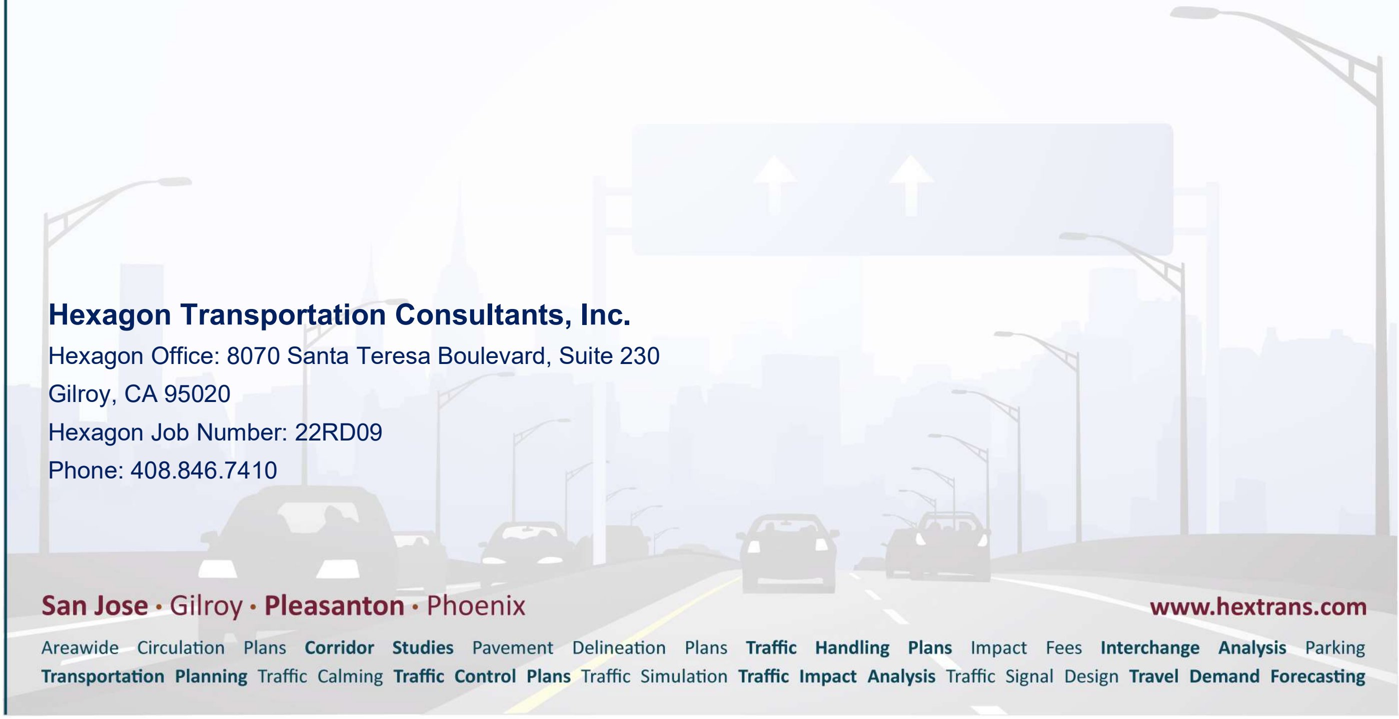

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed advanced manufacturing building development located at 350 West Trimble Road (APN 101-02-013) in the City of San Jose. The project site is located along the south side of Trimble Road and adjacent to Orchard Parkway and is currently vacant.

The proposed project would consist of the construction of a 208,000-square-foot (s.f.) advanced manufacturing building on an approximately 10-acre vacant site. Approximately 280 vehicular parking spaces and 15 truck docks are proposed on-site. Direct access to the site would be provided via an existing limited right-turn in and right-turn out only driveway along Trimble Road, an existing full-access driveway, and a right-turns only driveway located along Orchard Parkway. However, the project's surface lots and drive aisles would connect to the adjoining properties along its southern boundary. Therefore, there also would be additional access points at existing driveways along Orchard Parkway.

The applicant for the project has requested that the transportation analysis allows for the flexibility to utilize the building with either warehouse, industrial, or research & development (R&D) space since a tenant and use of the proposed building have yet to be identified. Of the above-identified uses, R&D space generates the greatest number of daily and peak hour trips per 1,000 s.f. of space. Therefore, this study evaluates the proposed project as 208,000 s.f. of R&D space for the purpose of providing the flexibility to allow for the use of the proposed building with low traffic generating warehouse uses or a greater traffic intensity traffic generating use such as R&D space.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the City of Santa Clara, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA supplements the CEQA VMT analysis and provides analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City does not provide screening criteria specific to AMD/R&D uses. However, per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such a small project would likely not result in a significant impact to VMT. AMD/R&D uses are similar to light industrial uses since both land uses have an emphasis on activities such as manufacturing and product storage and typically have minimal office space. Therefore, the number and origination/destination of daily trips generated by both light industrial and R&D uses should be similar.

Presuming that AMD/R&D uses have similar trip generating characteristics as industrial uses, AMD/R&D uses can be converted to an equivalent amount of industrial space based on estimates of daily trips. The conversion of the proposed AMD/R&D space was converted to an equivalent amount of industrial space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021). Based on the ITE daily trip rate for R&D uses (ITE Land Use Code 760), the 208,000-s.f. of AMD/R&D space is estimated to generate 2,305 daily trips, which is equivalent to the daily trips estimated to be generated by approximately 473,000-s.f. of industrial space. The 473,000 s.f. of equivalent industrial space for the proposed project would exceed the City's small industrial infill project criterion of 30,000 s.f. In addition, the existing VMT per industrial employee in the project area currently exceeds the City's established CEQA threshold of 14.37 per industrial employee. Therefore, the proposed project would not meet the screening criteria for VMT analysis exemption.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT per industrial employee (15.82) generated by the project would exceed the impact threshold of 14.37 VMT per industrial employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project will be required to implement a Travel Demand Management (TDM) plan that includes the implementation of one of the following TDM measures to reduce the project's VMT impact to less than significant levels. It should be noted that the selected TDM measure must be incorporated within a TDM plan for the project which may include additional TDM measures. However, per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of one of the TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 65% of employees work a 4/40 work week schedule (10-hour workdays for four days a week). **Or**

- Operate a Free Direct Shuttle: Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees. **Or**
- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 20% employee participation.

The project's VMT could be reduced further with the implementation of the following multi-modal facility improvements as identified by the City of San Jose staff. However, per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of one of the TDM measures identified above.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of drive and reduces VMT. Improvements would include the removal of the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification, and the implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Industrial Park (IP) and Combined Industrial/Commercial (CIC)* uses. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Industrial Park (IP) and Combined Industrial/Commercial (CIC)* designation allow industrial/office uses, the proposed manufacturing land use project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA included the analysis of AM and PM peak-hour traffic conditions for 16 signalized intersections in the Cities of San Jose and Santa Clara.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate a total of 2,117 daily vehicle trips, with 197 trips (161 inbound and 36 outbound) occurring during the AM peak hour and 187 trips (30 inbound and 157 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the intersection level of service analysis show that the added trips as a result of the project would not have an adverse effect on intersection operations at any of the study intersections under background plus project conditions and cumulative plus project conditions..

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- Each of the site driveways that provide access to the site drive aisles and parking lots must be designed to meet the City's 32-foot minimum width.

Parking Supply

Vehicular Parking

The proposed 208,000 s.f. building will include up to 20,000 s.f. of supporting office space. According to the City of San Jose Zoning Code (Section 20.90.060), one off-street vehicle parking space per 350 s.f. of floor area is required for both R&D and light industrial uses while one off-street vehicle parking space per 250 s.f. of floor area is required for office use. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" (188,000 s.f. of industrial/R&D & 20,000 s.f. of office) which equates to 159,800 s.f. of industrial/R&D space and 17,000 s.f. of office space. Based on the City's parking requirements, the project is required to provide a total of 525 off-street parking spaces (457 parking spaces for the R&D and light industrial/manufacturing uses and 68 spaces for the office space). The proposed 280 vehicle parking spaces would be 245 spaces less than, or a reduction of 46.7 percent from the City's requirement of 525 parking spaces.

In accordance with Section 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the 46.7 percent reduction in off-street parking could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project that meets the requirements set forth in the City's Zoning Code must be prepared and approved by the City of San Jose Planning Department to support a reduction in the required off-street parking.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 5,000 s.f. of floor area of manufacturing space and one bicycle parking space per 4,000 s.f. of floor area of office space.

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section, the project is required to provide 36 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. This equates to at least 29 short-term bicycle parking spaces and at most 7 long-term bicycle parking spaces.

The project proposes a total of 42 bicycle parking spaces, consisting of 6 long-term spaces and 36 short-term spaces located throughout the project site. Therefore, the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes on Trimble Road and Orchard. The site plan shows sidewalks and pedestrian walkways along the eastern and western perimeters of the building. The sidewalks along the eastern building perimeter will connect to designated crosswalks through the parking lot and connect to existing sidewalks on Orchard Parkway and Trimble Road connecting to pedestrian facilities and destinations outside of the project site, including the LRT stations on First Street.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Trimble Road and Orchard Parkway have bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Public Transit/Pedestrian/Bike Improvements

The Trimble Road and Orchard Parkway intersection currently includes right-turn "pork-chop" channelization islands at each corner. The channelization islands allow for better traffic flow by separating right-turning traffic from other controlled approach traffic. However, the islands are not conducive to pedestrian flow at intersections that serve a large volume of pedestrians due to limited pedestrian waiting areas and conflict with vehicle traffic.

Recommendation: The City will require the project to remove the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification and implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.

Recommendation: The City will require the project to construct four new curb ramps per the City of San Jose and ADA standards at the existing Trimble Road entrance.

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- Component Drive, between Guadalupe River Trail and Orchard Parkway

Class IV protected bike lanes are planned for:

- Trimble Road, along its entire length
- First Street, between Taylor Street and Alviso
- Orchard Parkway, along its entire length
- Component Drive, between Orchard Parkway and Zanker Road
- Zanker Road, along its entire length
- Plumeria Drive, along its entire length
- Bonaventura Drive, along its entire length

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties.

Recommendation: The project will be required to construct, or provide a monetary contribution for an in-lieu fee of $144 per linear foot, Class IV 7-foot protected bike lanes along the project frontages on Trimble Road and Orchard Parkway per the City of San Jose Better Bike Plan 2025.

Transit Facilities

The VTA Green and Blue LRT lines operate along First Street in the project vicinity. The Bonaventura and Component LRT station platforms on First Street are located within walking distance, approximately 2,000 feet, east of the project site. The existing pedestrian and bicycle facilities described above will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel.

With the convenient location of LRT stations, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately six transit riders during the AM or PM peak hours. VTA operations reports indicate that the Green and Blue LRT lines as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

1.
Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed advanced manufacturing building development located at 350 West Trimble Road (APN 101-02-013) in the City of San Jose. The project site is located along the south side of Trimble Road and adjacent to Orchard Parkway and is currently vacant (see Figure 1).

The proposed project would consist of the construction of a 208,000-square-foot (s.f.) advanced manufacturing building on an approximately 10-acre vacant site. Approximately 280 vehicular parking spaces and 15 truck docks are proposed on-site. Direct access to the site would be provided via an existing limited right-turn in and right-turn out only driveway along Trimble Road, an existing full-access driveway, and a right-turns only driveway located along Orchard Parkway. However, the project's surface lots and drive aisles would connect to the adjoining properties along its southern boundary. Therefore, there also would be additional access points at existing driveways along Orchard Parkway. The project site plan is shown in Figure 2.

The applicant for the project has requested that the transportation analysis allows for the flexibility to utilize the building with either warehouse, industrial, or research & development (R&D) space since a tenant and use of the proposed building have yet to be identified. Of the above-identified uses, R&D space generates the greatest number of daily and peak hour trips per 1,000 s.f. of space. Therefore, this study evaluates the proposed project as 208,000 s.f. of R&D space for the purpose of providing the flexibility to allow for the use of the proposed building with low traffic generating warehouse uses or a greater traffic intensity traffic generating use such as R&D space.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the City of Santa Clara, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Council Policy 5-1

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has

Figure 1
Site Location

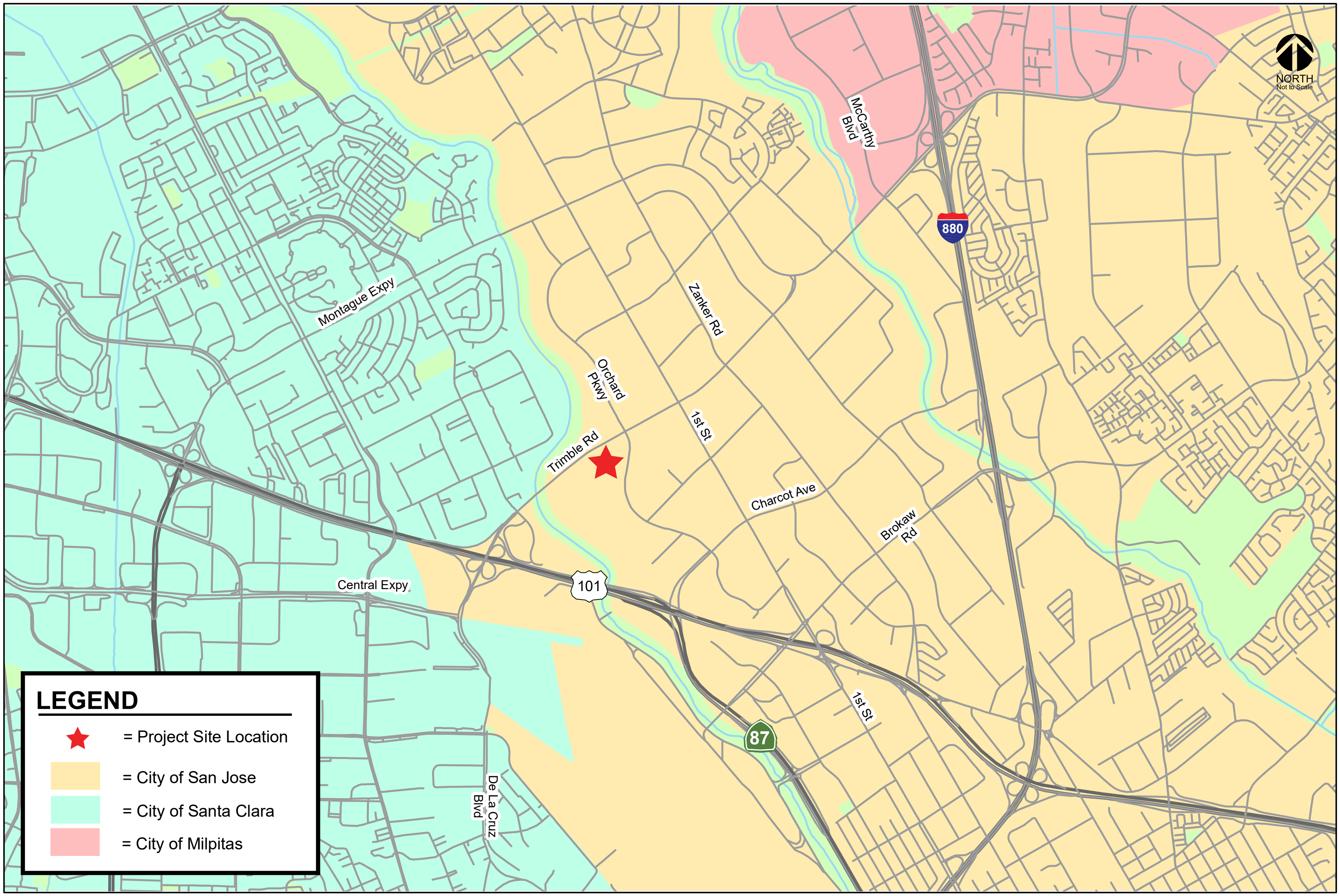
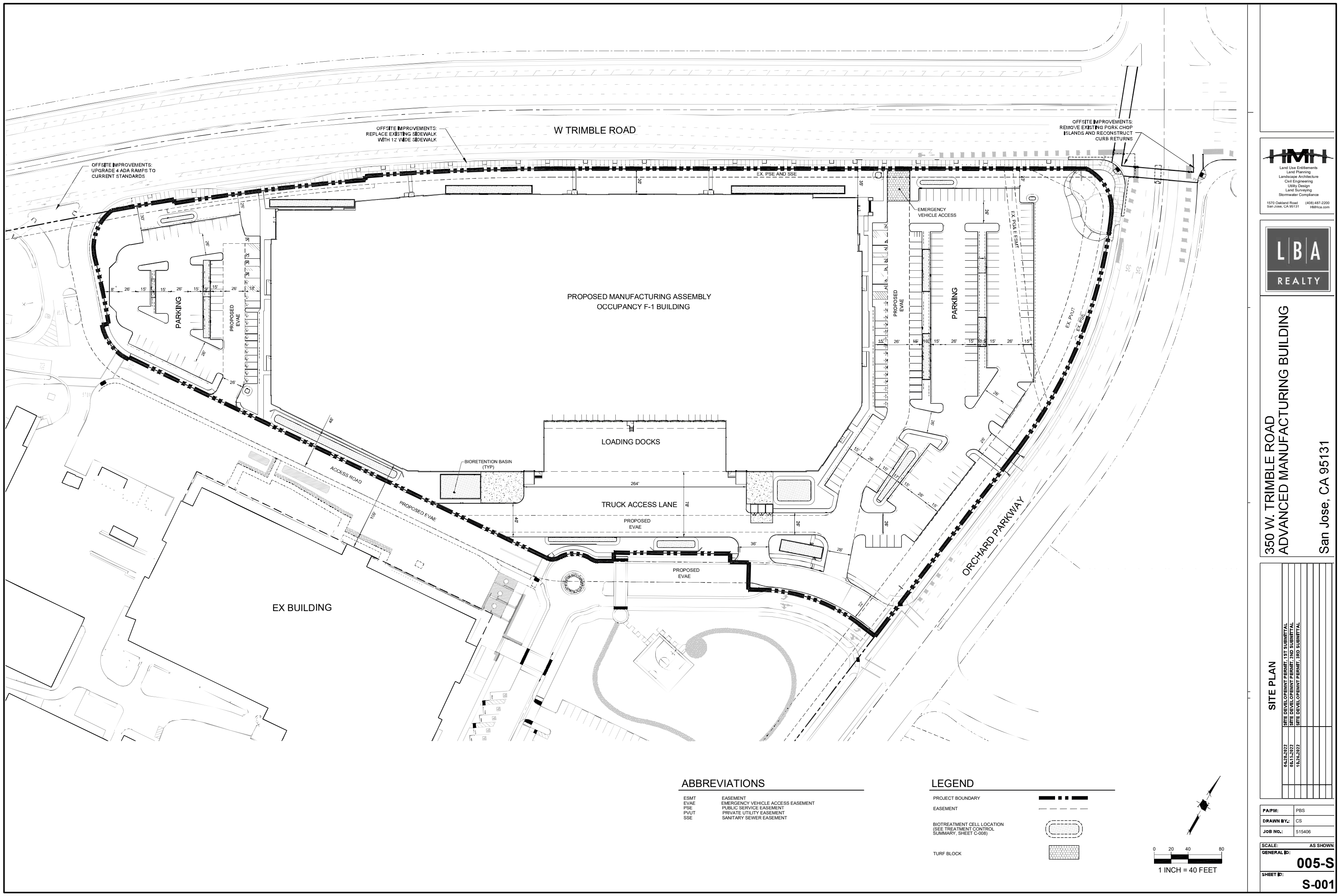

NORTH
Not to Scale
Montague Expy
Orchard Pkwy
Zanker Rd
McCarthy Blvd
880
1st St
Trimble Rd
Charcot Ave
Brokaw Rd
Central Expy
101
87
De La Cruz Blvd
1st St
LEGEND
★ = Project Site Location
= City of San Jose
= City of Santa Clara
= City of Milpitas

Figure 2
Proposed Site Plan



W TRIMBLE ROAD
OFFSITE IMPROVEMENTS: UPGRADE 4 ADA RAMPS TO CURRENT STANDARDS
OFFSITE IMPROVEMENTS: REPLACE EXISTING SIDEWALK WITH 12' WIDE SIDEWALK
OFFSITE IMPROVEMENTS: REMOVE EXISTING PORK CHOP ISLANDS AND RECONSTRUCT CURB RETURNS
EX. PSE AND SSE
EMERGENCY VEHICLE ACCESS
EX. PG& E ESMT
PROPOSED MANUFACTURING ASSEMBLY OCCUPANCY F-1 BUILDING
PARKING
PROPOSED EVAE
PARKING
PROPOSED EVAE
LOADING DOCKS
BIORETENTION BASIN (TYP)
TRUCK ACCESS LANE
PROPOSED EVAE
PROPOSED EVAE
ACCESS ROAD
PROPOSED EVAE
EX BUILDING
EX. PVUT
EX. PSE
ORCHARD PARKWAY
264'
30'
26'
15'
ABBREVIATIONS
ESMT EASEMENT
EVAE EMERGENCY VEHICLE ACCESS EASEMENT
PSE PUBLIC SERVICE EASEMENT
PVUT PRIVATE UTILITY EASEMENT
SSE SANITARY SEWER EASEMENT
LEGEND
PROJECT BOUNDARY
EASEMENT
BIOTREATMENT CELL LOCATION (SEE TREATMENT CONTROL SUMMARY, SHEET C-008)
TURF BLOCK
0 20 40 80
1 INCH = 40 FEET
HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road San Jose, CA 95131
(408) 487-2200 HMHca.com
LBA REALTY
350 W. TRIMBLE ROAD ADVANCED MANUFACTURING BUILDING
San Jose, CA 95131
SITE PLAN
04.28.2022 SITE DEVELOPEMNT PERMIT, 1ST SUBMITTAL
08.15.2022 SITE DEVELOPEMNT PERMIT, 2ND SUBMITTAL
10.26.2022 SITE DEVELOPEMNT PERMIT, 3RD SUBMITTAL
PA/PM: PBS
DRAWN BY.: CS
JOB NO.: 515406
SCALE: AS SHOWN
GENERAL ID: 005-S
SHEET ID: S-001

recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). This change intends to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus on new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund, or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking, and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and

by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);

- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

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 development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. The City's VMT tool was used to estimate VMT for employment uses proposed by the project.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. However, the proposed project will not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose, the CMP, and available manual turning-movement counts. New turning movement counts were not collected due to the continued effects of the COVID-19 pandemic on normal traffic conditions. Therefore, as recommended by the City of San Jose, a 1% compounded annual growth factor was applied to counts that were collected prior to the pandemic and are older than two years to estimate traffic conditions in 2022.

- ***Background Conditions*****.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) and by the City of Santa Clara in form of an approved project list. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.
- ***Cumulative Conditions***. Cumulative conditions represent future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, the proposed project, and other proposed but not yet approved (pending) development projects in the study area. Lists of pending projects in the project vicinity were provided by the Cities of San Jose and Santa Clara.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2.
Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 and I-880. Local access to the site is provided by Trimble Road, First Street, Zanker Road, Charcot Avenue, Orchard Parkway, and Component Drive. These facilities are described below.

US 101 is a north/south freeway with six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes through Santa Clara and San Jose. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via an interchange at Trimble Road.

I-880 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) in the vicinity of the project area. It extends along the eastern side of San Francisco Bay from San Jose to Oakland. South of its interchange with I-280 in west San Jose, I-880 becomes SR 17 and extends southward to Santa Cruz. Access to the project site from I-880 is provided via an interchange at Montague Expressway.

Trimble Road is a six-lane arterial extending southward from Montague Expressway to De La Cruz Boulevard near US 101. Trimble Road has a posted speed limit of 45 mph with bike lanes on both sides of the street. Direct access to the project site along Trimble Road is proposed to be provided via one right-in/right-out driveway.

First Street is a north-south roadway that extends from the north San Jose area through downtown San Jose. The Green and Blue light rail transit (LRT) lines run along the middle of First Street from downtown San Jose to Tasman Drive in north San Jose. In the vicinity of the project area, First Street is a four-lane (plus LRT line) roadway. First Street, in conjunction with Brokaw Road, provides full access to US 101. First Street has a posted speed limit of 45 mph.

Zanker Road is a four-lane arterial that extends from US 101 northward past SR 237 where it transitions to Los Esteros Road. Zanker Road has a posted speed limit of 45 mph, intersects with Trimble Road, and provides a parallel route to First Street in the study area.

Charcot Avenue is a two- to four-lane east-west roadway with a posted speed limit of 35 mph that begins at the US 101/SR 87 junction as the SR 87 off- and on-ramps to/from North First Street and runs eastward to O’Toole Avenue, just west of I-880, where it terminates. West of North First Street, Charcot Avenue is a four-lane roadway that provides direct access to SR 87, while the segment east of North First Street functions as a two-lane collector roadway providing access to adjacent employment areas.

Orchard Parkway is a two to four-lane north-south roadway that begins at First Street and extends to Charcot Avenue, where it transitions to O'Nel Drive. The roadway provides two travel lanes with bike lanes between North First Street and Trimble Road. South of Trimble Road, four travel lanes with bike lanes are provided. Orchard Parkway runs along the eastern project's frontage and has a posted speed limit of 35 mph with bike lanes on both sides of the street. Direct access to the project site is proposed via an existing signalized intersection just south of Trimble Road and via a right-turns-only driveway along the project's frontage on Orchard Parkway.

Component Drive is a two to four-lane east-west roadway that extends from just west of Orchard Parkway to Zanker Road. The roadway provides two travel lanes between Zanker Road and North First Street then widens to provide four travel lanes west of North First Street. Component Drive has a posted speed limit of 35 mph and provides access to the project via its intersection with Orchard Parkway.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 3) consist of sidewalks along nearly all the surrounding streets, including the project site frontages along Trimble Road and Orchard Parkway. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area, including the intersections of Trimble Road, the existing site access point, and Component Drive with Orchard Parkway. ADA-compliant ramps are located at all crosswalks at these three intersections with the exception of the northeast and southwest corners at the existing site access point and Orchard Parkway.

Existing Bicycle Facilities

The existing bicycle facilities in the project area are shown in Figure 4 and described below.

Class I Bikeway (Trail or Path) is an off-street trail or path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. Class I bikeways are currently provided along the Guadalupe River. The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River Trail is an 11-mile Class I bikeway from Curtner Avenue in the south to Alviso in the north. In the vicinity of the project site, the Guadalupe River Trail can be accessed via Trimble Road approximately 800 feet west of the project entrance on Trimble Road.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Junction Avenue, between Brokaw Road and Trimble Road
- Zanker Road, between US 101 and SR 237
- First Street, north of Brokaw Road
- Orchard Parkway, along the entire length of the street
- Trimble Road, between De La Cruz Boulevard and Montague Expressway
- Plumeria Drive, along the entire length of the street
- Charcot Avenue, along the entire length of the street

Figure 3
Existing Pedestrian Facilities

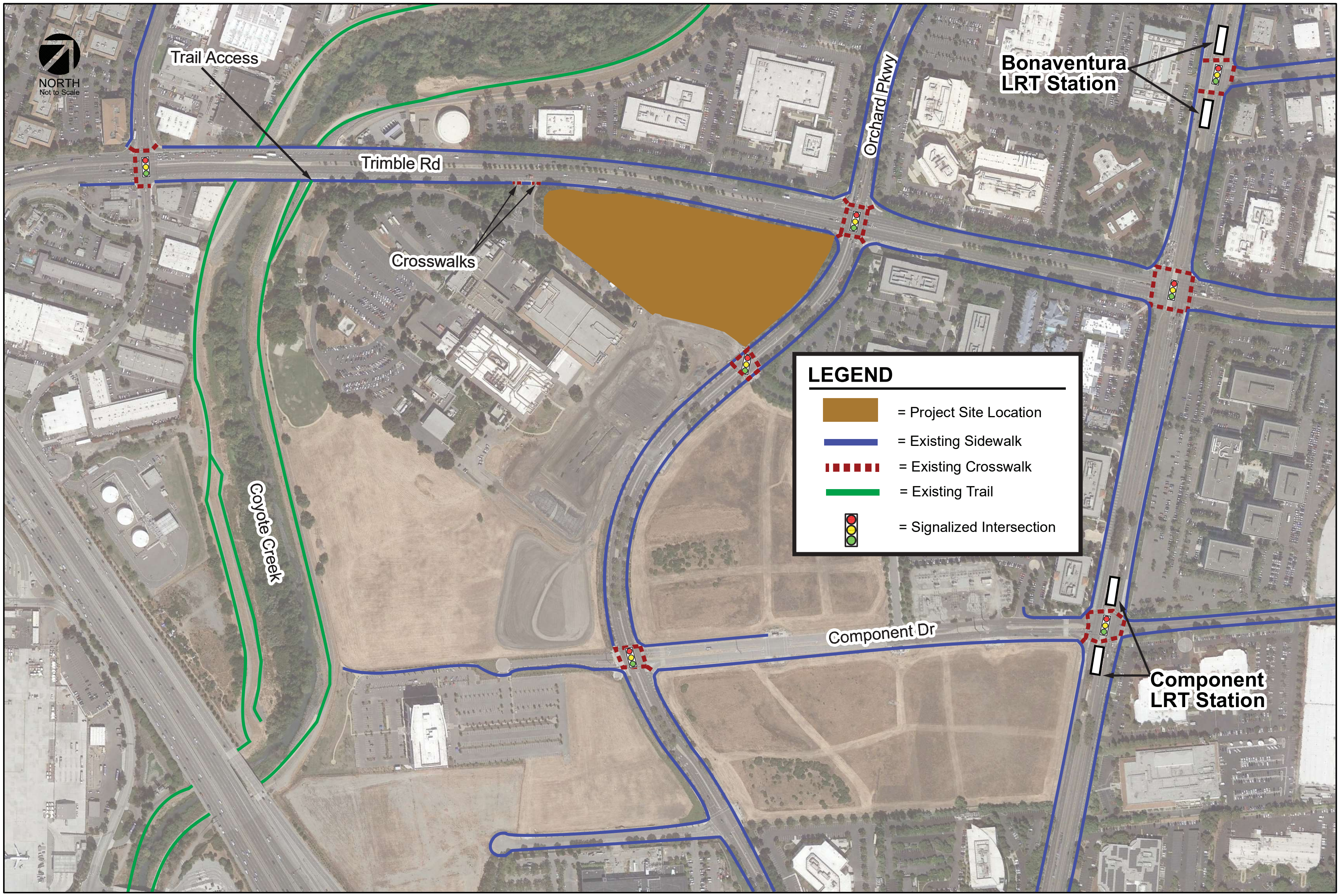
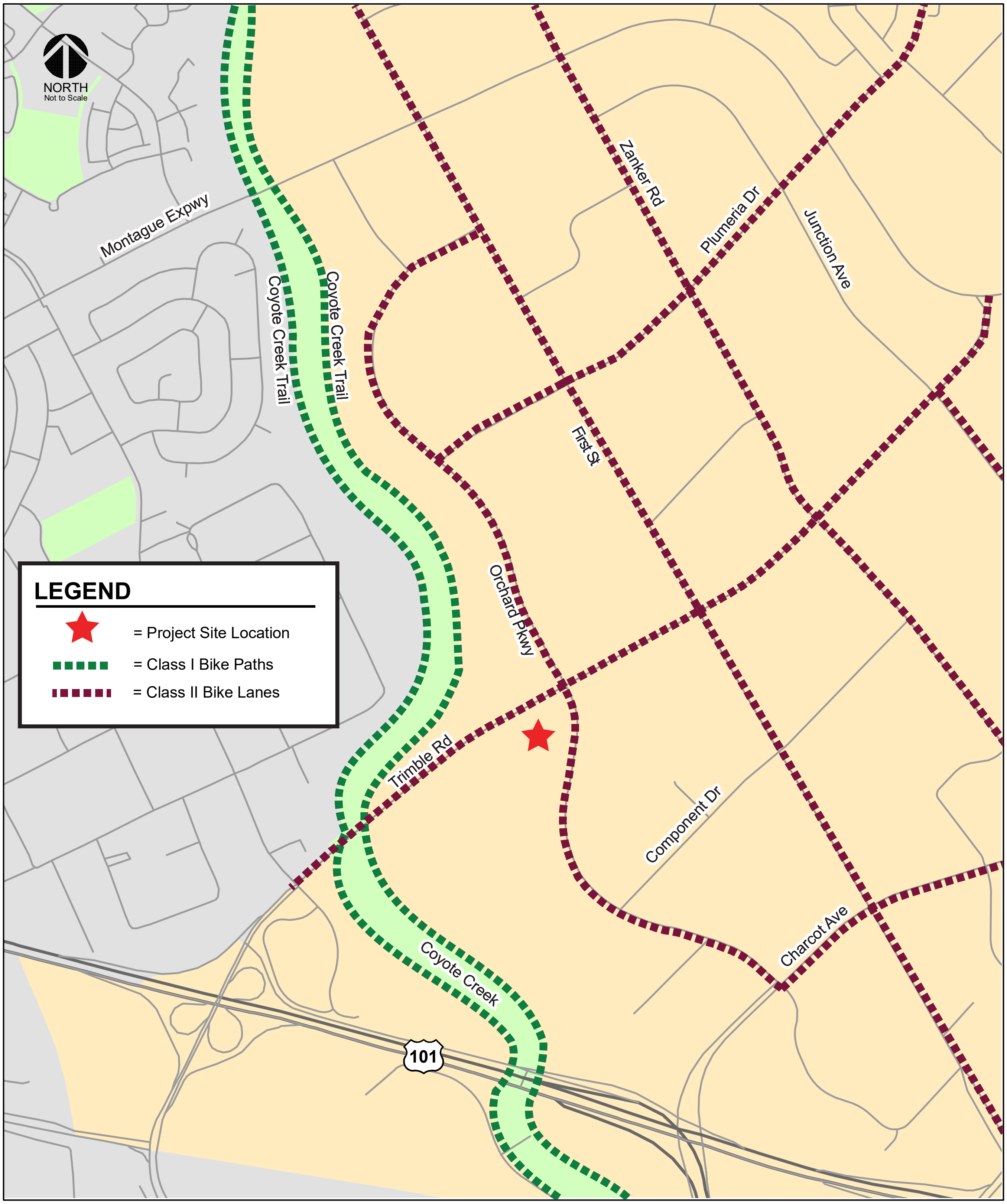

NORTH
Not to Scale
Trail Access
Trimble Rd
Crosswalks
Orchard Pkwy
Bonaventura LRT Station
Coyote Creek
Component Dr
Component LRT Station
LEGEND
= Project Site Location
= Existing Sidewalk
= Existing Crosswalk
= Existing Trail
= Signalized Intersection

Figure 4
Existing Bicycle Facilities


NORTH
Not to Scale
Montague Expwy
Coyote Creek Trail
Coyote Creek Trail
Zanker Rd
Plumeria Dr
Junction Ave
First St
Orchard Pkwy
Trimble Rd
Component Dr
Charcot Ave
Coyote Creek
101
LEGEND
= Project Site Location
= Class I Bike Paths
= Class II Bike Lanes

Existing Transit Services

Existing transit services to the study area are provided by the Valley Transportation Authority (VTA). The VTA transit services are described below and shown in Figure 5.

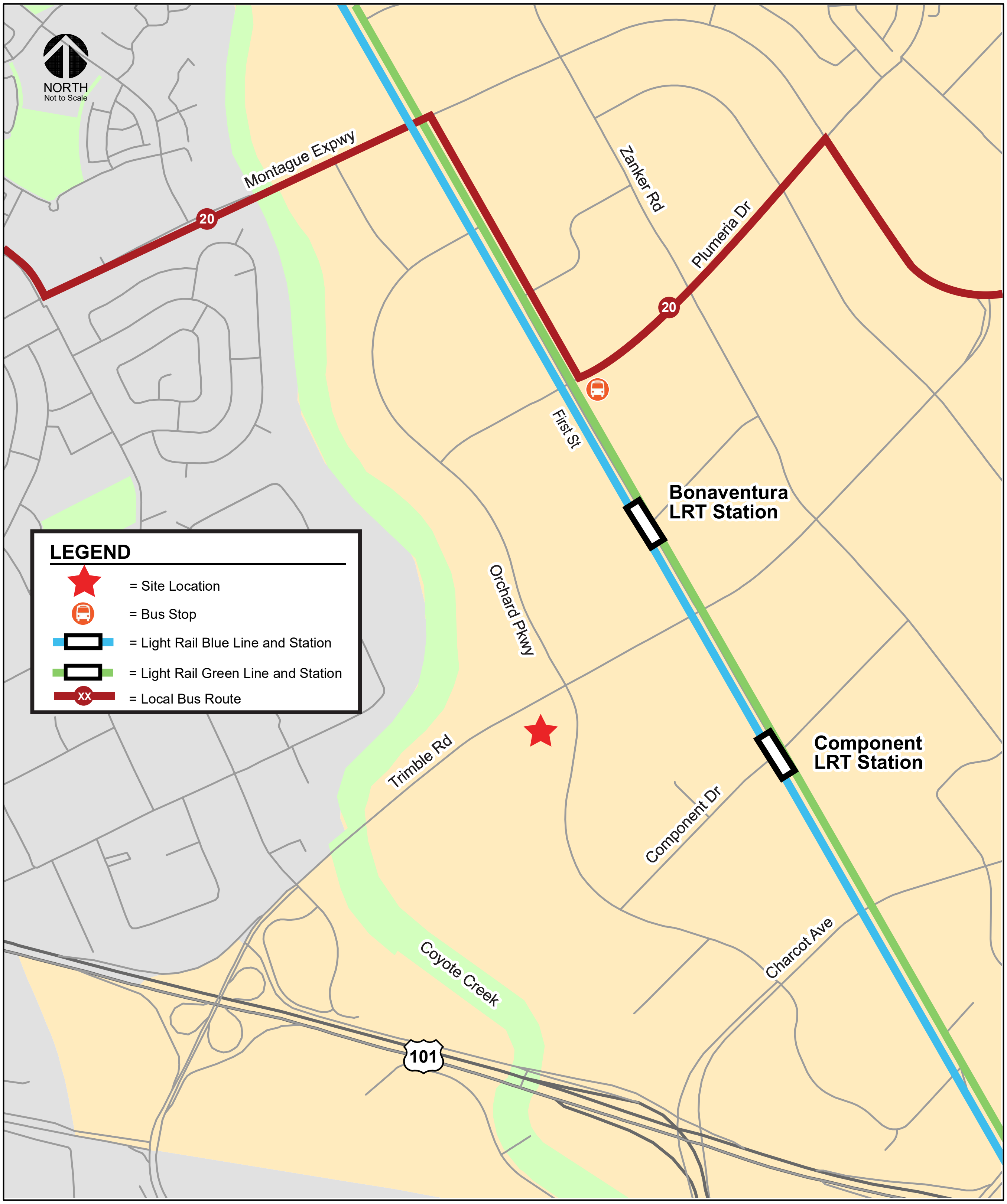
VTA Bus Services

The project site is not served directly by any bus routes. The nearest bus service near the project site is provided by local bus route 20 which operates along Montague Expressway, First Street, and Plumeria Drive. Route 20 provides services between the Milpitas BART Station and Sunnyvale Transit Center with approximately 30-minute headways during the commute periods. The nearest route 20 bus stops to the project site are located near the intersection of First Street and Plumeria Drive approximately 0.6 miles northeast of the project site.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The Green (Old Ironsides – Winchester) and Blue (Baypointe – Santa Teresa) LRT lines operate along First Street. The Green and Blue LRT lines operate from approximately 5:00 AM to 1:00 AM with approximately 20-minute headways during the commute periods. The Bonaventura and Component LRT station platforms on First Street are located within walking distance, approximately 2,000 feet, east of the project site.

Figure 5
Existing Transit Services


NORTH
Not to Scale
Montague Expwy
20
Zanker Rd
Plumeria Dr
20
First St
Bonaventura LRT Station
Orchard Pkwy
Component LRT Station
Trimble Rd
Component Dr
Charcot Ave
Coyote Creek
101
LEGEND
= Site Location
= Bus Stop
= Light Rail Blue Line and Station
= Light Rail Green Line and Station
XX
= Local Bus Route

3.

CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 1 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figures 6 and 7 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit-supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

The City does not provide screening criteria specific to AMD/R&D uses. However, per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such a small project would likely not result in a significant impact to VMT. AMD/R&D uses are similar to light industrial uses since both land uses have an emphasis on activities such as manufacturing and product storage and typically have minimal office space. Therefore, the number and origination/destination of daily trips generated by both light industrial and R&D uses should be similar.

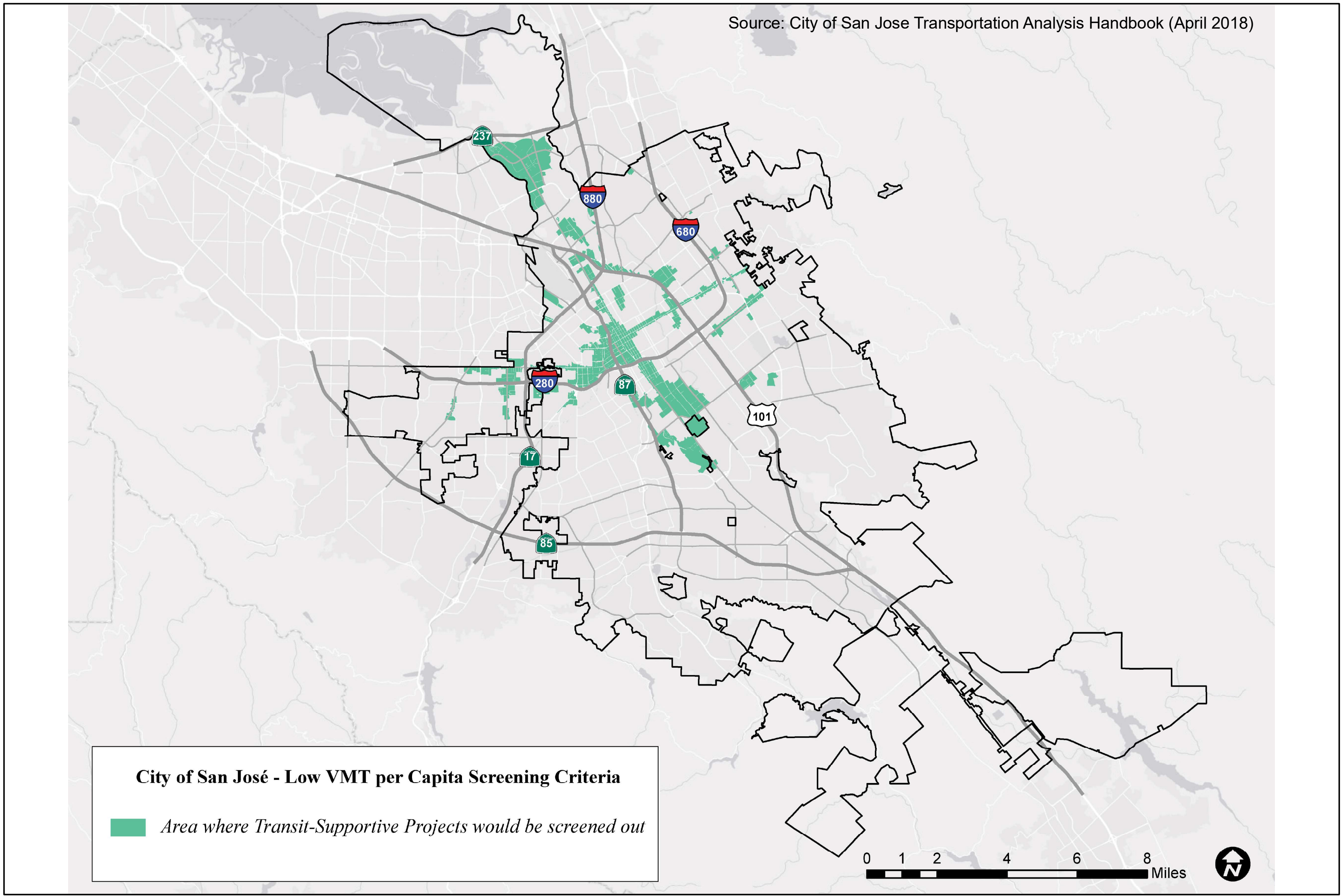
Presuming that AMD/R&D uses have similar trip generating characteristics as industrial uses, AMD/R&D uses can be converted to an equivalent amount of industrial space based on estimates of daily trips. The conversion of the proposed AMD/R&D space was converted to an equivalent amount of industrial space based on trip generation estimates derived utilizing trip rates published in the Institute

Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2020.

Figure 6
Low VMT per Capita Areas in San Jose

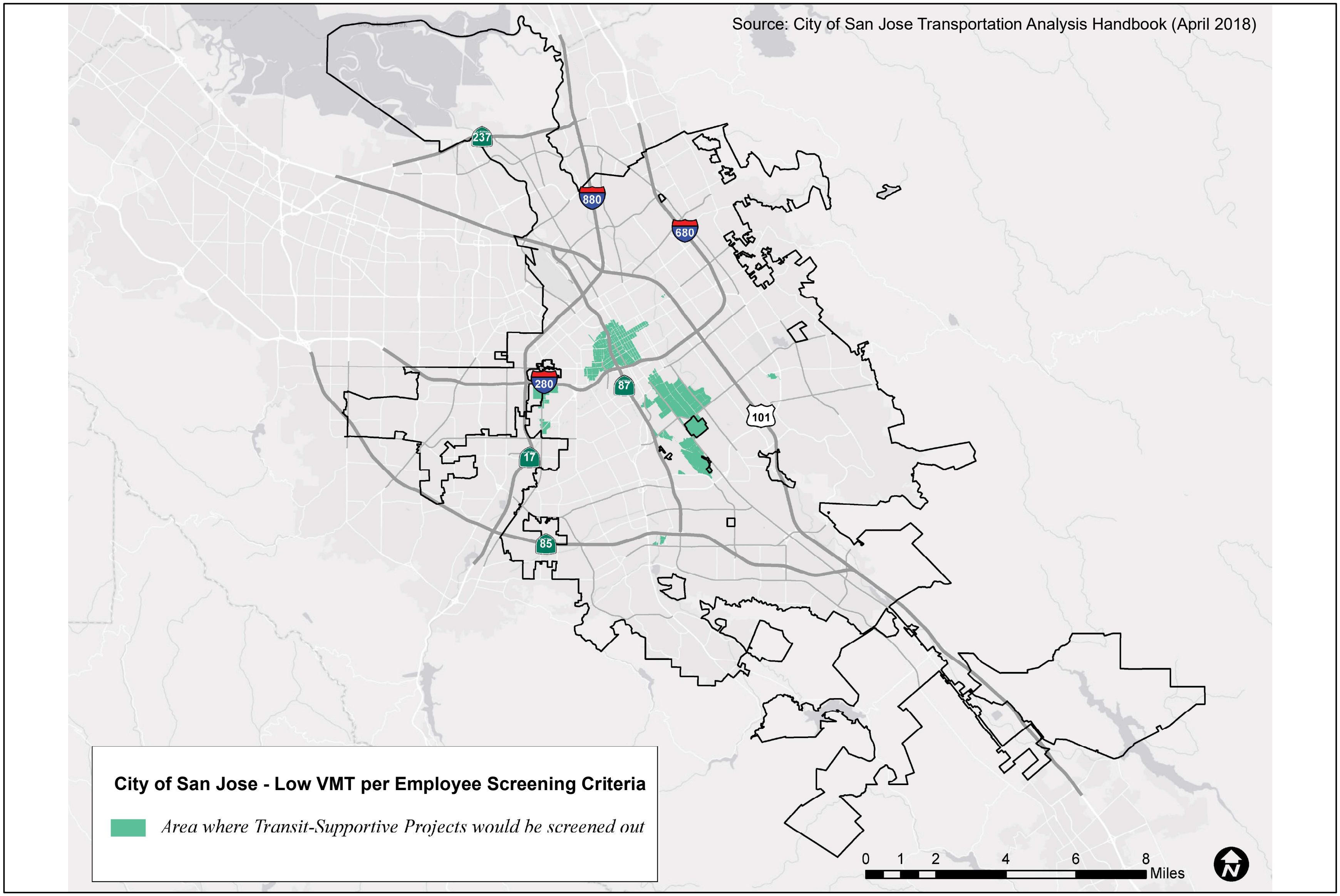

Source: City of San Jose Transportation Analysis Handbook (April 2018)

City of San José - Low VMT per Capita Screening Criteria

🟩 *Area where Transit-Supportive Projects would be screened out*

237
880
680
280
87
101
17
85
0
1
2
4
6
8
Miles
N

Figure 7
Low VMT per Employee Areas in San Jose



Source: City of San Jose Transportation Analysis Handbook (April 2018)

City of San Jose - Low VMT per Employee Screening Criteria
🟩 Area where Transit-Supportive Projects would be screened out
237
880
680
280
87
101
17
85
0
1
2
4
6
8
Miles
N

of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). Based on the ITE daily trip rate for R&D uses (ITE Land Use Code 760), the 208,000-s.f. of AMD/R&D space is estimated to generate 2,305 daily trips, which is equivalent to the daily trips estimated to be generated by approximately 473,000-s.f. of industrial space. Table 2 presents the industrial space equivalency calculation. The 473,000 s.f. of equivalent industrial space for the proposed project would exceed the City's small industrial infill project criterion of 30,000 s.f. In addition, the existing VMT per industrial employee in the project area currently exceeds the City's established CEQA threshold of 14.37 per industrial employee. Therefore, the proposed project would not meet the screening criteria for VMT analysis exemption.

Table 2
Equivalent Industrial Space for the Proposed AMD/R&D Space

			Daily	
Land Use		**Size**	**Rate**	**Trip**
Research & Development (#760)[1]		208,000 Square Feet	11.08	2,305
General Light Industrial (#110)[1]	**Equivalent Industrial Space**	**473,000 Square Feet**	4.87	2,305

[1] ITE Trip Generation Manual, 11th Edition 2021

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles 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 established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

When assessing 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. When assessing an office or industrial project, the project's VMT is divided by the number of employees. Non-residential and non-employment uses, such as retail and hotel uses are assessed based on their effects on total VMT.

VMT Evaluation Tool

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 development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in “high-VMT areas”. Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

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.

The first three strategies – 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.

Baseline VMT Estimates

The thresholds of significance for residential and employment 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. Figures 8 and 9 show the current VMT levels estimated by the City for residents and workers, respectively. Areas are color-coded based on the level of existing VMT:

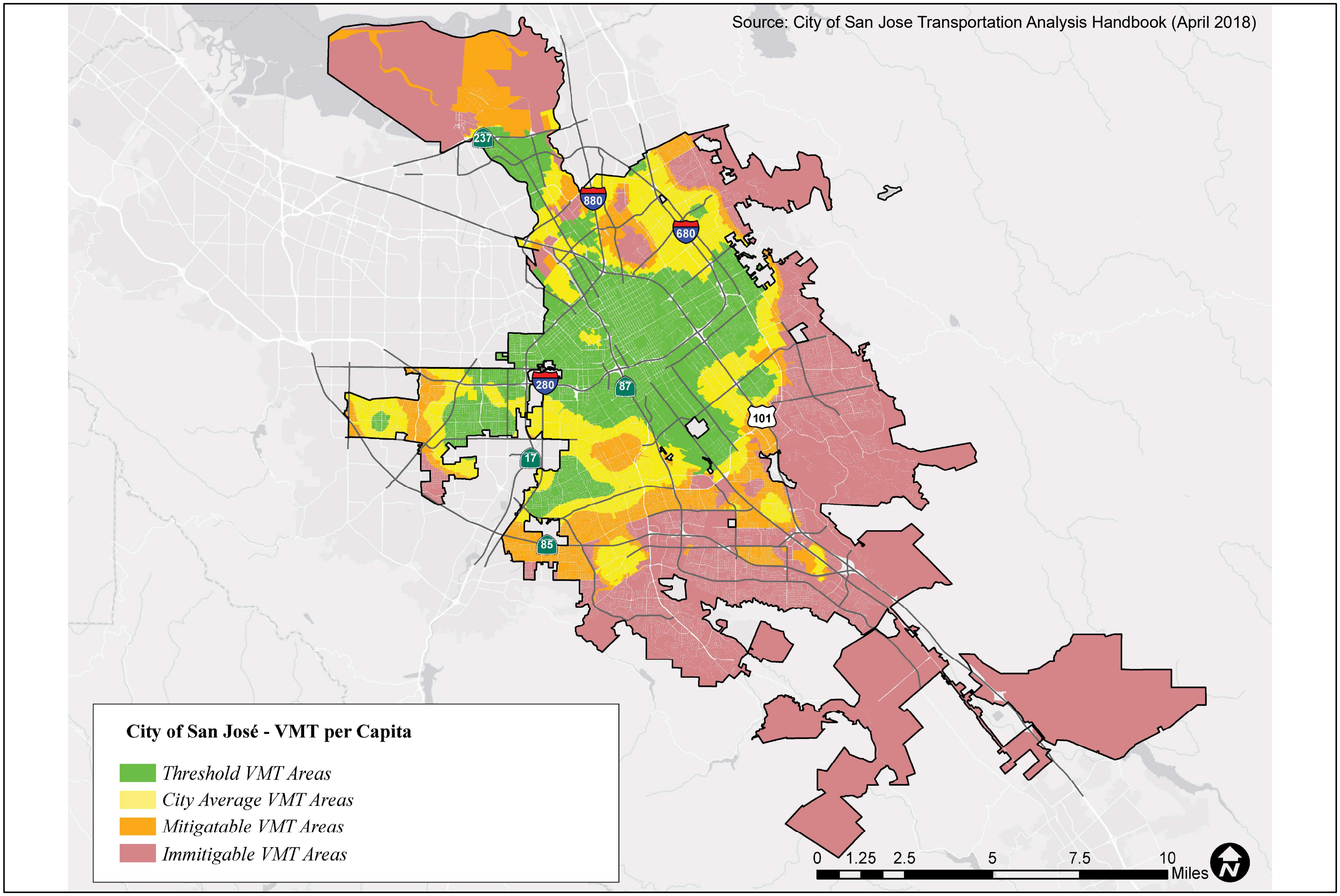
- Green-filled areas are parcels with existing VMT less than the City’s residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project’s VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project’s VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 10 shows the current VMT levels estimated by the City for workers in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance

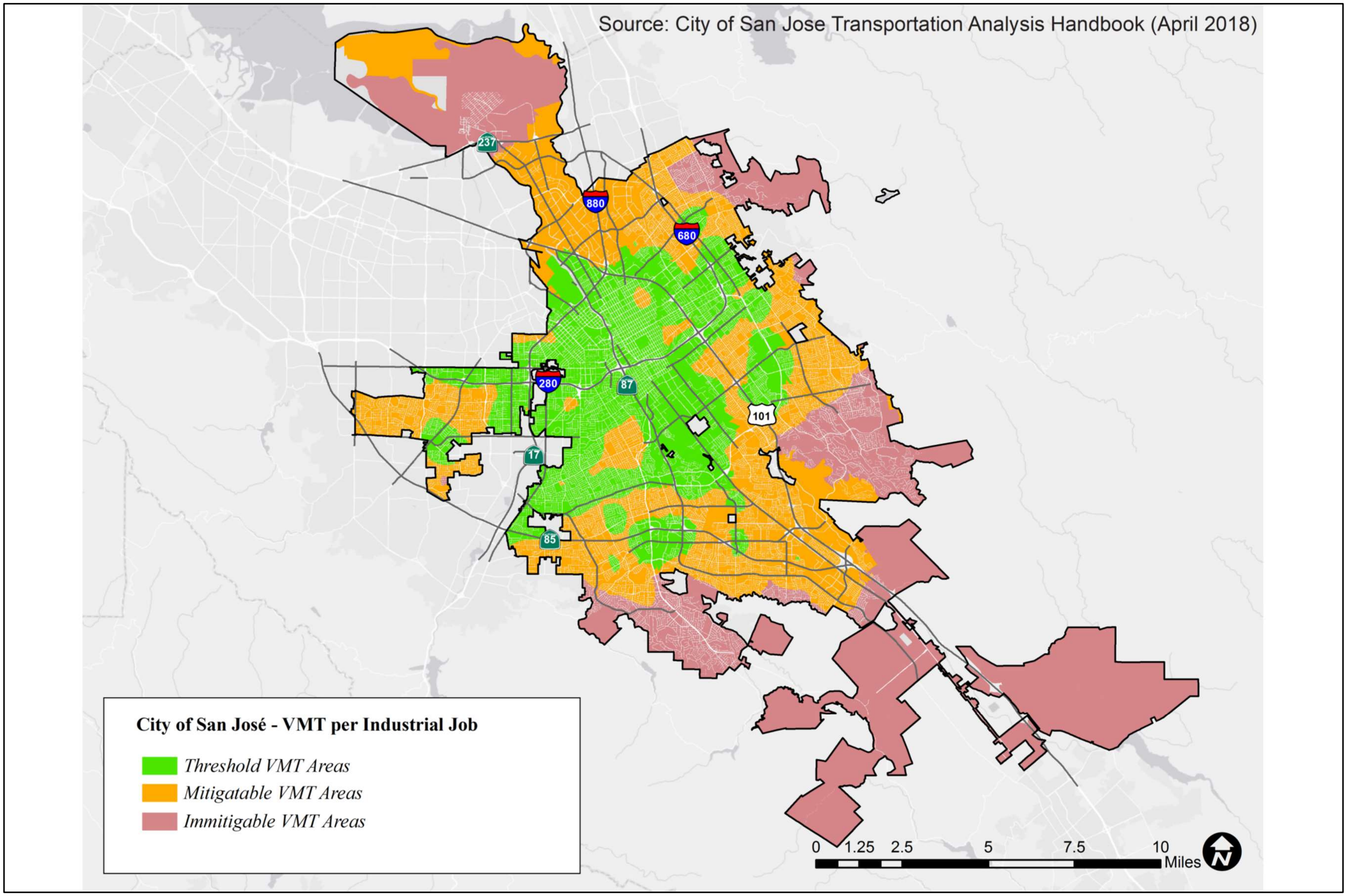
Figure 8
VMT per Capita Heat Map in San Jose



Source: City of San Jose Transportation Analysis Handbook (April 2018)

237
880
680
280
87
101
17
85
City of San José - VMT per Capita
🟩 Threshold VMT Areas
🟨 City Average VMT Areas
🟧 Mitigatable VMT Areas
🟥 Immitigable VMT Areas
0
1.25
2.5
5
7.5
10
Miles
N

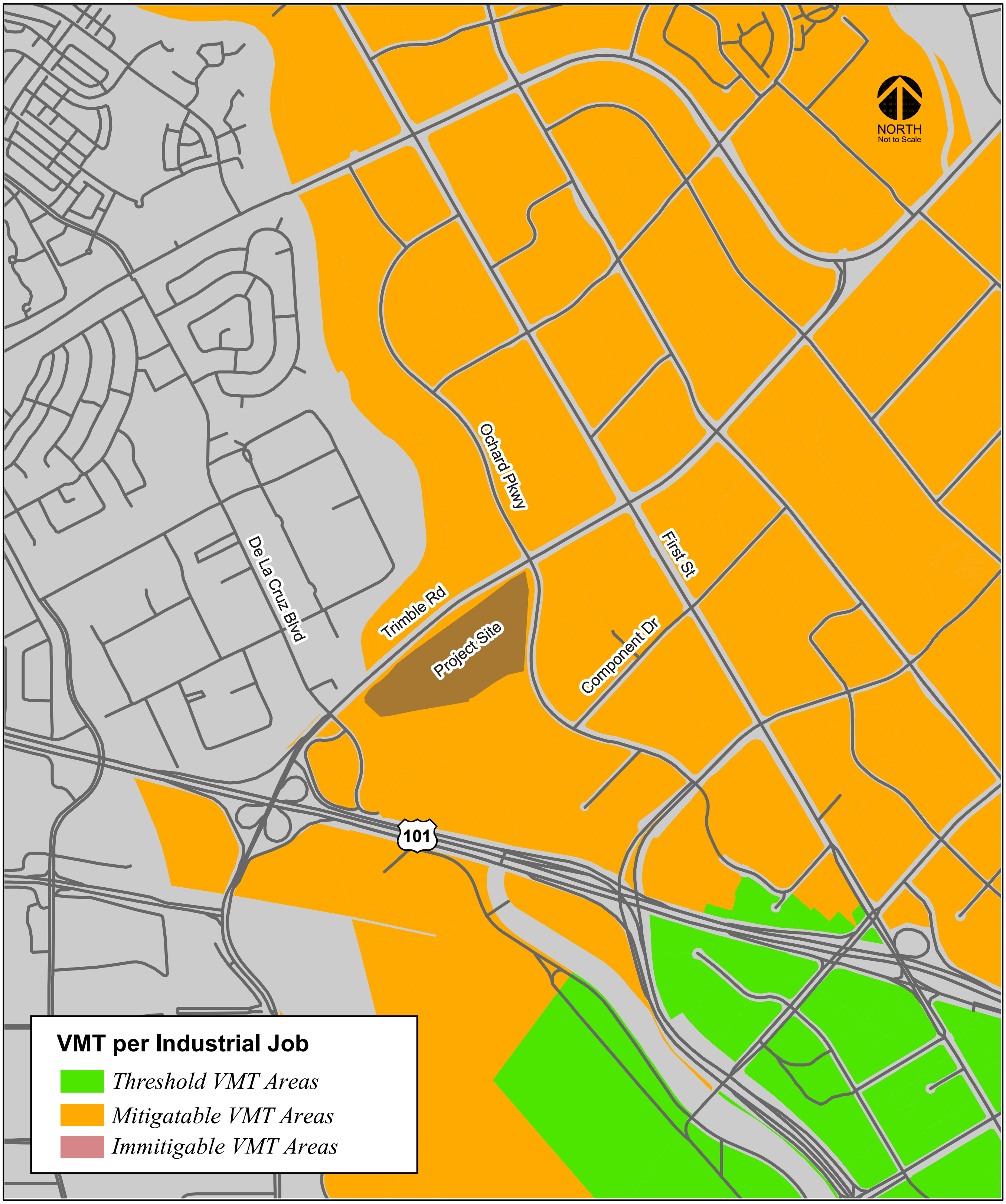
Figure 9
VMT per Industrial Employee Heat Map in San Jose



Source: City of San Jose Transportation Analysis Handbook (April 2018)

City of San José - VMT per Industrial Job
Threshold VMT Areas
Mitigatable VMT Areas
Immitigable VMT Areas
237
880
680
280
87
101
17
85
0
1.25
2.5
5
7.5
10
Miles
N

Figure 10
VMT per Industrial Employee Heat Map in Project Area


NORTH
Not to Scale
Ochard Pkwy
First St
De La Cruz Blvd
Trimble Rd
Project Site
Component Dr
101
VMT per Industrial Job
🟩 Threshold VMT Areas
🟧 Mitigatable VMT Areas
🟥 Immitigable VMT Areas

applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. Projects that include industrial employment uses, such as the proposed project, are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee. Currently, the reported regional average is 14.37 VMT per industrial employee.

Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	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 the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2020.

VMT of Existing Land Uses

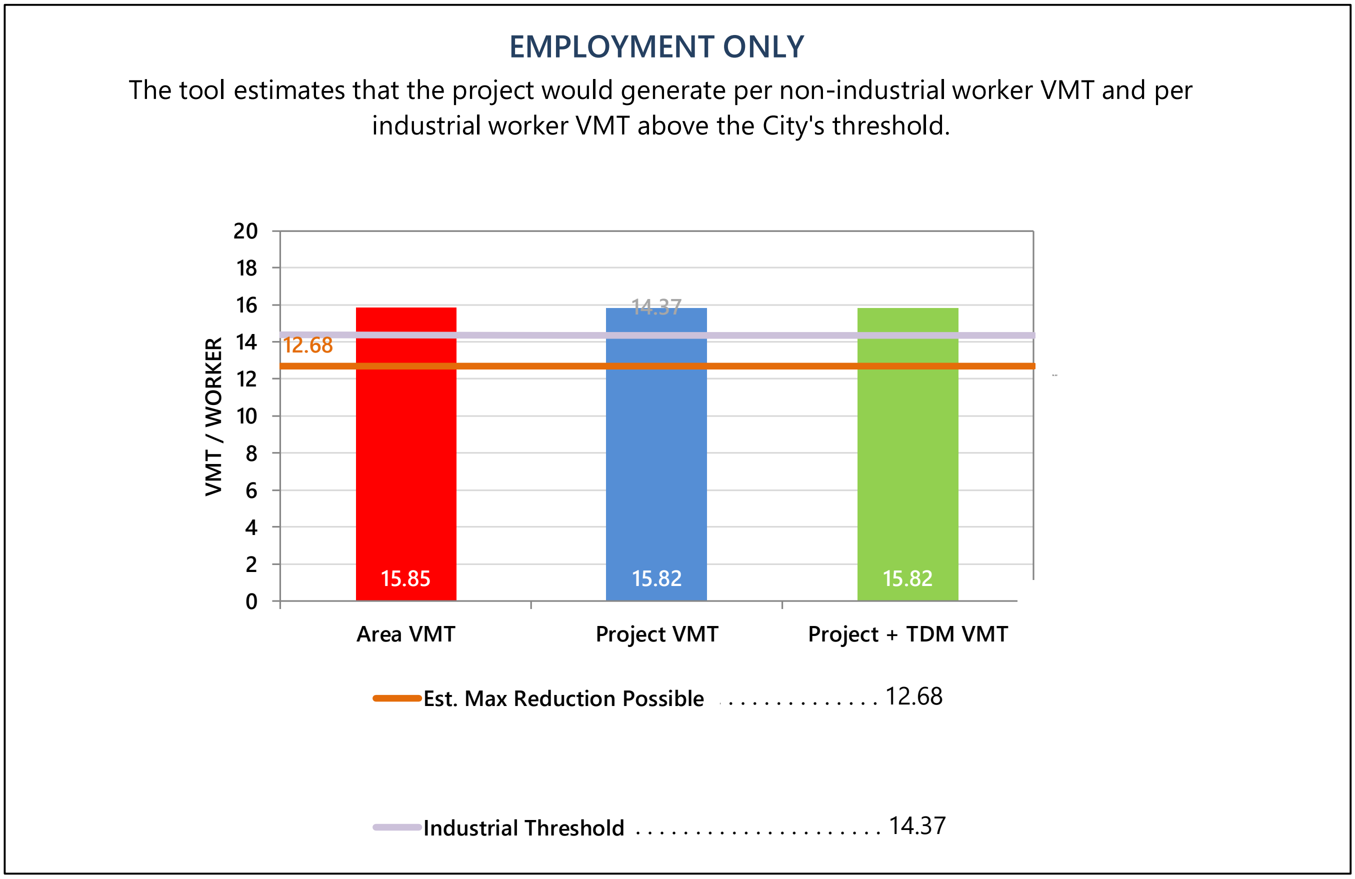
The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for industrial employment uses in the project vicinity is 15.85 per industrial employee. As shown in Table 3, the current regional average VMT for employment uses is 14.37 per employee. Therefore, the existing VMT levels of industrial employment uses in the project vicinity are currently greater than the regional average VMT. Appendix A presents the VMT Evaluation Tool summary report for the project.

Project-Level VMT Impact Analysis

The City’s Transportation Policy identifies an impact threshold for industrial uses to be the regional average per employee VMT of 14.37. Thus, the proposed project will result in a significant impact if it results in VMT that exceeds the per industrial employee VMT of 14.37.

The results of the VMT evaluation, using the City’s VMT Evaluation Tool, indicate that the project is projected to generate VMT per industrial employee (15.82), which would exceed the established impact threshold of 14.37 VMT per employee for industrial employment uses. Therefore, the project would result in an impact on the transportation system based on the City’s VMT impact criteria. Figure 11 shows the VMT evaluation summary generated by the City of San Jose’s VMT Evaluation Tool.

Figure 11
VMT Analysis



Project Impacts and Mitigation Measures

Project Impact: Since the VMT per industrial employee (15.82) generated by the project would exceed the impact threshold of 14.37 VMT per industrial employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project will be required to implement a Travel Demand Management (TDM) plan that includes the implementation of one of the following TDM measures to reduce the project’s VMT impact to less than significant levels. It should be noted that the selected TDM measure must be incorporated within a TDM plan for the project which may include additional TDM measures. However, per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of one of the TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 65% of employees work a 4/40 work week schedule (10-hour workdays for four days a week). **Or**
- Operate a Free Direct Shuttle: Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees. **Or**
- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 20% employee participation.

The project's VMT could be reduced further with the implementation of the following multi-modal facility improvements as identified by the City of San Jose staff. However, per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of one of the TDM measures identified above.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of drive and reduces VMT. Improvements would include the removal of the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification, and the implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.

The mitigation measures and the resulting VMT are summarized in Table 4. Figure 12 shows the VMT evaluation summary with mitigation generated by the City's VMT Evaluation Tool. Appendix A presents the VMT Evaluation Tool summary report for the project without and with the mitigation measures.

TDM Implementation, Monitoring, and Reporting

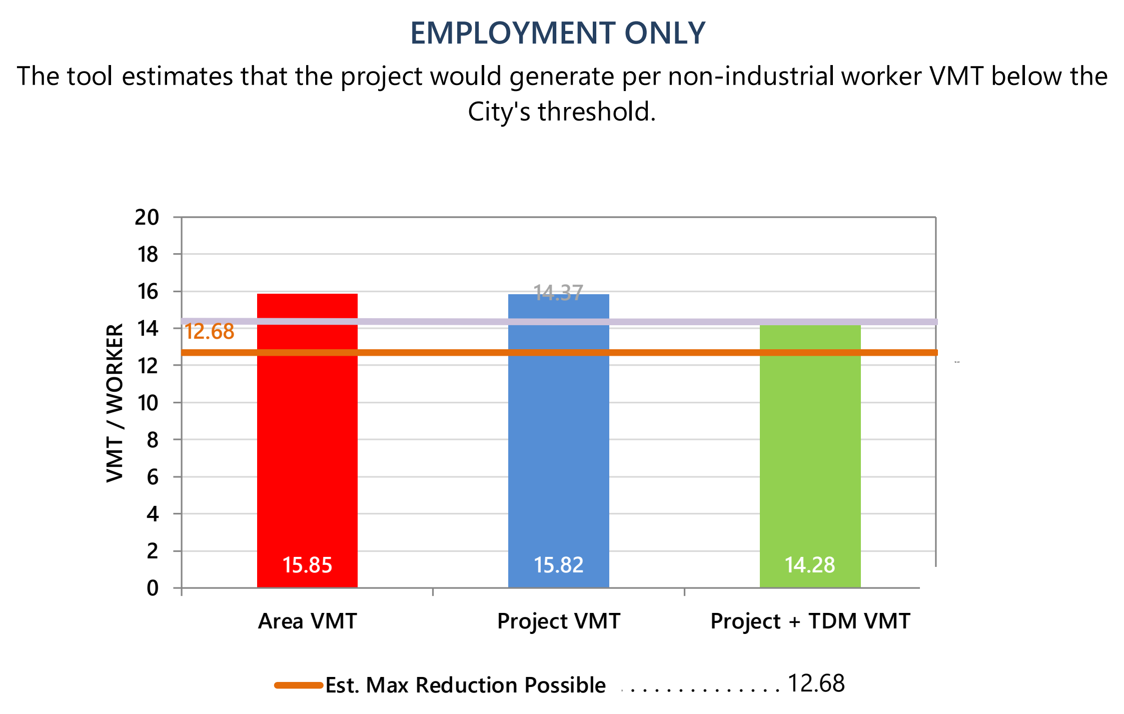
The TDM Plan would require coordination with the City of San Jose staff. The project applicant should submit the TDM Plan to the City of San Jose for approval. The project applicant would also be responsible for ensuring that the TDM strategies are incorporated into the project. After the proposed building is constructed and occupied, the project applicant should identify a TDM Coordinator. The TDM Coordinator would be responsible for implementing the ongoing TDM program. Having a main contact person would help ensure that transportation-related questions from employees are responded to promptly. If the TDM Coordinator changes for any reason, City staff and all office employees shall be notified of the name and contact information of the newly designated TDM Coordinator.

The TDM Plan would need to be re-evaluated annually for the life of the project. It is recommended that the designated TDM Coordinator consults with City staff to ensure the monitoring and reporting meet the City's expectations. Monitoring should include the following components:

Table 4
VMT with Mitigation Measures

#	Mitigation	Mitigation Description	VMT Per Employee	VMT Threshold	VMT Impact?
	Project	None	15.82	14.37	Yes
	One of These Tier 4 (TDM) Mitigation Measures Needs to be Implemented:				
1	Telecommuting and Alternative Work Schedules	Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion period. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 65% of employees work a 4/40 work week schedule (10-hour work days for four days a week).	14.28	14.37	No
2	Operate a Free Direct Shuttle	Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees.	14.33	14.37	No
3	Subsidize Vanpool	Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 20% employee participation.	14.02	14.37	No
	Tier 2 (Multimodal Infrastructure)				
4	Provide Pedestrian Network Improvements for Active Transportation	Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of drive and reduces VMT. Improvements would include the removal of the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification, and implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.	--	--	--
	One of the Tier 4 (TDM) and Tier 2 (Multimodal Infrastructure) Mitigation Measures Identified Above:				
	1 & 4		13.99	14.37	No
	2 & 4		14.04	14.37	No
	3 & 4		13.74	14.37	No

Figure 12
VMT Analysis with Recommended Mitigation Measures (Telecommuting and Alternative Work Schedule)



EMPLOYMENT ONLY

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

- Annual Vehicle Trip Generation Counts (conducted by a third party). It is assumed that every percent reduction in peak-hour vehicle trips generated by the project is equivalent to a one percent reduction in per-employee VMT. If the counts show the project trip generation is higher than expected, then the TDM Plan may need to be altered or enhanced.
- Annual Mode Share Surveys. A survey to be administered to all office employees would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The survey also would provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results should measure the relative effectiveness of individual TDM program components and facilitate the design of possible program enhancements in order to reduce single-occupant vehicle trips.
- Annual Monitoring Report. The TDM Coordinator would be responsible for submitting the monitoring reports to the City of San Jose (Department of Building and Code Enforcement's Environmental Review) annually for three years, and then upon request of the Zoning Administrator for the life of the project.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Industrial Park (IP) and Combined Industrial/Commercial (CIC)* uses. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Industrial Park (IP) and Combined Industrial/Commercial (CIC)* designation allow industrial/office uses, the proposed manufacturing land use project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4.
Local Transportation Analysis

This chapter describes the Local Transportation Analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background, background plus project, cumulative no project, and cumulative plus project, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel.

Project Description

The proposed project would consist of the construction of a 208,000-square-foot (s.f.) advanced manufacturing building on an approximately 10-acre vacant site. Approximately 280 vehicular parking spaces and 15 truck docks are proposed on-site. Direct access to the site would be provided via an existing limited right-turn in and right-turn out only driveway along Trimble Road, an existing full-access driveway, and a right-turns only driveway located along Orchard Parkway. However, the project’s surface lots and drive aisles would connect to the adjoining properties along its southern boundary. Therefore, there also would be additional access points at existing driveways along Orchard Parkway.

The applicant for the project has requested that the transportation analysis allows for the flexibility to utilize the building with either warehouse, industrial, or research & development (R&D) space since a tenant and use of the proposed building have yet to be identified. Of the above-identified uses, R&D space generates the greatest number of daily and peak hour trips per 1,000 s.f. of space. Therefore, this study evaluates the proposed project as 208,000 s.f. of R&D space for the purpose of providing the flexibility to allow for the use of the proposed building with low traffic generating warehouse uses or a greater traffic intensity traffic generating use such as R&D space.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Research & Development Center (Land Use #760) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed manufacturing used to estimate the project trips. Based on the trip generation rates, it is estimated that the project would generate a total of 2,305 daily vehicle trips, with 214 trips (175 inbound and 39 outbound) occurring during the AM peak hour and 204 trips (33 inbound and 171 outbound) occurring during the PM peak hour before any reductions.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Based on the San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the evaluation tool, the project site is located within a *Suburb with Multifamily Homes* place type. Based on Table 6 of the City of San Jose *Transportation Analysis Handbook*, April 2020, office/industrial developments within *Suburb with Multifamily Homes* areas have vehicle mode shares of 92%. Thus, a reduction of 8% was applied to the trips generated by the proposed project.

Additionally, based on the San Jose VMT Evaluation Tool, the proposed project is anticipated to generate 15.82 VMT per industrial employee in an area that currently generates approximately 15.85 VMT per industrial employee. Per City guidelines, every percent reduction from the existing VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 0.19 percent for the proposed employment uses to reflect the reduction in peak hour trips.

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate a total of 2,117 daily vehicle trips, with 197 trips (161 inbound and 36 outbound) occurring during the AM peak hour and 187 trips (30 inbound and 157 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 5.

Table 5
Project Trip Generation Estimates

							AM Peak Hour						PM Peak Hour					
	Reduction	VMT			Daily			Split		Trip				Split		Trip		
Land Use	%	Existing	Project	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
#760 - Research and Development Center				208,000 Square Feet	11.080	2,305	1.030	82%	18%	175	39	214	0.980	16%	84%	33	171	204
Location-Based Reduction [1]	*8%*					*-184*				*-14*	*-3*	*-17*				*-3*	*-14*	*-17*
VMT-Based Reduction [2]	*0.19%*	15.85	15.82			*-4*				*0*	*0*	*0*				*0*	*0*	*0*
Total Project Trips						**2,117**				**161**	**36**	**197**				**30**	**157**	**187**

Source: ITE Trip Generation Manual, 11th Edition 2021.

[1] The place type for the project site (Suburban with Multi-Family Homes) is obtained from the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-employee is equivalent to one percent reduction in peak-hour vehicle trips.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 13 shows the trip distribution pattern, and Figure 14 shows the assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 16 signalized intersections in the Cities of San Jose and Santa Clara. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to an intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgment of Public Works.

The following study intersections were selected based on the above criteria.

City of San Jose Study Intersections

1. Zanker Road and Trimble Road *(IOZ)
2. First Street and Trimble Road *(IOZ)
3. First Street and Component Drive
4. Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue
5. Orchard Parkway and Component Drive
6. Orchard Parkway and Project Driveway
7. Orchard Parkway and Trimble Road
8. De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
9. US 101 and Trimble Road
10. Junction Avenue and Trimble Road
11. Trimble Road/Cadence Place and Montague Expressway *

Figure 13
Project Trip Distribution

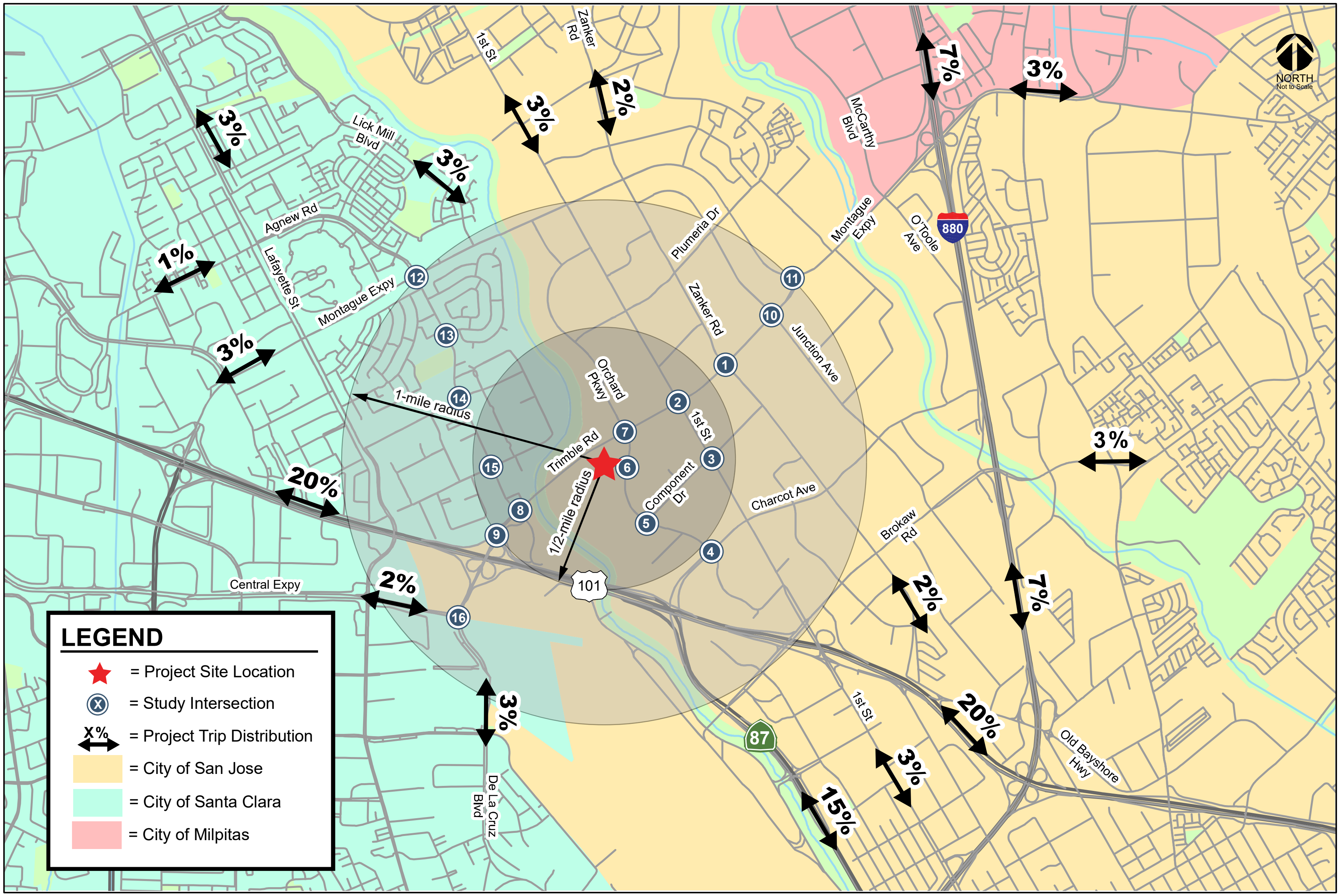
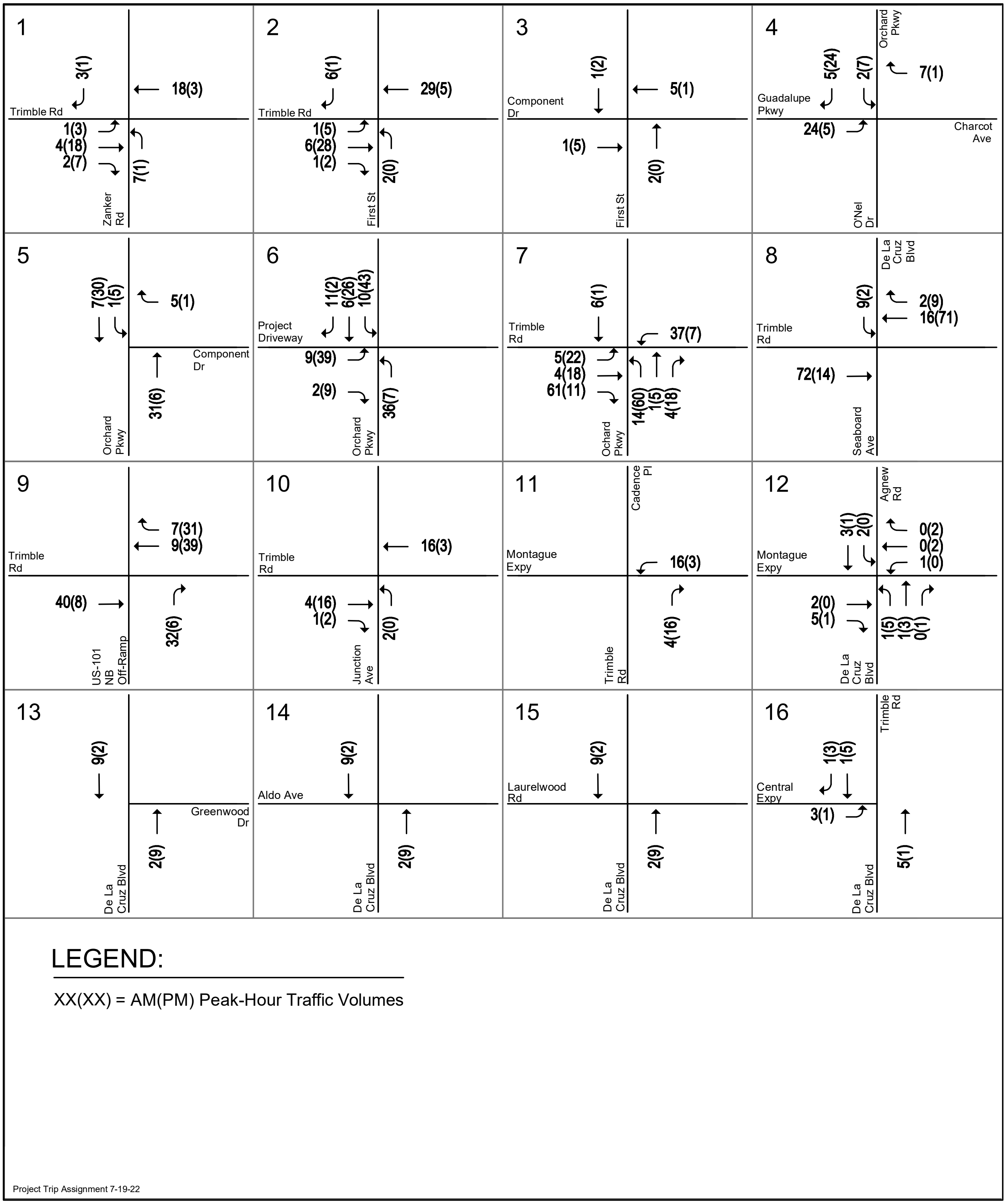

1st St
Zanker Rd
7%
3%
NORTH
Not to Scale
3%
2%
3%
Lick Mill Blvd
3%
McCarthy Blvd
Agnew Rd
Plumeria Dr
Montague Expy
O'Toole Ave
880
1%
Lafayette St
Montague Expy
12
11
10
13
Zanker Rd
Junction Ave
3%
1
Orchard Pkwy
1-mile radius
14
2
1st St
7
3 %
Trimble Rd
3
15
6
Component Dr
1/2-mile radius
Charcot Ave
20%
8
5
9
4
Brokaw Rd
2%
7%
Central Expy
2%
101
16
3%
20%
1st St
87
Old Bayshore Hwy
3%
15%
De La Cruz Blvd
LEGEND
★ = Project Site Location
ⓧ = Study Intersection
X% ↔ = Project Trip Distribution
= City of San Jose
= City of Santa Clara
= City of Milpitas

Figure 14
Project Trip Assignment


1
Trimble Rd
Zanker Rd
3(1)
18(3)
1(3)
4(18)
2(7)
7(1)
2
Trimble Rd
First St
6(1)
29(5)
1(5)
6(28)
1(2)
2(0)
3
Component Dr
First St
1(2)
5(1)
1(5)
2(0)
4
Guadalupe Pkwy
Orchard Pkwy
Charcot Ave
O'Nel Dr
5(24)
2(7)
7(1)
24(5)
5
Orchard Pkwy
Component Dr
7(30)
1(5)
5(1)
31(6)
6
Project Driveway
Orchard Pkwy
11(2)
6(26)
10(43)
9(39)
2(9)
36(7)
7
Trimble Rd
Ochard Pkwy
6(1)
37(7)
5(22)
4(18)
61(11)
14(60)
1(5)
4(18)
8
Trimble Rd
De La Cruz Blvd
Seaboard Ave
9(2)
2(9)
16(71)
72(14)
9
Trimble Rd
US-101 NB Off-Ramp
7(31)
9(39)
40(8)
32(6)
10
Trimble Rd
Junction Ave
16(3)
4(16)
1(2)
2(0)
11
Montague Expy
Cadence Pl
Trimble Rd
16(3)
4(16)
12
Montague Expy
Agnew Rd
De La Cruz Blvd
3(1)
2(0)
0(2)
0(2)
1(0)
2(0)
5(1)
1(5)
1(3)
0(1)
13
Greenwood Dr
De La Cruz Blvd
9(2)
2(9)
14
Aldo Ave
De La Cruz Blvd
9(2)
2(9)
15
Laurelwood Rd
De La Cruz Blvd
9(2)
2(9)
16
Central Expy
Trimble Rd
De La Cruz Blvd
1(3)
1(5)
3(1)
5(1)
LEGEND:
XX(XX) = AM(PM) Peak-Hour Traffic Volumes
Project Trip Assignment 7-19-22

City of Santa Clara Study Intersections

12. Agnew Road/De La Cruz Boulevard and Montague Expressway *
13. De La Cruz Boulevard and Greenwood Drive
14. De La Cruz Boulevard and Aldo Avenue
15. De La Cruz Boulevard and Laurelwood Road
16. Trimble Road/De La Cruz Boulevard and Central Expressway *

* Denotes CMP Intersection; IOZ = Infilled Opportunity Zones

Data Requirements

The data required for the analysis were obtained from other recent traffic studies, the Cities of San Jose and Santa Clara, the CMP TRAFFIX database, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved and pending project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown in Figure 15. It is assumed in this analysis that the transportation network under background and background plus project would be the same as the existing transportation network, with the exception of the planned roadway improvements described below:

US 101 and Trimble Road Interchange - VTA, in partnership with Caltrans and the City, is currently implementing improvements at the US-101 and Trimble Road Interchange that include the following components:

- Reconstruct the existing three-quadrant cloverleaf interchange to a partial cloverleaf interchange;
- Replace the existing De La Cruz Boulevard-Trimble Road overcrossing structure to provide six through lanes and accommodating bike and pedestrian facilities;
- Widen De La Cruz Boulevard between Trimble Road and Central Expressway from four to six lanes;
- Construct a new intersection at the terminus of US-101 southbound off-ramp at De La Cruz Boulevard;
- Reconstruct the intersection of De La Cruz Boulevard and Central Expressway to provide bike lanes and additional through and turn lanes.

Traffic Volumes

Existing Traffic Volumes

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose, the CMP TRAFFIX database, or recently completed traffic studies. Due to the current COVID-19 pandemic situation, and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Therefore, as recommended by the City of San Jose staff, a 1% compounded annual growth factor was applied to traffic counts that are older than two years to estimate traffic conditions in 2022. The existing peak-hour intersection volumes are shown in Figure 16. The traffic counts are included in Appendix B.

Figure 15
Existing Lane Configurations

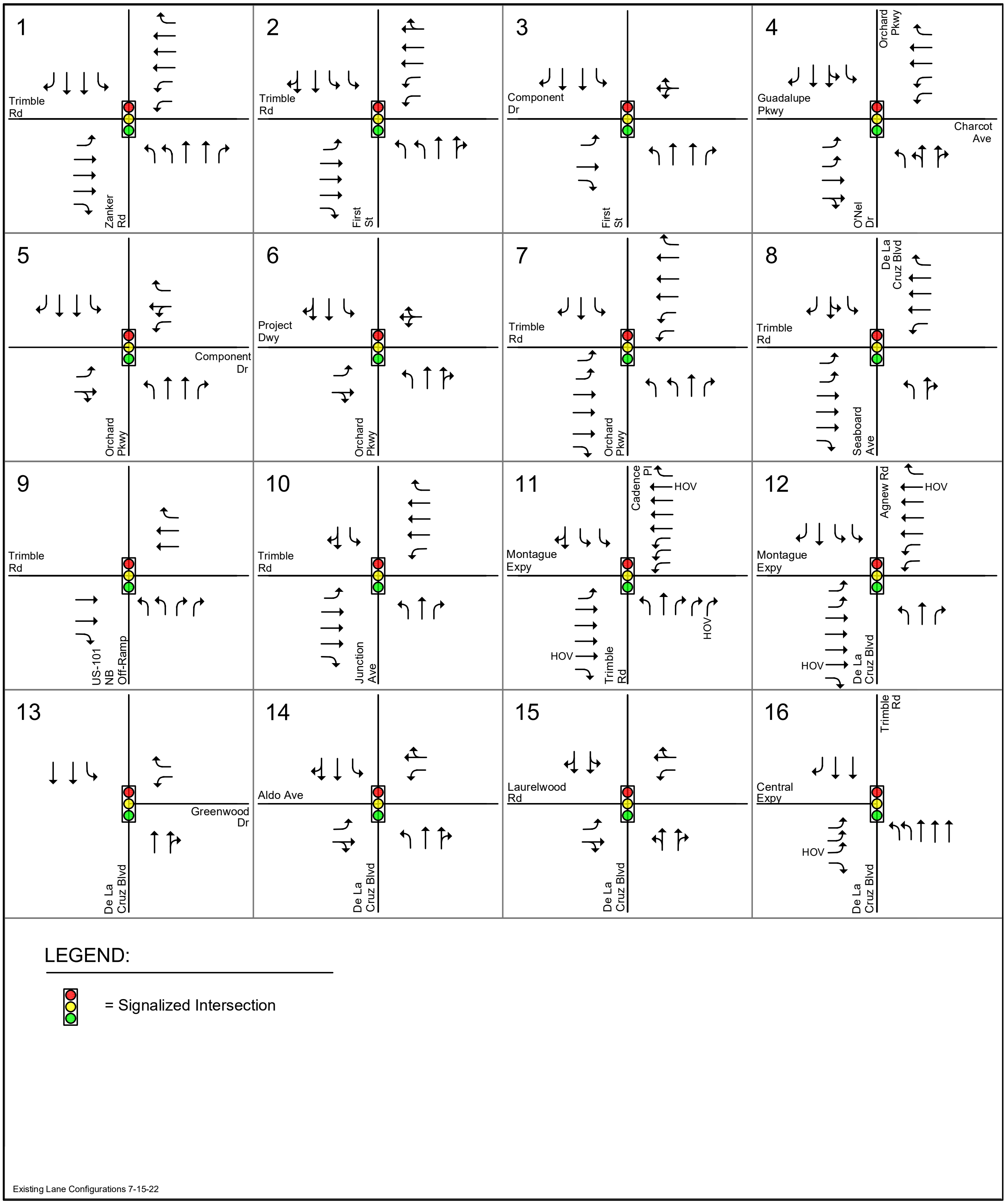
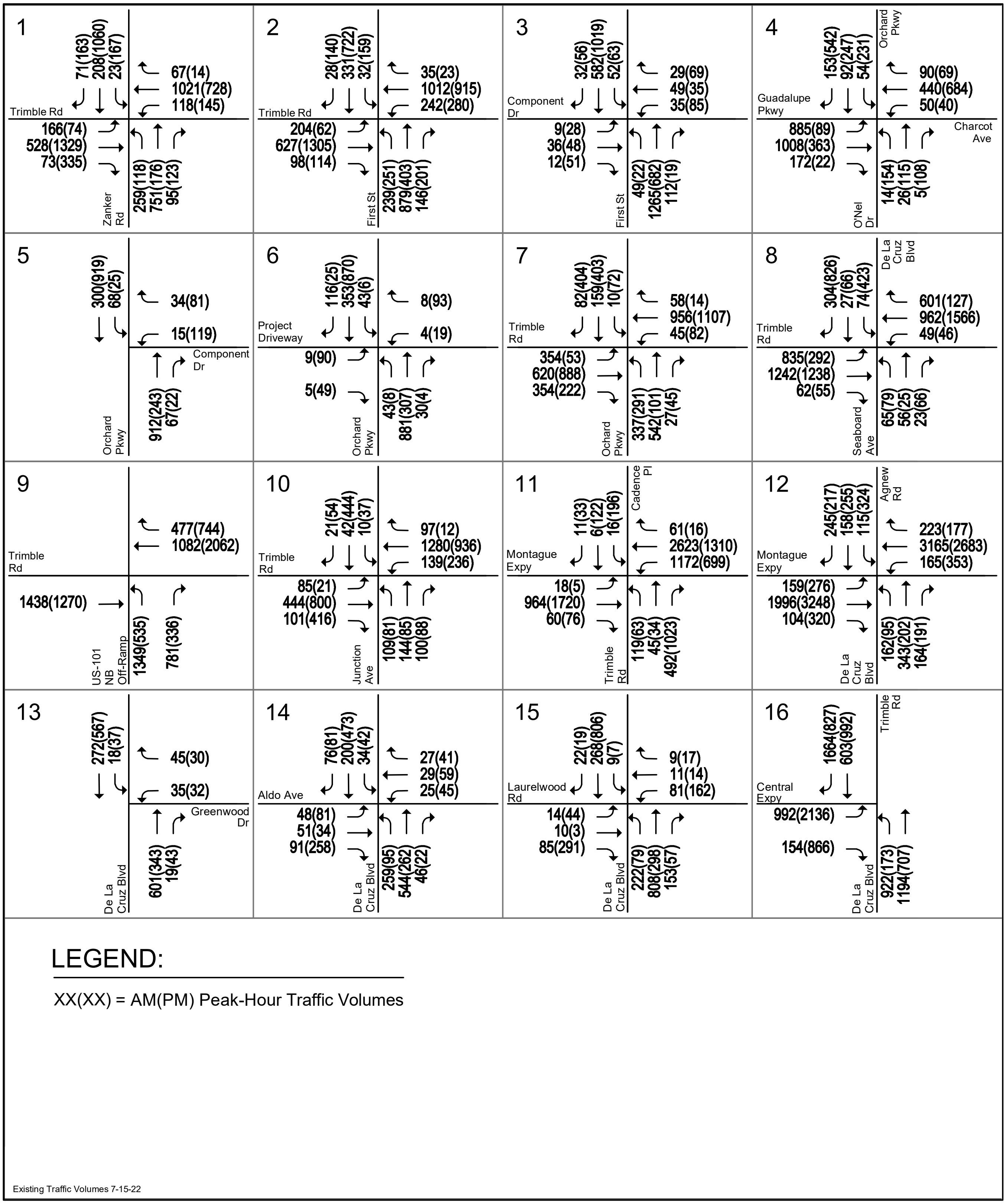

1
Trimble Rd
Zanker Rd
2
Trimble Rd
First St
3
Component Dr
First St
4
Orchard Pkwy
Guadalupe Pkwy
Charcot Ave
O'Nel Dr
5
Component Dr
Orchard Pkwy
6
Project Dwy
Orchard Pkwy
7
Trimble Rd
Orchard Pkwy
8
De La Cruz Blvd
Trimble Rd
Seaboard Ave
9
Trimble Rd
US-101 NB Off-Ramp
10
Trimble Rd
Junction Ave
11
Cadence Pl
HOV
Montague Expy
HOV
HOV
Trimble Rd
12
Agnew Rd
HOV
Montague Expy
HOV
De La Cruz Blvd
13
Greenwood Dr
De La Cruz Blvd
14
Aldo Ave
De La Cruz Blvd
15
Laurelwood Rd
De La Cruz Blvd
16
Trimble Rd
Central Expy
HOV
De La Cruz Blvd
LEGEND:
= Signalized Intersection
Existing Lane Configurations 7-15-22

Figure 16
Existing Traffic Volumes


1
Trimble Rd
Zanker Rd
71(163)
208(1060)
23(167)
67(14)
1021(728)
118(145)
166(74)
528(1329)
73(335)
259(118)
751(176)
95(123)
2
Trimble Rd
First St
28(140)
331(722)
32(159)
35(23)
1012(915)
242(280)
204(62)
627(1305)
98(114)
239(251)
879(403)
146(201)
3
Component Dr
First St
32(56)
582(1019)
52(63)
29(69)
49(35)
35(85)
9(28)
36(48)
12(51)
49(22)
1265(682)
112(19)
4
Guadalupe Pkwy
Orchard Pkwy
Charcot Ave
O'Nel Dr
153(542)
92(247)
54(231)
90(69)
440(684)
50(40)
885(89)
1008(363)
172(22)
14(154)
26(115)
5(108)
5
Component Dr
Orchard Pkwy
300(919)
68(25)
34(81)
15(119)
912(243)
67(22)
6
Project Driveway
Orchard Pkwy
116(25)
353(870)
43(6)
8(93)
4(19)
9(90)
5(49)
43(8)
881(307)
30(4)
7
Trimble Rd
Ochard Pkwy
82(404)
159(403)
10(72)
58(14)
956(1107)
45(82)
354(53)
620(888)
354(222)
337(291)
542(101)
27(45)
8
Trimble Rd
De La Cruz Blvd
Seaboard Ave
304(826)
27(66)
74(423)
601(127)
962(1566)
49(46)
835(292)
1242(1238)
62(55)
65(79)
56(25)
23(66)
9
Trimble Rd
US-101 NB Off-Ramp
477(744)
1082(2062)
1438(1270)
1349(535)
781(336)
10
Trimble Rd
Junction Ave
21(54)
42(444)
10(37)
97(12)
1280(936)
139(236)
85(21)
444(800)
101(416)
109(81)
144(85)
100(88)
11
Montague Expy
Cadence Pl
Trimble Rd
11(33)
6(122)
16(196)
61(16)
2623(1310)
1172(699)
18(5)
964(1720)
60(76)
119(63)
45(34)
492(1023)
12
Montague Expy
Agnew Rd
De La Cruz Blvd
245(217)
158(255)
115(324)
223(177)
3165(2683)
165(353)
159(276)
1996(3248)
104(320)
162(95)
343(202)
164(191)
13
Greenwood Dr
De La Cruz Blvd
272(567)
18(37)
45(30)
35(32)
601(343)
19(43)
14
Aldo Ave
De La Cruz Blvd
76(81)
200(473)
34(42)
27(41)
29(59)
25(45)
48(81)
51(34)
91(258)
259(95)
544(262)
46(22)
15
Laurelwood Rd
De La Cruz Blvd
22(19)
268(806)
9(7)
9(17)
11(14)
81(162)
14(44)
10(3)
85(291)
222(79)
808(298)
153(57)
16
Central Expy
Trimble Rd
De La Cruz Blvd
1664(827)
603(992)
992(2136)
154(866)
922(173)
1194(707)
LEGEND:
XX(XX) = AM(PM) Peak-Hour Traffic Volumes
Existing Traffic Volumes 7-15-22

Future Condition Traffic Volumes

The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. Trips associated with approved projects in the City of Santa Clara were estimated based on a list provided by the City of Santa Clara. Per the City's direction, the North San Jose (NSJ) Phase 1 project trips were removed from the ATI because the North San Jose Development Policy has been retired and all of the approved NSJ phase 1 developments have either been constructed or no longer have approval.

Background traffic volumes are shown in Figure 17. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 18).

Traffic volumes under cumulative conditions were estimated by adding to the background traffic volumes the trips from proposed, but not yet approved (pending), development projects within the Cities of San Jose and Santa Clara. Pending project trips and/or pending project information was obtained from each of the cities. Cumulative conditions include trips generated by the following San Jose pending development projects in the area of the proposed project. The pending project list for Santa Clara is included in Appendix C.

City of San Jose Pending Projects:

- **San Jose Data Center (SJC04**) – 616,592 s.f. data center located at 370 West Trimble Road.
- **550 East Brokaw Road Office Development** – 2,000,000 s.f. of office space located near the intersection of Junction Avenue and Brokaw Road.
- **Seely Avenue Mixed-Used Development** – 1,473 residential units and 55,000 s.f. of retail space located near the intersection of Seely Avenue and Montague Expressway.

Cumulative plus project peak-hour traffic volumes were estimated by adding to cumulative traffic volumes the additional traffic generated by the project. Cumulative no project traffic volumes are shown in Figure 19. The cumulative plus project traffic volumes at study intersections are shown in Figure 20.

The approved and pending project information is included in Appendix C. The approved trips, proposed project trips, pending project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

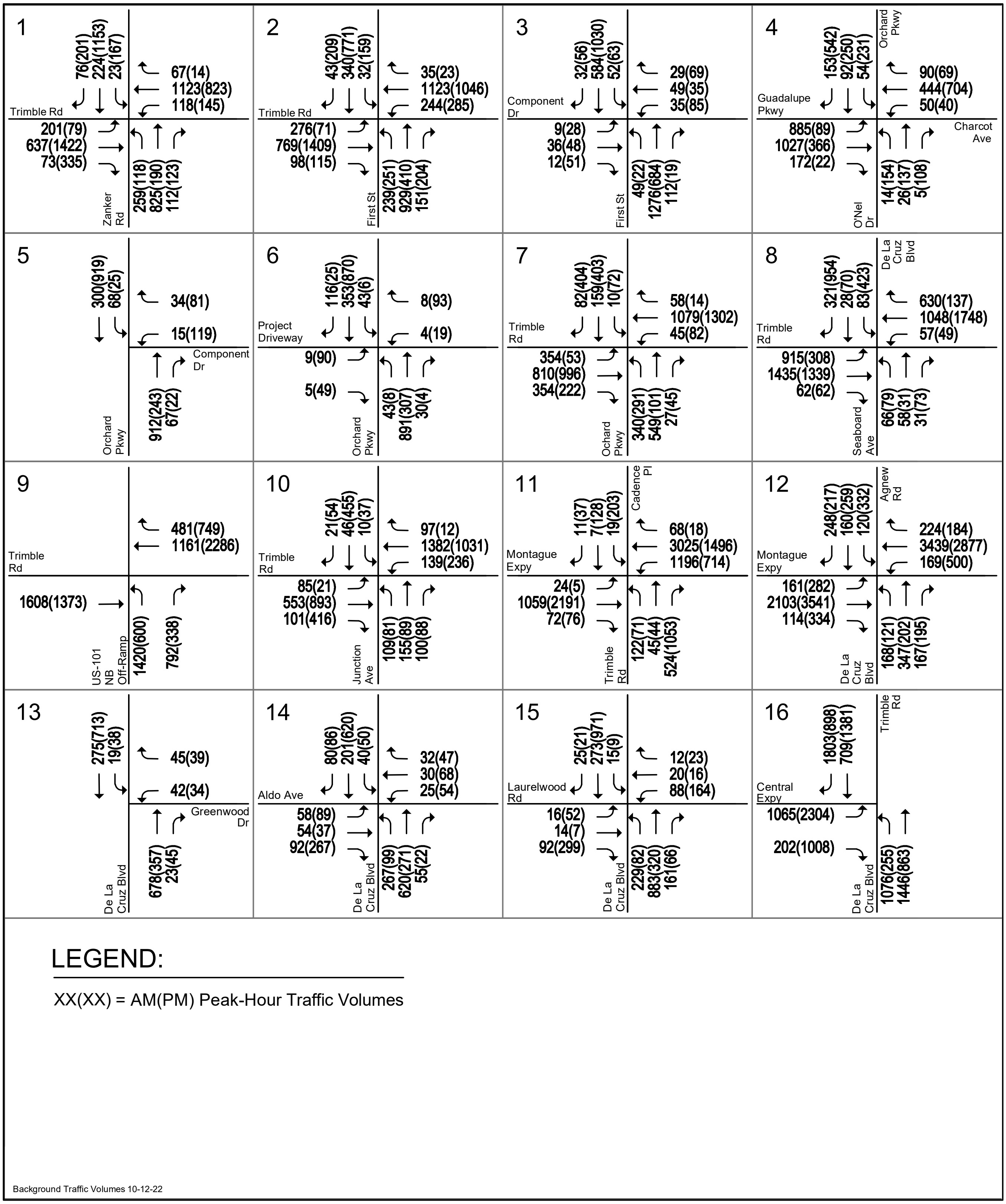
Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the Cities of San Jose and Santa Clara employ the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 6.

Signalized study intersections are subject to the applicable City of San Jose and Santa Cara level of service standards with the exception of intersections located within IOZs in the City of San Jose. The Cities of San Jose and Santa Clara have established LOS D as the minimum acceptable intersection

Figure 17
Background Traffic Volumes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Trimble Rd
Zanker Rd
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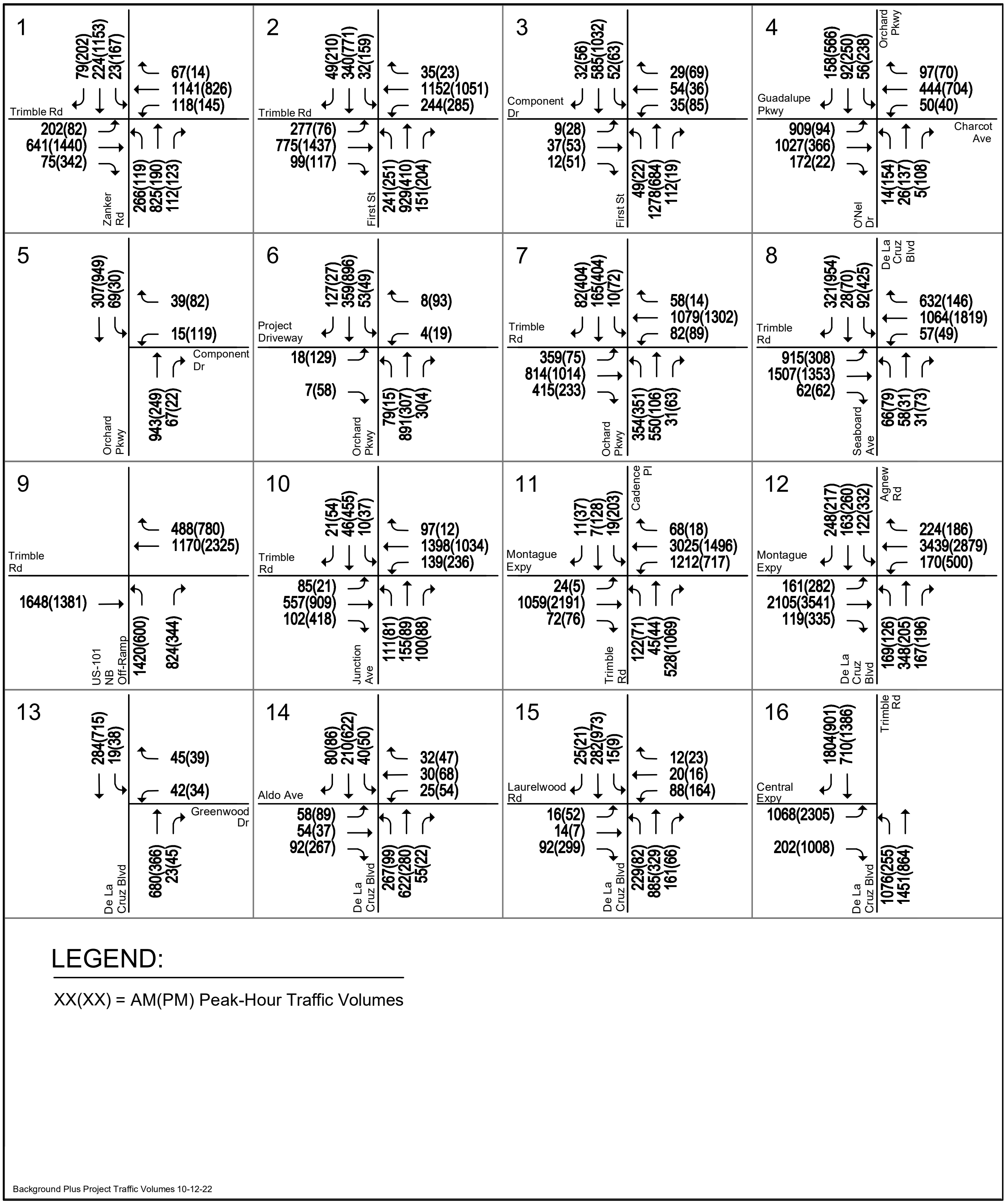
224(1153)
23(167)
67(14)
1123(823)
118(145)
201(79)
637(1422)
73(335)
259(118)
825(190)
112(123)
2
Trimble Rd
First St
43(209)
340(771)
32(159)
35(23)
1123(1046)
244(285)
276(71)
769(1409)
98(115)
239(251)
929(410)
151(204)
3
Component Dr
First St
32(56)
584(1030)
52(63)
29(69)
49(35)
35(85)
9(28)
36(48)
12(51)
49(22)
1276(684)
112(19)
4
Orchard Pkwy
Guadalupe Pkwy
Charcot Ave
O'Nel Dr
153(542)
92(250)
54(231)
90(69)
444(704)
50(40)
885(89)
1027(366)
172(22)
14(154)
26(137)
5(108)
5
Component Dr
Orchard Pkwy
300(919)
68(25)
34(81)
15(119)
912(243)
67(22)
6
Project Driveway
Orchard Pkwy
116(25)
353(870)
43(6)
8(93)
4(19)
9(90)
5(49)
43(8)
891(307)
30(4)
7
Trimble Rd
Ochard Pkwy
82(404)
159(403)
10(72)
58(14)
1079(1302)
45(82)
354(53)
810(996)
354(222)
340(291)
549(101)
27(45)
8
De La Cruz Blvd
Trimble Rd
Seaboard Ave
321(954)
28(70)
83(423)
630(137)
1048(1748)
57(49)
915(308)
1435(1339)
62(62)
66(79)
58(31)
31(73)
9
Trimble Rd
US-101 NB Off-Ramp
481(749)
1161(2286)
1608(1373)
1420(600)
792(338)
10
Trimble Rd
Junction Ave
21(54)
46(455)
10(37)
97(12)
1382(1031)
139(236)
85(21)
553(893)
101(416)
109(81)
155(89)
100(88)
11
Cadence Pl
Montague Expy
Trimble Rd
11(37)
7(128)
19(203)
68(18)
3025(1496)
1196(714)
24(5)
1059(2191)
72(76)
122(71)
45(44)
524(1053)
12
Agnew Rd
Montague Expy
De La Cruz Blvd
248(217)
160(259)
120(332)
224(184)
3439(2877)
169(500)
161(282)
2103(3541)
114(334)
168(121)
347(202)
167(195)
13
Greenwood Dr
De La Cruz Blvd
275(713)
19(38)
45(39)
42(34)
678(357)
23(45)
14
Aldo Ave
De La Cruz Blvd
80(86)
201(620)
40(50)
32(47)
30(68)
25(54)
58(89)
54(37)
92(267)
267(99)
620(271)
55(22)
15
Laurelwood Rd
De La Cruz Blvd
25(21)
273(971)
15(9)
12(23)
20(16)
88(164)
16(52)
14(7)
92(299)
229(82)
883(320)
161(66)
16
Trimble Rd
Central Expy
De La Cruz Blvd
1803(898)
709(1381)
1065(2304)
202(1008)
1076(255)
1446(863)
LEGEND:
XX(XX) = AM(PM) Peak-Hour Traffic Volumes
Background Traffic Volumes 10-12-22

Figure 18
Background Plus Project Traffic Volumes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Zanker Rd
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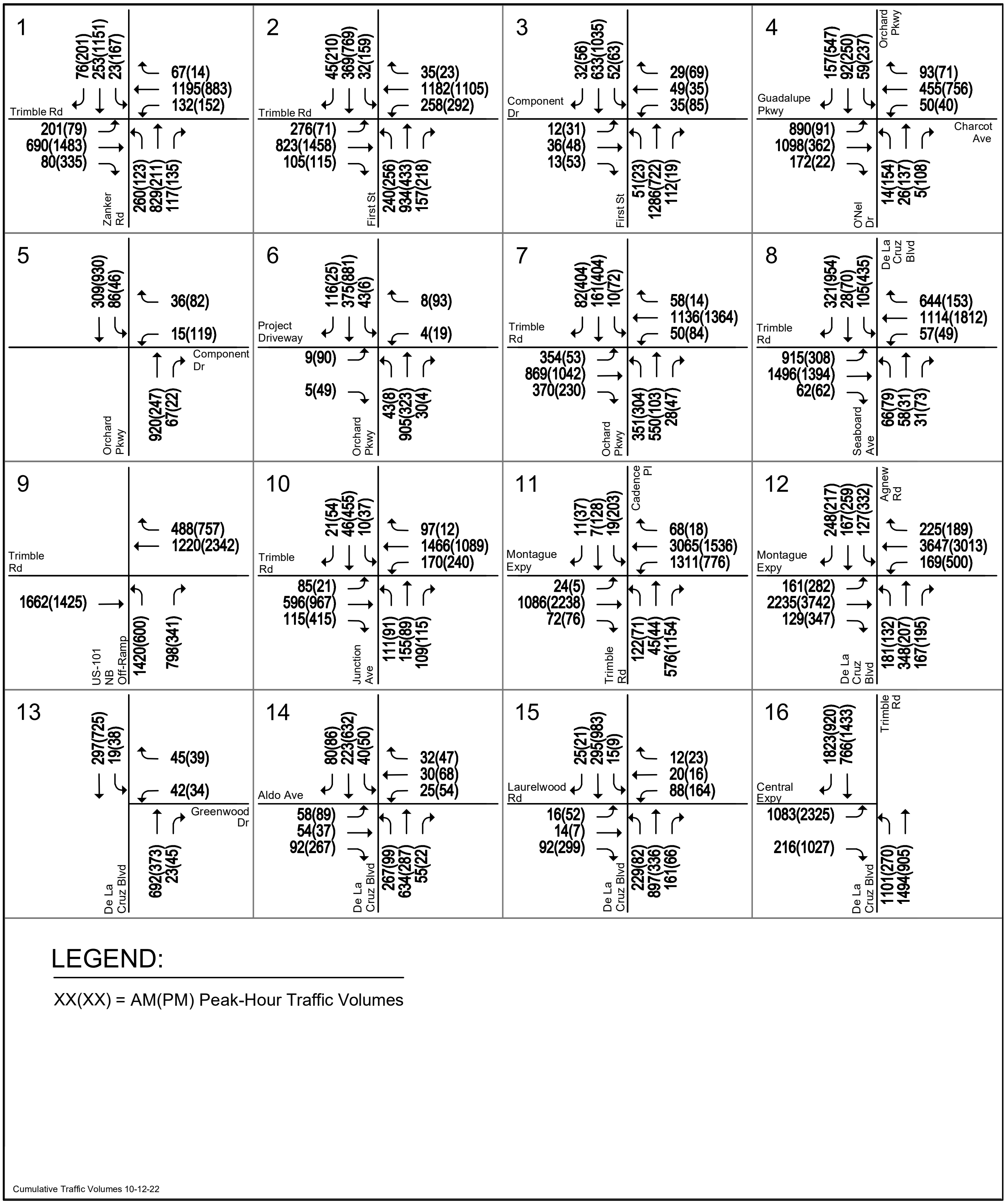
67(14) 1141(826) 118(145)
202(82) 641(1440) 75(342)
266(119) 825(190) 112(123)
2
Trimble Rd
First St
49(210) 340(771) 32(159)
35(23) 1152(1051) 244(285)
277(76) 775(1437) 99(117)
241(251) 929(410) 151(204)
3
Component Dr
First St
32(56) 585(1032) 52(63)
29(69) 54(36) 35(85)
9(28) 37(53) 12(51)
49(22) 1278(684) 112(19)
4
Guadalupe Pkwy
Orchard Pkwy
Charcot Ave
O'Nel Dr
158(566) 92(250) 56(238)
97(70) 444(704) 50(40)
909(94) 1027(366) 172(22)
14(154) 26(137) 5(108)
5
Component Dr
Orchard Pkwy
307(949) 69(30)
39(82) 15(119)
943(249) 67(22)
6
Project Driveway
Orchard Pkwy
127(27) 359(896) 53(49)
8(93) 4(19)
18(129) 7(58)
79(15) 891(307) 30(4)
7
Trimble Rd
Orchard Pkwy
82(404) 165(404) 10(72)
58(14) 1079(1302) 82(89)
359(75) 814(1014) 415(233)
354(351) 550(106) 31(63)
8
Trimble Rd
De La Cruz Blvd
Seaboard Ave
321(954) 28(70) 92(425)
632(146) 1064(1819) 57(49)
915(308) 1507(1353) 62(62)
66(79) 58(31) 31(73)
9
Trimble Rd
US-101 NB Off-Ramp
488(780) 1170(2325)
1648(1381)
1420(600) 824(344)
10
Trimble Rd
Junction Ave
21(54) 46(455) 10(37)
97(12) 1398(1034) 139(236)
85(21) 557(909) 102(418)
111(81) 155(89) 100(88)
11
Montague Expy
Cadence Pl
Trimble Rd
11(37) 7(128) 19(203)
68(18) 3025(1496) 1212(717)
24(5) 1059(2191) 72(76)
122(71) 45(44) 528(1069)
12
Montague Expy
Agnew Rd
De La Cruz Blvd
248(217) 163(260) 122(332)
224(186) 3439(2879) 170(500)
161(282) 2105(3541) 119(335)
169(126) 348(205) 167(196)
13
Greenwood Dr
De La Cruz Blvd
284(715) 19(38)
45(39) 42(34)
680(366) 23(45)
14
Aldo Ave
De La Cruz Blvd
80(86) 210(622) 40(50)
32(47) 30(68) 25(54)
58(89) 54(37) 92(267)
267(99) 622(280) 55(22)
15
Laurelwood Rd
De La Cruz Blvd
25(21) 282(973) 15(9)
12(23) 20(16) 88(164)
16(52) 14(7) 92(299)
229(82) 885(329) 161(66)
16
Central Expy
Trimble Rd
De La Cruz Blvd
1804(901) 710(1386)
1068(2305) 202(1008)
1076(255) 1451(864)
LEGEND:
XX(XX) = AM(PM) Peak-Hour Traffic Volumes
Background Plus Project Traffic Volumes 10-12-22

Figure 19
Cumulative No Project Traffic Volumes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1195(883)
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690(1483)
80(335)
Zanker Rd
260(123)
829(211)
117(135)
2
45(210)
369(769)
32(159)
35(23)
1182(1105)
258(292)
Trimble Rd
276(71)
823(1458)
105(115)
First St
240(256)
934(433)
157(218)
3
32(56)
633(1035)
52(63)
29(69)
49(35)
35(85)
Component Dr
12(31)
36(48)
13(53)
First St
51(23)
1286(722)
112(19)
4
157(547)
92(250)
59(237)
Orchard Pkwy
93(71)
455(756)
50(40)
Guadalupe Pkwy
Charcot Ave
890(91)
1098(362)
172(22)
O'Nel Dr
14(154)
26(137)
5(108)
5
309(930)
86(46)
36(82)
15(119)
Component Dr
Orchard Pkwy
920(247)
67(22)
6
116(25)
375(881)
43(6)
8(93)
4(19)
Project Driveway
9(90)
5(49)
Orchard Pkwy
43(8)
905(323)
30(4)
7
82(404)
161(404)
10(72)
58(14)
1136(1364)
50(84)
Trimble Rd
354(53)
869(1042)
370(230)
Ochard Pkwy
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550(103)
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8
321(954)
28(70)
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De La Cruz Blvd
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Trimble Rd
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Seaboard Ave
66(79)
58(31)
31(73)
9
488(757)
1220(2342)
Trimble Rd
1662(1425)
US-101 NB Off-Ramp
1420(600)
798(341)
10
21(54)
46(455)
10(37)
97(12)
1466(1089)
170(240)
Trimble Rd
85(21)
596(967)
115(415)
Junction Ave
111(91)
155(89)
109(115)
11
11(37)
7(128)
19(203)
Cadence Pl
68(18)
3065(1536)
1311(776)
Montague Expy
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1086(2238)
72(76)
Trimble Rd
122(71)
45(44)
576(1154)
12
248(217)
167(259)
127(332)
Agnew Rd
225(189)
3647(3013)
169(500)
Montague Expy
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De La Cruz Blvd
181(132)
348(207)
167(195)
13
297(725)
19(38)
45(39)
42(34)
Greenwood Dr
De La Cruz Blvd
692(373)
23(45)
14
80(86)
223(632)
40(50)
32(47)
30(68)
25(54)
Aldo Ave
58(89)
54(37)
92(267)
De La Cruz Blvd
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634(287)
55(22)
15
25(21)
295(983)
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Laurelwood Rd
16(52)
14(7)
92(299)
De La Cruz Blvd
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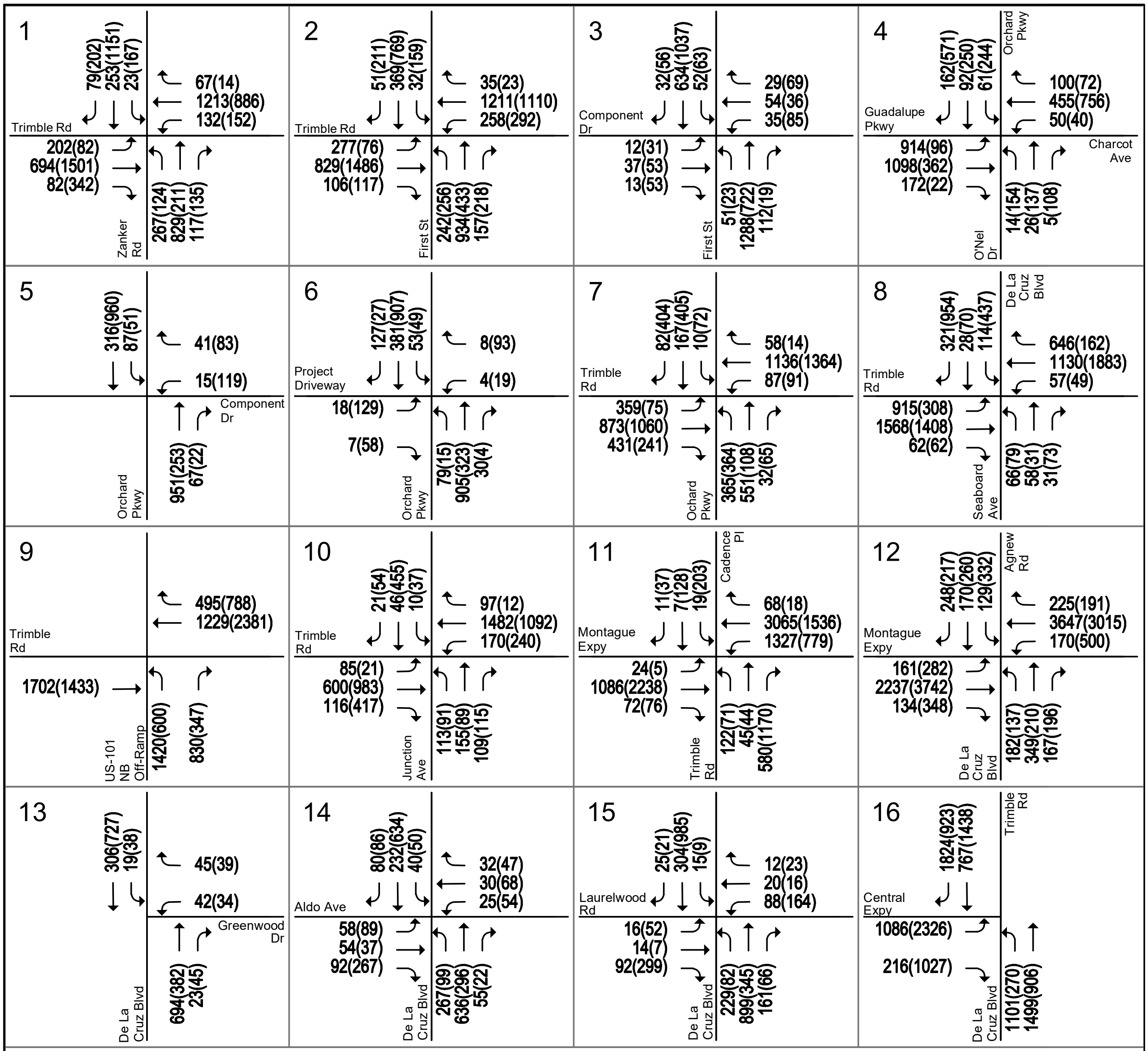
897(336)
161(66)
16
1823(920)
766(1433)
Trimble Rd
Central Expy
1083(2325)
216(1027)
De La Cruz Blvd
1101(270)
1494(905)
LEGEND:
XX(XX) = AM(PM) Peak-Hour Traffic Volumes
Cumulative Traffic Volumes 10-12-22

Figure 20
Cumulative Plus Project Traffic Volumes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Zanker Rd
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829(211)
117(135)
2
51(211)
369(769)
32(159)
35(23)
1211(1110)
258(292)
Trimble Rd
277(76)
829(1486)
106(117)
First St
242(256)
934(433)
157(218)
3
32(56)
634(1037)
52(63)
29(69)
54(36)
35(85)
Component Dr
12(31)
37(53)
13(53)
First St
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112(19)
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Orchard Pkwy
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61(244)
100(72)
455(756)
50(40)
Guadalupe Pkwy
Charcot Ave
914(96)
1098(362)
172(22)
O'Nel Dr
14(154)
26(137)
5(108)
5
316(960)
87(51)
41(83)
15(119)
Component Dr
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67(22)
6
127(27)
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53(49)
8(93)
4(19)
Project Driveway
18(129)
7(58)
Orchard Pkwy
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167(405)
10(72)
58(14)
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Trimble Rd
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873(1060)
431(241)
Orchard Pkwy
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551(108)
32(65)
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De La Cruz Blvd
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646(162)
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Seaboard Ave
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58(31)
31(73)
9
495(788)
1229(2381)
Trimble Rd
1702(1433)
US-101 NB Off-Ramp
1420(600)
830(347)
10
21(54)
46(455)
10(37)
97(12)
1482(1092)
170(240)
Trimble Rd
85(21)
600(983)
116(417)
Junction Ave
113(91)
155(89)
109(115)
11
Cadence Pl
11(37)
7(128)
19(203)
68(18)
3065(1536)
1327(779)
Montague Expy
24(5)
1086(2238)
72(76)
Trimble Rd
122(71)
45(44)
580(1170)
12
Agnew Rd
248(217)
170(260)
129(332)
225(191)
3647(3015)
170(500)
Montague Expy
161(282)
2237(3742)
134(348)
De La Cruz Blvd
182(137)
349(210)
167(196)
13
306(727)
19(38)
45(39)
42(34)
Greenwood Dr
De La Cruz Blvd
694(382)
23(45)
14
80(86)
232(634)
40(50)
32(47)
30(68)
25(54)
Aldo Ave
58(89)
54(37)
92(267)
De La Cruz Blvd
267(99)
636(296)
55(22)
15
25(21)
304(985)
15(9)
12(23)
20(16)
88(164)
Laurelwood Rd
16(52)
14(7)
92(299)
De La Cruz Blvd
229(82)
899(345)
161(66)
16
Trimble Rd
1824(923)
767(1438)
Central Expy
1086(2326)
216(1027)
De La Cruz Blvd
1101(270)
1499(906)

LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Cumulative Plus Project Traffic Volumes 10-12-22

Table 6
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

operations standard for all signalized intersections unless superseded by an Area Development Policy. CMP designated intersections located within IOZs in the City of San Jose are exempt from both the City of San Jose and CMP LOS standards. The City of Santa Clara LOS standard for all local (non-CMP designated) intersections is LOS D.

Cities of San Jose and Santa Clara Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2020* and City of Santa Clara guidelines, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better for all San Jose intersections and local intersections in Santa Clara and LOS E or better for CMP and regionally significant intersections in Santa Clara) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F for all San Jose intersections and local intersections in Santa Clara and LOS F for CMP and regionally significant intersections in Santa Clara) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

An adverse effect on intersection operations by the City of San Jose standards may be addressed by implementing measures that would restore the intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Adverse effects at signalized intersections in the City of Santa Clara can be addressed by one of the following approaches:

- Construct or pay a fair share towards improvements to the subject intersection or proximate to the intersection to increase overall capacity (e.g. traffic signal modifications, construction of additional turn lanes), or
- Construct or pay a fair share towards improvements to the pedestrian or bicycle facilities within the intersection or proximate to the intersection, or
- Construct or pay a fair share towards improved access to transit or transit facility proximate to the intersection, or
- Implement transportation demand management (TDM) measures that will reduce the project traffic at the intersection and improve the deficiency.

Conformance to the CMP Standard

Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS F under background 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 (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold is an increase in the critical V/C value by.01 or more.

An adverse intersection effect by CMP standards is said to be satisfactorily addressed when measures are implemented that would restore the intersection level of service to background conditions or better.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 7. Intersection levels of service were evaluated against the applicable municipal and CMP intersection operations standards.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the following two intersections are currently operating at unacceptable levels of service during at least one of the peak hours based on the Cities of San Jose and Santa Clara intersection operations standards.

Table 7
Intersection Level of Service Results

						Existing		Background		Background Plus Project				Cumulative		Cumulative Plus Project			
Int. #	Intersection	Location	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Zanker Road and Trimble Road * (IOZ)	SJ	None	AM	06/01/17	38.6	D	39.4	D	39.5	D	0.1	0.004	39.4	D	39.5	D	0.1	0.004
				PM	11/08/18	39.4	D	39.8	D	39.9	D	0.1	0.004	40.1	D	40.1	D	0.1	0.004
2	First Street and Trimble Road * (IOZ)	SJ	None	AM	06/01/17	40.8	D	42.5	D	42.5	D	0.1	0.006	42.6	D	42.7	D	0.1	0.006
				PM	11/08/18	42.6	D	43.5	D	43.5	D	0.1	0.006	43.6	D	43.7	D	0.1	0.006
3	First Street and Component Drive	SJ	D	AM	10/28/15	14.8	B	14.7	B	15.0	B	0.3	0.004	14.6	B	14.9	B	0.3	0.004
				PM	10/28/15	20.6	C	20.6	C	20.6	C	0.0	0.001	20.5	C	20.6	C	0.0	0.001
4	Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue	SJ	D	AM	06/01/17	21.3	C	21.3	C	21.4	C	0.1	0.009	20.3	C	20.4	C	0.0	0.000
				PM	06/01/17	26.7	C	27.0	C	27.1	C	0.3	0.016	27.2	C	27.4	C	0.4	0.016
5	Orchard Parkway and Component Drive	SJ	D	AM	06/01/17	9.1	A	9.1	A	9.2	A	0.1	0.011	9.8	A	9.8	A	0.0	0.011
				PM	06/01/17	10.6	B	10.6	B	10.5	B	0.4	0.005	10.4	B	10.3	B	0.2	0.005
6	Orchard Parkway and Project Driveway	SJ	D	AM	06/01/17	10.4	B	10.4	B	10.9	B	0.4	0.011	10.5	B	11.0	B	0.4	0.011
				PM	06/01/17	12.4	B	12.4	B	13.4	B	0.9	0.025	12.4	B	13.4	B	0.9	0.025
7	Orchard Parkway and Trimble Road	SJ	D	AM	03/17/16	40.4	D	40.2	D	40.2	D	0.1	0.002	40.1	D	40.1	D	0.1	0.002
				PM	03/17/16	39.6	D	38.9	D	40.2	D	1.8	0.029	39.0	D	40.3	D	1.8	0.029
8	De La Cruz Boulevard/Seaboard Avenue and Trimble Road *	SJ	D	AM	10/18/16	29.2	C	32.9	C	32.7	C	0.2	0.001	33.1	C	32.9	C	0.2	0.001
				PM	12/11/18	**60.6**	**E**	**82.5**	**F**	**84.5**	**F**	**3.4**	**0.013**	**84.1**	**F**	**86.2**	**F**	**3.6**	**0.013**
9	US 101 and Trimble Road	SJ	D	AM	03/14/17	24.7	C	22.0	C	22.1	C	0.4	0.008	22.2	C	22.3	C	0.4	0.008
				PM	03/14/17	14.4	B	12.9	B	12.9	B	0.4	0.020	13.0	B	12.9	B	0.4	0.020
10	Junction Avenue and Trimble Road	SJ	D	AM	11/05/15	24.2	C	23.7	C	23.7	C	-0.1	0.003	23.8	C	23.7	C	-0.1	0.003
				PM	11/05/15	35.5	D	35.7	D	35.7	D	0.1	0.001	35.7	D	35.7	D	0.1	0.001
11	Trimble Road/Cadence Place and Montague Expressway *	SJ	D	AM	05/23/19	32.6	C	32.4	C	32.5	C	0.0	0.000	33.4	C	33.6	C	0.0	0.000
				PM	11/08/18	48.6	D	50.0	D	50.1	D	0.0	0.000	51.4	D	51.5	D	0.0	0.000
12	Agnew Road/De La Cruz Boulevard and Montague Expressway *	SC	E	AM	05/16/19	47.5	D	44.6	D	44.8	D	0.3	0.002	52.2	D	52.4	D	0.3	0.002
				PM	11/08/16	51.2	D	69.0	E	69.3	E	0.0	0.002	77.2	E	77.4	E	0.0	0.002
13	De La Cruz Boulevard and Greenwood Drive	SC	D	AM	05/10/18	6.4	A	6.6	A	6.5	A	0.0	0.001	6.4	A	6.4	A	0.0	0.001
				PM	05/10/18	6.9	A	7.6	A	7.6	A	0.0	0.001	7.5	A	7.5	A	0.0	0.001
14	De La Cruz Boulevard and Aldo Avenue	SC	D	AM	05/10/18	21.8	C	21.4	C	21.5	C	0.1	0.003	21.4	C	21.4	C	0.0	0.003
				PM	05/10/18	28.0	C	27.7	C	27.6	C	0.0	0.001	27.6	C	27.5	C	0.0	0.001
15	De La Cruz Boulevard and Laurelwood Road	SC	D	AM	05/10/18	19.4	B	20.1	C	20.3	C	0.2	0.004	20.6	C	20.8	C	0.2	0.004
				PM	05/10/18	44.3	D	45.2	D	45.4	D	0.2	0.004	45.5	D	45.7	D	0.2	0.004
16	Trimble Road/De La Cruz Boulevard and Central Expressway *	SC	E	AM	04/09/19	**102.2**	**F**	54.6	D	54.6	D	-0.1	0.001	57.2	E	57.2	E	-0.1	0.001
				PM	11/13/18	**110.2**	**F**	**92.3**	**F**	**92.3**	**F**	**0.1**	**0.001**	**93.9**	**F**	**94.0**	**F**	**0.1**	**0.001**

Notes:
* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations effect.
[IOZ] =Intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of both City of San Jose and CMP's intersection operations standards.

8. De La Cruz Boulevard/Seaboard Avenue and Trimble Road * (PM Peak Hour)
16. Trimble Road/De La Cruz Boulevard and Central Expressway * (AM and PM Peak Hours)

* Denotes CMP Intersection

The intersection of Trimble Road/De La Cruz Boulevard and Central Expressway currently operates at unacceptable LOS F conditions during both peak hours based on the CMP LOS standard of LOS E.

The remaining study intersections are currently operating at acceptable levels of service during both the AM and PM peak hours based on the Cities of San Jose and Santa Clara and CMP LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Intersection Operation Conditions

The results of the level of service analysis show that the following two intersections are projected to operate at unacceptable LOS F during the PM peak hour under background conditions based on the Cities of San Jose, Santa Clara, and CMP intersection operations standards.

8. De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
16. Trimble Road/De La Cruz Boulevard and Central Expressway *

* Denotes CMP Intersection

The remaining study intersections are projected to operate at acceptable levels of service under background conditions during both the AM and PM peak hours based on the Cities of San Jose and Santa Clara and CMP intersection operations standards. The intersection level of service calculation sheets are included in Appendix E.

Background Plus Project Intersection Operation Conditions

The results of the level of service analysis show that, based on the Cities of San Jose, Santa Clara, and CMP intersection operations standards, the same two intersections identified to operate at unacceptable levels of service under background conditions would continue to operate at unacceptable levels of service under background plus project conditions. However, the added trips as a result of the project would not have an adverse effect on intersection operations at either of these two intersections.

The added trips as a result of the proposed project would not have an adverse effect on intersection operations at the remaining study intersections based on the Cities of San Jose and Santa Clara guidelines. The intersection level of service calculation sheets are included in Appendix E.

Cumulative No Project Intersection Operation Conditions

The results of the level of service analysis show that the following two intersections are projected to operate at unacceptable levels of service during the PM peak hour based on the Cities of San Jose and Santa Clara intersection operations standards.

8. De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
16. Trimble Road/De La Cruz Boulevard and Central Expressway *

* Denotes CMP Intersection

Both of the identified intersections above are projected to operate at unacceptable LOS F conditions during the PM peak hour based on the CMP LOS standard of LOS E.

The remaining study intersections are projected to operate at acceptable levels of service under cumulative no project conditions during both the AM and PM peak hours based on the Cities of San

Jose and Santa Clara and CMP intersection operations standards. The intersection level of service calculation sheets are included in Appendix E.

Cumulative Plus Project Intersection Operation Conditions

The results of the level of service analysis show that, based on the Cities of San Jose, Santa Clara, and CMP intersection operations standards, the same two intersections identified to operate at unacceptable levels of service under cumulative no project conditions would continue to operate at unacceptable levels of service under cumulative plus project conditions. The added trips as a result of the project would not have an adverse effect on intersection operations at either of these two intersections.

The added trips as a result of the proposed project would not have an adverse effect on intersection operations at the remaining study intersections based on the Cities of San Jose and Santa Clara guidelines. The intersection level of service calculation sheets are included in Appendix E.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P\,(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:
P (x=n) = probability of “n” vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

The results of the vehicle queuing analysis indicate that the projected queues at the study locations could be accommodated by the existing storage capacities. The vehicle queue estimates and a tabulated summary of the findings are provided in Table 8. The queue length calculations are included in Appendix F.

Table 8
Queuing Analysis Summary

Measurement	Orchard Parkway and Trimble Road				Orchard Parkway and Project Driveway					
	Westbound Left		Northbound Left		Northbound Left		Eastbound Left		Southbound Left	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing Conditions										
Cycle Length (sec)	140	140	140	140	68	68	68	68	68	68
Lanes	2	2	2	2	1	1	1	1	1	1
Volume (vph)	45	82	337	291	43	8	9	90	43	6
Volume (vphpl)	23	41	169	146	43	8	9	90	43	6
95th %. Queue (veh/ln.)	3	4	11	10	2	1	1	4	2	1
95th %. Queue (ft./ln)[1]	75	100	275	250	50	25	25	100	50	25
Storage (ft./ ln.)	300	300	450	450	175	175	125	125	150	150
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions										
Cycle Length (sec)	140	140	140	140	68	68	68	68	68	68
Lanes	2	2	2	2	1	1	1	1	1	1
Volume (vph)	45	82	340	291	43	8	9	90	43	6
Volume (vphpl)	23	41	170	146	43	8	9	90	43	6
95th %. Queue (veh/ln.)	3	4	11	10	2	1	1	4	2	1
95th %. Queue (ft./ln)[1]	75	100	275	250	50	25	25	100	50	25
Storage (ft./ ln.)	300	300	450	450	175	175	125	125	150	150
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions										
Cycle Length (sec)	140	140	140	140	68	68	68	68	68	68
Lanes	2	2	2	2	1	1	1	1	1	1
Volume (vph)	82	89	354	351	79	15	18	129	53	49
Volume (vphpl)	41	45	177	176	79	15	18	129	53	49
95th %. Queue (veh/ln.)	4	4	11	11	4	1	1	5	3	3
95th %. Queue (ft./ln)[1]	100	100	275	275	100	25	25	125	75	75
Storage (ft./ ln.)	300	300	450	450	175	175	125	125	150	150
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Notes:

[1] Assumes 25 feet per vehicle queued

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. The evaluation of site access and circulation is based on the site plan dated October 26, 2022. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Access to the site from the surrounding roadway system would be provided via an existing full-access intersection along Orchard Parkway located approximately 600 feet south of Trimble Road, a right-turn-only driveway (Driveway D) along Orchard Parkway located approximately 400 feet south of Trimble Road, and an existing right-turn-only driveway located along Trimble Road located approximately 1,200 feet west of Orchard Parkway. Direct access to the project's surface parking lots and drive aisles will be provided via three driveways (Driveways A-C) along a shared roadway that will extend between the signalized Orchard Parkway intersection and the Trimble Road access point and will run along the project's southern boundary. Driveway B would mainly be used by trucks accessing the loading docks during the off-peak hours.

Driveway Design

Per City standards (City of San Jose Department of Transportation Geometric Guidelines), the typical business/industrial driveway width with two-way traffic is 32 feet. The site plan shows that Driveway A to be 28 feet wide, Driveway B to be 36 feet wide, Driveway C to be 26 feet wide, and Driveway D to be 26 feet wide. Therefore, Driveways A, C, and D would not meet the City standards.

Recommendation: Each of the site driveways that provide access to the site drive aisles and parking lots must be designed to meet the City's 32-foot minimum width.

Project Driveway Operations

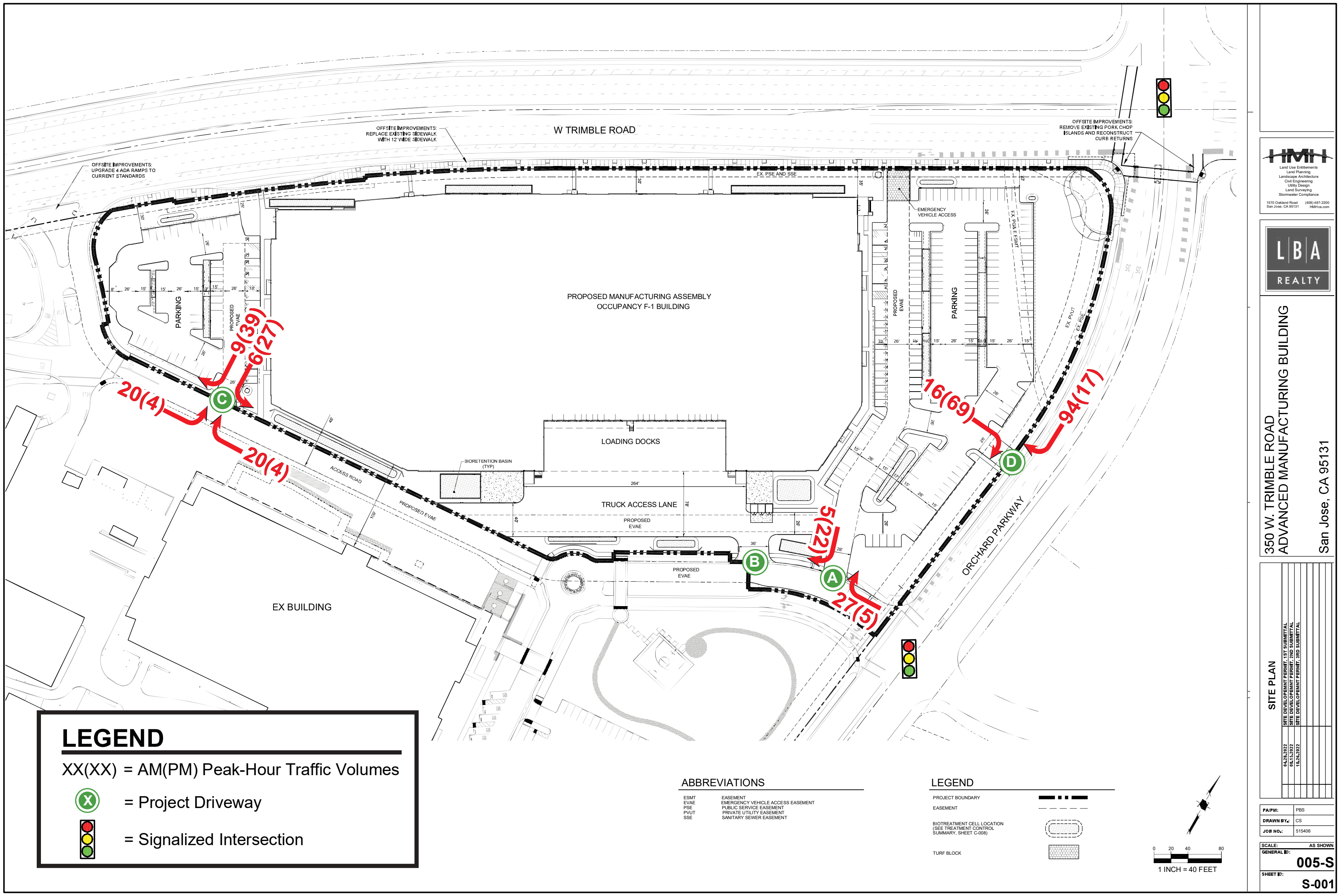
Figure 21 indicates the project trips at each of the driveways along Orchard Parkway, Trimble Road, and the internal roadway that runs along the south side of the project site. The driveways along the internal roadway (Driveways A-C) will have minimal conflicting traffic and there are no obstructions that would restrict traffic flow into or out of the driveways. Therefore, vehicle queuing issues are not expected to occur at the driveways along the internal roadway.

Sight Distance at Unsignalized Project Driveways

Adequate sight distance (sight distance triangles) in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards should be provided at the unsignalized site right-turn-only driveway on Orchard Parkway. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Orchard Parkway has a posted speed limit of 35 miles per hour (mph). The AASHTO stopping sight distance for facilities with posted speed limits of 35 mph is 250 feet. Thus, a driver exiting the proposed project driveway on Orchard Parkway must be able to see 250 feet to the north along Orchard Parkway. On-street parking is prohibited along

Figure 21
Project Trips at Site Driveways


W TRIMBLE ROAD
ORCHARD PARKWAY
OFFSITE IMPROVEMENTS: UPGRADE 4 ADA RAMPS TO CURRENT STANDARDS
OFFSITE IMPROVEMENTS: REPLACE EXISTING SIDEWALK WITH 12' WIDE SIDEWALK
OFFSITE IMPROVEMENTS: REMOVE EXISTING PORK CHOP ISLANDS AND RECONSTRUCT CURB RETURNS
PROPOSED MANUFACTURING ASSEMBLY OCCUPANCY F-1 BUILDING
LOADING DOCKS
TRUCK ACCESS LANE
PROPOSED EVAE
EMERGENCY VEHICLE ACCESS
PARKING
PARKING
BIORETENTION BASIN (TYP)
ACCESS ROAD
PROPOSED EVAE
EX BUILDING
9(39)
6(27)
20(4)
20(4)
16(69)
94(17)
5(22)
27(5)
A
B
C
D
LEGEND
XX(XX) = AM(PM) Peak-Hour Traffic Volumes
X = Project Driveway
= Signalized Intersection
ABBREVIATIONS
ESMT EASEMENT
EVAE EMERGENCY VEHICLE ACCESS EASEMENT
PSE PUBLIC SERVICE EASEMENT
PVUT PRIVATE UTILITY EASEMENT
SSE SANITARY SEWER EASEMENT
LEGEND
PROJECT BOUNDARY
EASEMENT
BIOTREATMENT CELL LOCATION (SEE TREATMENT CONTROL SUMMARY, SHEET C-008)
TURF BLOCK
0 20 40 80
1 INCH = 40 FEET
HMH
LBA REALTY
350 W. TRIMBLE ROAD ADVANCED MANUFACTURING BUILDING
San Jose, CA 95131
SITE PLAN
PA/PM: PBS
DRAWN BY: CS
JOB NO.: 515406
SCALE: AS SHOWN
GENERAL ID: 005-S
SHEET ID: S-001

both sides of Orchard Parkway. The right-turn-only driveway will be located approximately 400 feet south of Trimble Road.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. In general, the proposed site plan would provide vehicle traffic with adequate connectivity through the parking areas.

The City's standard minimum width for two-way drive aisles with 90-degree parking along both sides of the aisle is 26 feet wide. This allows sufficient room for vehicles to back out of the parking spaces. Based on the site plan, the drive aisles are lined with 90-degree parking stalls on both sides and all drive aisles are indicated to be 26 feet wide. Therefore, the proposed drive aisle widths would satisfy the City's requirement. The site plan shows no dead-end aisles.

Truck Operations and Turning Templates

The number of trucks that could be generated by the project is not known at this time since there is no specific use or tenant yet identified for the proposed building. However, per the site plan, the project will include 15 truck loading bays and doors. Presuming, that each of the dock doors would turn over a minimum of once per day, an average of 15 trucks per day (30 daily truck trips) may be generated by the project site. The anticipated number of trucks equates to approximately two to three trucks per hour on average entering or exiting the site when presuming a 12-hour daily operations schedule.

Per the applicant, trucks will be directed to enter via Orchard Parkway and exit via Trimble Road. Figures 22 and 23 show the route for trucks entering from Orchard Parkway, circulating to the loading docks, and exiting at the Trimble Road entrance. There would be no issues with truck routes exiting to Trimble Road. However, the route for inbound trucks from southbound Orchard Parkway would require the truck to turn from the inside (median) lane on Orchard Parkway, thus blocking both southbound lanes during the turn. As indicated in Figure 22, the median along the project entrance will need to be narrowed and cut back from the intersection to accommodate the turning path of trucks entering from southbound Orchard Parkway.

Truck Turning Templates at Loading Docks

The truck turning templates also indicate the maneuvering of trucks into and out of the loading docks located at the rear of the building. The turning templates appear to indicate a WB-67 truck, representing the largest semi-trailer truck accessing the site, would be able to pull into and out of the loading docks without any issues.

Parking Supply

The proposed 208,000 s.f. building will include up to 20,000 s.f. of supporting office space. According to the City of San Jose Zoning Code (Section 20.90.060), one off-street vehicle parking space per 350 s.f. of floor area is required for both R&D and light industrial uses while one off-street vehicle parking space per 250 s.f. of floor area is required for office use. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" (188,000 s.f. of industrial/R&D & 20,000 s.f. of office) which equates to 159,800 s.f. of industrial/R&D space and 17,000 s.f. of office space. Based on the City's parking requirements, the project is required to provide a total of 525 off-street parking spaces (457 parking spaces for the R&D and light industrial/manufacturing uses and 68 spaces for the office space). The proposed 280 vehicle parking spaces would be 245 spaces less than, or a reduction of 46.7 percent from the City's requirement of 505 parking spaces.

Figure 22
Truck Turning Templates – Ingress

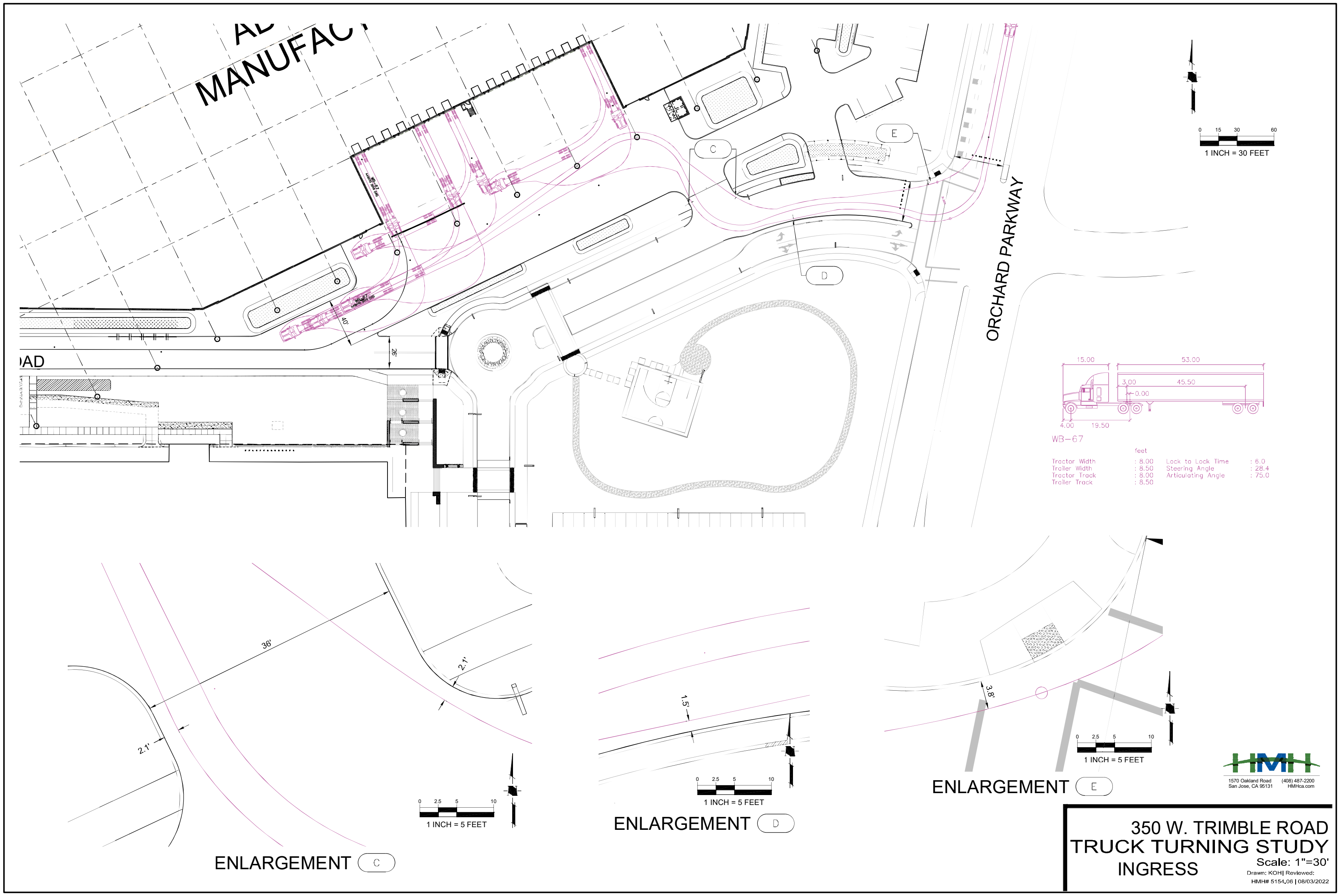
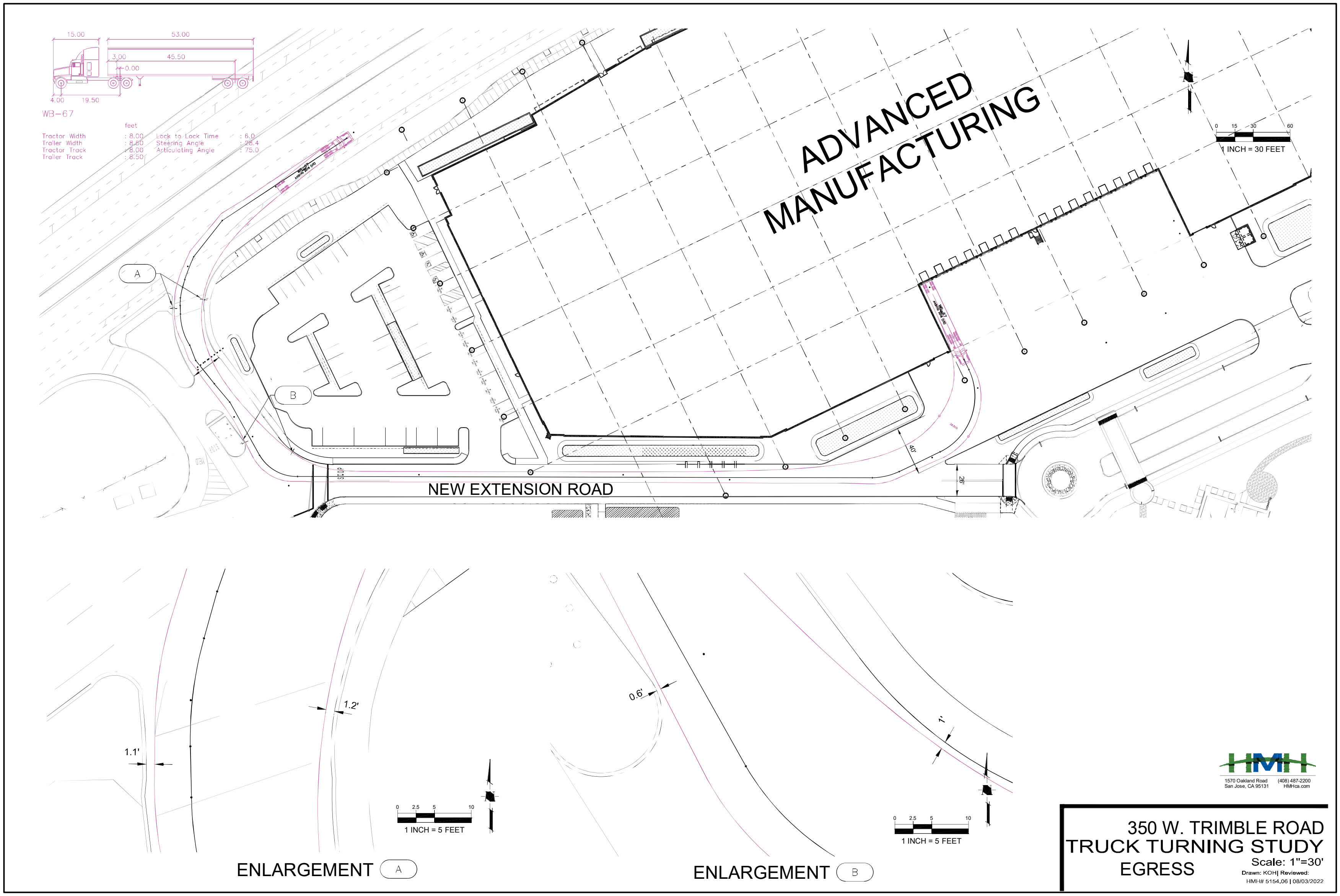

MANUFAC
ORCHARD PARKWAY
AD
36'
40'
C
D
E
0 15 30 60
1 INCH = 30 FEET
15.00
53.00
3.00
45.50
0.00
4.00
19.50
WB-67
feet
Tractor Width : 8.00
Trailer Width : 8.50
Tractor Track : 8.00
Trailer Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 28.4
Articulating Angle : 75.0
36'
2.1'
2.1'
0 2.5 5 10
1 INCH = 5 FEET
ENLARGEMENT C
1.5'
0 2.5 5 10
1 INCH = 5 FEET
ENLARGEMENT D
3.8'
0 2.5 5 10
1 INCH = 5 FEET
ENLARGEMENT E
HMH
1570 Oakland Road
San Jose, CA 95131
(408) 487-2200
HMHca.com
350 W. TRIMBLE ROAD
TRUCK TURNING STUDY
INGRESS
Scale: 1"=30'
Drawn: KOH| Reviewed:
HMH# 5154.06 | 08/03/2022

Figure 23
Truck Turning Templates – Egress


15.00
53.00
3.00
45.50
0.00
4.00
19.50
WB-67
feet
Tractor Width : 8.00
Trailer Width : 8.50
Tractor Track : 8.00
Trailer Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 28.4
Articulating Angle : 75.0
ADVANCED MANUFACTURING
NEW EXTENSION ROAD
A
B
40'
26'
0 15 30 60
1 INCH = 30 FEET
1.1'
1.2'
0.6'
1'
0 2.5 5 10
1 INCH = 5 FEET
ENLARGEMENT A
ENLARGEMENT B
HMH
1570 Oakland Road San Jose, CA 95131
(408) 487-2200 HMHca.com
350 W. TRIMBLE ROAD
TRUCK TURNING STUDY
EGRESS
Scale: 1"=30'
Drawn: KOH| Reviewed:
HMH# 5154.06 | 08/03/2022

In accordance with Section 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the 46.7 percent reduction in off-street parking could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project that meets the requirements set forth in the City's Zoning Code must be prepared and approved by the City of San Jose Planning Department to support a reduction in the required off-street parking.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 5,000 s.f. of floor area of manufacturing space and one bicycle parking space per 4,000 s.f. of floor area of office space.

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section, the project is required to provide 36 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. This equates to at least 29 short-term bicycle parking spaces and at most 7 long-term bicycle parking spaces.

The project proposes a total of 42 bicycle parking spaces, consisting of 6 long-term spaces and 36 short-term spaces located throughout the project site. Therefore, the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds are needed for transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.

- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, and improve pedestrian access to and within the Urban Villages and other growth areas.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes on Trimble Road and Orchard Parkway (see Chapter 2 for details). The site plan shows sidewalks and pedestrian walkways along the eastern and western perimeters of the building. The sidewalks along the eastern building perimeter will connect to designated crosswalks through the parking lot and connect to existing sidewalks on Orchard Parkway and Trimble Road connecting to pedestrian facilities and destinations outside of the project site, including the LRT stations on First Street.

The Trimble Road and Orchard Parkway intersection currently includes right-turn “pork-chop” channelization islands at each corner. The channelization islands allow for better traffic flow by separating right-turning traffic from other controlled approach traffic. However, the islands are not conducive to pedestrian flow at intersections that serve a large volume of pedestrians due to limited pedestrian waiting areas and conflict with vehicle traffic.

Recommendation: The City will require the project to remove the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification and implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.

Recommendation: The City will require the project to construct four new curb ramps per the City of San Jose and ADA standards at the existing Trimble Road entrance.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Trimble Road and Orchard Parkway have bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Public Transit/Pedestrian/Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- Component Drive, between Guadalupe River Trail and Orchard Parkway

Class IV protected bike lanes are planned for:

- Trimble Road, along its entire length
- First Street, between Taylor Street and Alviso
- Orchard Parkway, along its entire length
- Component Drive, between Orchard Parkway and Zanker Road
- Zanker Road, along its entire length
- Plumeria Drive, along its entire length
- Bonaventura Drive, along its entire length

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties.

Recommendation: The project will be required to construct, or provide a monetary contribution for an in-lieu fee of $144 per linear foot, Class IV 7-foot protected bike lanes along the project frontages on Trimble Road and Orchard Parkway per the City of San Jose Better Bike Plan 2025.

Transit Services

The VTA Green and Blue LRT lines operate along First Street in the project vicinity. The Bonaventura and Component LRT station platforms on First Street are located within walking distance, approximately 2,000 feet, east of the project site. The existing pedestrian and bicycle facilities described above will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel.

With the convenient location of LRT stations, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately six transit riders during the AM or PM peak hours. VTA operations reports indicate that the Green and Blue LRT lines as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Freeway Segment Evaluation

Per the CMP technical guidelines, freeway segment level of service analysis shall be conducted in all segments to which the project is projected to add one percent or more to the segment capacity. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes.

Since the project is not projected to add one percent to any freeway segments in the area (see Table 9), a freeway analysis was not required per the CMP technical guidelines.

Table 9
Freeway Segment Capacity

				Capacity				Project Trips			
				Mixed-Flow Lanes		HOV Lane		Mixed-Flow Lanes		HOV Lane	
#	Freeway Segment	Direction	Peak Hour	# of Lanes	Capacity (vph)	# of Lanes	Capacity (vph)	Volume (vph)	% of Capacity	Volume (vph)	% of Capacity
1	US 101 from I-880 to Guadalupe Parkway (SR 87)	NB	AM	3	6,900	1	1,650	20	0.3	12	0.7
		NB	PM	3	6,900	1	1,650	5	0.1	1	0.1
2	US 101 from Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	3	6,900	1	1,650	0	0.0	0	0.0
		NB	PM	3	6,900	1	1,650	0	0.0	0	0.0
3	US 101 from De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	NB	AM	3	6,900	1	1,650	5	0.1	2	0.1
		NB	PM	3	6,900	1	1,650	27	0.4	4	0.2
4	US 101 from Montague Expressway/San Tomas Expressway to De La Cruz Boulevard	SB	AM	3	6,900	1	1,650	28	0.4	4	0.2
		SB	PM	3	6,900	1	1,650	4	0.1	2	0.1
5	US 101 from De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	3	6,900	1	1,650	7	0.1	0	0.0
		SB	PM	3	6,900	1	1,650	21	0.3	10	0.6
6	US 101 from Guadalupe Parkway (SR 87) to I-880	SB	AM	3	6,900	1	1,650	7	0.1	0	0.0
		SB	PM	3	6,900	1	1,650	20	0.3	11	0.7

5.
Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the City of Santa Clara, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City does not provide screening criteria specific to AMD/R&D uses. However, per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such a small project would likely not result in a significant impact to VMT. AMD/R&D uses are similar to light industrial uses since both land uses have an emphasis on activities such as manufacturing and product storage and typically have minimal office space. Therefore, the number and origination/destination of daily trips generated by both light industrial and R&D uses should be similar.

Presuming that AMD/R&D uses have similar trip generating characteristics as industrial uses, AMD/R&D uses can be converted to an equivalent amount of industrial space based on estimates of daily trips. The conversion of the proposed AMD/R&D space was converted to an equivalent amount of industrial space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021). Based on the ITE daily trip rate for R&D uses (ITE Land Use Code 760), the 208,000-s.f. of AMD/R&D space is estimated to generate 2,305 daily trips, which is equivalent to the daily trips estimated to be generated by approximately 473,000-s.f. of industrial space. The 473,000 s.f. of equivalent industrial space for the proposed project would exceed the City's small industrial infill project criterion of 30,000 s.f. In addition, the existing VMT per industrial employee in the project area currently exceeds the City's established CEQA threshold of 14.37 per industrial employee. Therefore, the proposed project would not meet the screening criteria for VMT analysis exemption.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT per industrial employee (15.82) generated by the project would exceed the impact threshold of 14.37 VMT per industrial employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: The project will be required to implement a Travel Demand Management (TDM) plan that includes the implementation of one of the following TDM measures to reduce the project's VMT impact to less than significant levels. It should be noted that the selected TDM measure must be incorporated within a TDM plan for the project which may include additional TDM measures. However, per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of one of the TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 65% of employees work a 4/40 work week schedule (10-hour workdays for four days a week). **Or**
- Operate a Free Direct Shuttle: Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees. **Or**
- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 20% employee participation.

The project's VMT could be reduced further with the implementation of the following multi-modal facility improvements as identified by the City of San Jose staff. However, per the City's VMT tool, the project's VMT impact would be mitigated with the implementation of one of the TDM measures identified above.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of drive and reduces VMT. Improvements would include the removal of the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification, and the implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Industrial Park (IP) and Combined Industrial/Commercial (CIC)* uses. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Industrial Park (IP) and Combined Industrial/Commercial (CIC)* designation allow industrial/office uses, the proposed manufacturing land use project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA included the analysis of AM and PM peak-hour traffic conditions for 16 signalized intersections in the Cities of San Jose and Santa Clara.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate a total of 2,117 daily vehicle trips, with 197 trips (161 inbound and 36 outbound) occurring during the AM peak hour and 187 trips (30 inbound and 157 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the intersection level of service analysis show that the added trips as a result of the project would not have an adverse effect on intersection operations at any of the study intersections under background plus project conditions and cumulative plus project conditions.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- Each of the site driveways that provide access to the site drive aisles and parking lots must be designed to meet the City's 32-foot minimum width.

Parking Supply

Vehicular Parking

The proposed 208,000 s.f. building will include up to 20,000 s.f. of supporting office space. According to the City of San Jose Zoning Code (Section 20.90.060), one off-street vehicle parking space per 350 s.f. of floor area is required for both R&D and light industrial uses while one off-street vehicle parking space per 250 s.f. of floor area is required for office use. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" (188,000 s.f. of industrial/R&D & 20,000 s.f. of office) which equates to 159,800 s.f. of industrial/R&D space and 17,000 s.f. of office space. Based on the City's parking requirements, the project is required to provide a total of 525 off-street parking spaces (457 parking spaces for the R&D and light industrial/manufacturing uses and 68 spaces for the office space). The proposed 280 vehicle parking spaces would be 245 spaces less than, or a reduction of 46.7 percent from the City's requirement of 525 parking spaces.

In accordance with Section 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the 46.7 percent reduction in off-street parking could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project that meets the requirements set forth in the City's Zoning Code must be prepared and approved by the City of San Jose Planning Department to support a reduction in the required off-street parking.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 5,000 s.f. of floor area of manufacturing space and one bicycle parking space per 4,000 s.f. of floor area of office space.

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section, the project is required to provide 36 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. This equates to at least 29 short-term bicycle parking spaces and at most 7 long-term bicycle parking spaces.

The project proposes a total of 42 bicycle parking spaces, consisting of 6 long-term spaces and 36 short-term spaces located throughout the project site. Therefore, the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes on Trimble Road and Orchard. The site plan shows sidewalks and pedestrian walkways along the eastern and western perimeters of the building. The sidewalks along the eastern building perimeter will connect to designated crosswalks through the parking lot and connect to existing sidewalks on Orchard Parkway and Trimble Road connecting to pedestrian facilities and destinations outside of the project site, including the LRT stations on First Street.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Trimble Road and Orchard Parkway have bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Public Transit/Pedestrian/Bike Improvements

The Trimble Road and Orchard Parkway intersection currently includes right-turn "pork-chop" channelization islands at each corner. The channelization islands allow for better traffic flow by separating right-turning traffic from other controlled approach traffic. However, the islands are not conducive to pedestrian flow at intersections that serve a large volume of pedestrians due to limited pedestrian waiting areas and conflict with vehicle traffic.

Recommendation: The City will require the project to remove the pork chop islands located at the southwest and southeast corners of the Orchard Parkway/Trimble Road intersection along with a signal modification and implementation of a protected intersection to accommodate Class-IV bikeways to improve pedestrian safety and access.

Recommendation: The City will require the project to construct four new curb ramps per the City of San Jose and ADA standards at the existing Trimble Road entrance.

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- Component Drive, between Guadalupe River Trail and Orchard Parkway

Class IV protected bike lanes are planned for:

- Trimble Road, along its entire length
- First Street, between Taylor Street and Alviso
- Orchard Parkway, along its entire length
- Component Drive, between Orchard Parkway and Zanker Road
- Zanker Road, along its entire length
- Plumeria Drive, along its entire length
- Bonaventura Drive, along its entire length

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties.

Recommendation: The project will be required to construct, or provide a monetary contribution for an in-lieu fee of $144 per linear foot, Class IV 7-foot protected bike lanes along the project frontages on Trimble Road and Orchard Parkway per the City of San Jose Better Bike Plan 2025.

Transit Facilities

The VTA Green and Blue LRT lines operate along First Street in the project vicinity. The Bonaventura and Component LRT station platforms on First Street are located within walking distance, approximately 2,000 feet, east of the project site. The existing pedestrian and bicycle facilities described above will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel.

With the convenient location of LRT stations, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately six transit riders during the AM or PM peak hours. VTA operations reports indicate that the Green and Blue LRT lines as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

350 West Trimble Road Manufacturing Development TA

Technical Appendices

October 26, 2022

Appendix A

San Jose VMT Evaluation Tool Output Sheet

No Mitigations

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	350 West Trimble Road Manufacturing	Tool Version:	2/29/2019
Location:	350 West Trimble Road	Date:	7/21/2022

Parcel: 10102013 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 280 Bicycles: 0

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	473	KSF

Percent of All Residential Units	
Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13
Increase Development Diversity	
Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83
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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

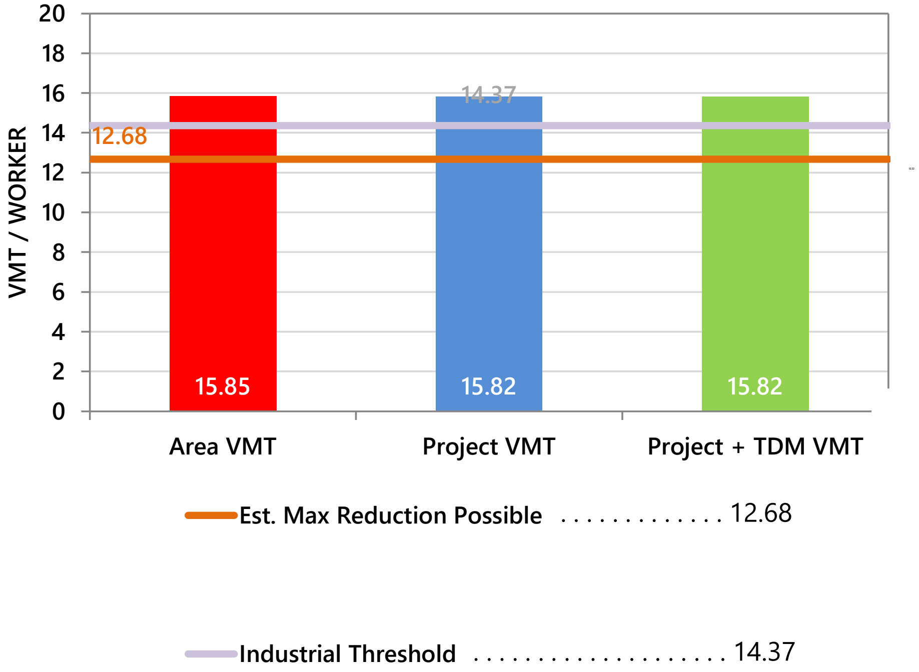
Tier 4 - TDM Programs

No Mitigations

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.



Telecommuting and Alternative Work Schedules

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 350 West Trimble Road Manufacturing
Tool Version: 2/29/2019
Location: 350 West Trimble Road
Date: 7/21/2022
Parcel: 10102013
Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces
Vehicles: 280
Bicycles: 0

LAND USE:

Residential:	
Single Family	0 DU
Multi Family	0 DU
Subtotal	0 DU
Office:	0 KSF
Retail:	0 KSF
Industrial:	473 KSF

Percent of All Residential Units	
Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13
Increase Development Diversity	
Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83
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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

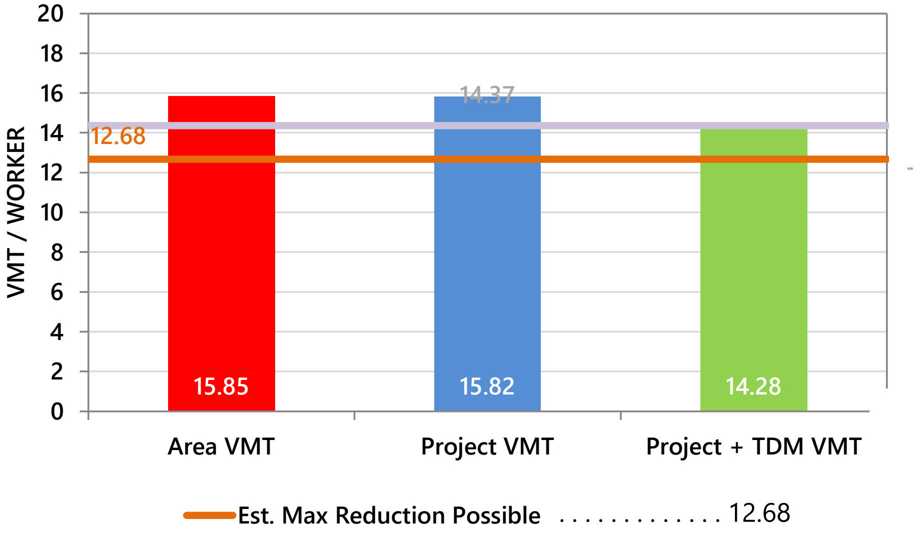
Telecommuting and Alternative Work Schedule Program	
Alternative Work Schedule	4/40 Schedule
Percent of Eligible Employees	65 %

Telecommuting and Alternative Work Schedules

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.



Operate a Free Direct Shuttle

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	350 West Trimble Road Manufacturing	Tool Version:	2/29/2019
Location:	350 West Trimble Road	Date:	7/21/2022
Parcel:	10102013	Parcel Type:	Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 280 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (< 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, < 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, < 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	473 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83

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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Operate Free Direct Shuttle Service *(In Coordination with SJ)*

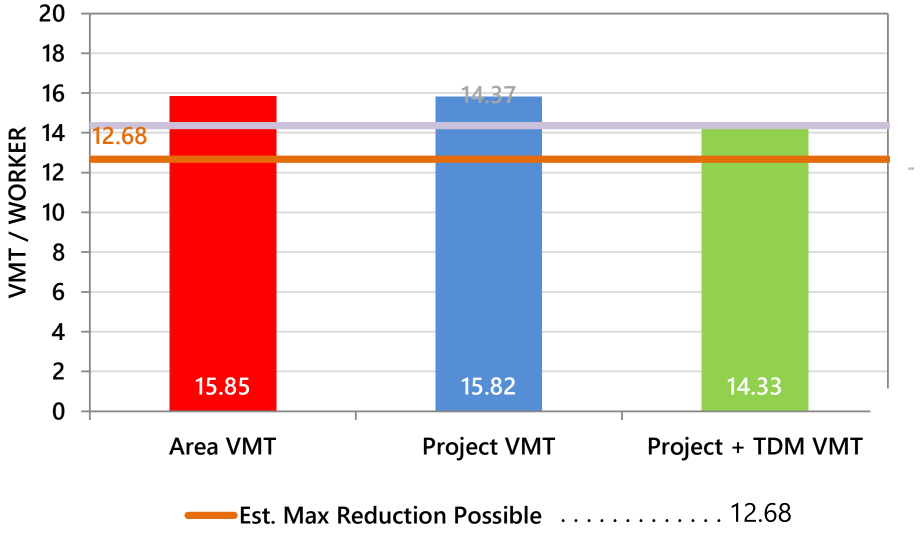
Percent of Eligible Employees	20 %

Operate a Free Direct Shuttle

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.



Subsidize Vanpool

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	350 West Trimble Road Manufacturing	Tool Version:	2/29/2019
Location:	350 West Trimble Road	Date:	7/21/2022
Parcel:	10102013	Parcel Type:	Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 280 Bicycles: 0

LAND USE:

Residential:

Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	473	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83

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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Subsidize Vanpools

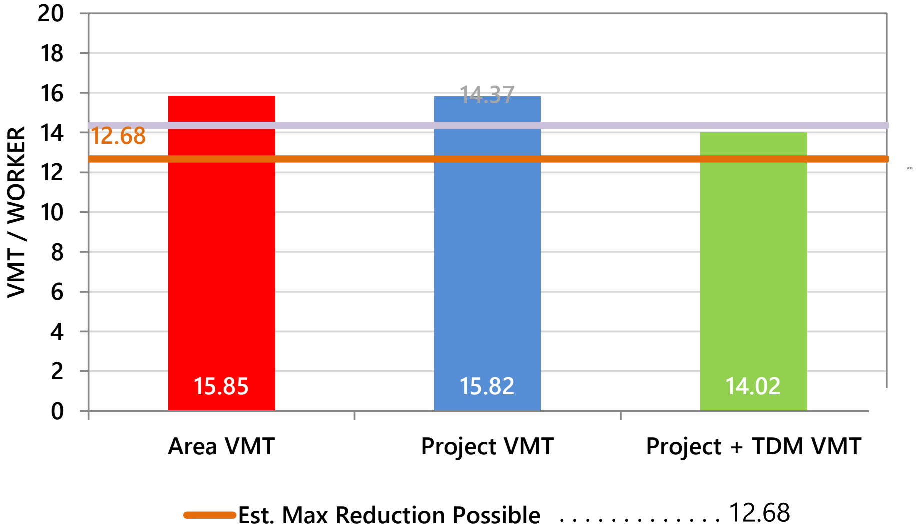
Percent of Vanpool Cost Subsidized by Employer	100 %
Percent of Eligible Employees	20 %

Subsidize Vanpool

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.



Telecommuting and Alternative Work Schedules & Provide Pedestrian Network Improvements

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	350 West Trimble Road Manufacturing	Tool Version:	2/29/2019
Location:	350 West Trimble Road	Date:	7/21/2022

Parcel: 10102013 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 280 Bicycles: 0

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	473	KSF

Percent of All Residential Units	
Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83

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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Pedestrian Network Improvements *(In Coordination with SJ)*

Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

Tier 4 - TDM Programs

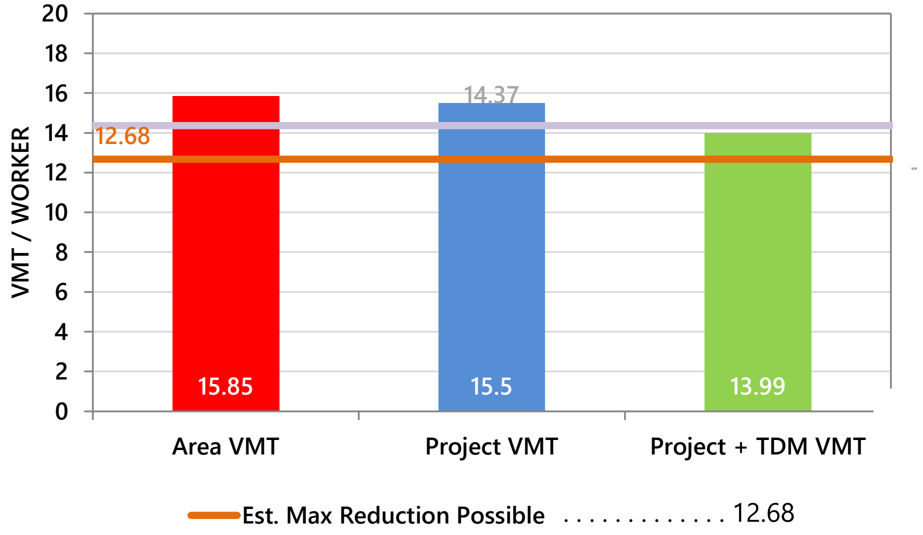
Telecommuting and Alternative Work Schedule Program

Alternative Work Schedule	4/40 Schedule
Percent of Eligible Employees	65 %

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.



Operate a Free Direct Shuttle & Provide Pedestrian Network Improvements

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	350 West Trimble Road Manufacturing	Tool Version:	2/29/2019
Location:	350 West Trimble Road	Date:	7/21/2022
Parcel:	10102013	Parcel Type:	Suburb with Multifamily Housing

Proposed Parking Spaces   Vehicles: 280   Bicycles: 0

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	473	KSF

Percent of All Residential Units	
Extremely Low Income (< 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, < 50% MFI)	0 % Affordable
Low Income (> 50% MFI, < 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83

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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Pedestrian Network Improvements *(In Coordination with SJ)*

Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

Tier 4 - TDM Programs

Operate Free Direct Shuttle Service *(In Coordination with SJ)*

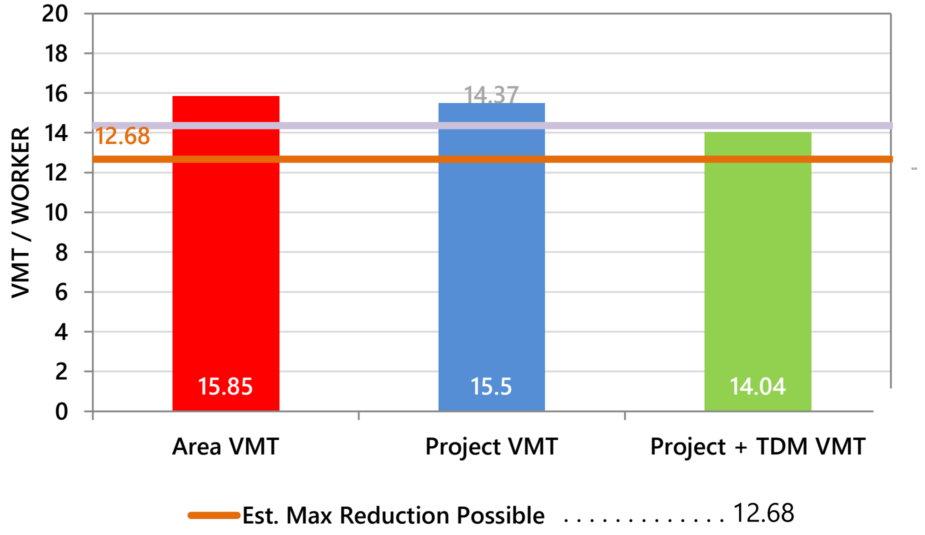
Percent of Eligible Employees	20 %

Operate a Free Direct Shuttle & Provide Pedestrian Network Improvements

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.



Subsidize Vanpool & Provide Pedestrian Network Improvements

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 350 West Trimble Road Manufacturing
Tool Version: 2/29/2019
Location: 350 West Trimble Road
Date: 7/21/2022
Parcel: 10102013
Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 280 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	473 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	13
With Project Density (DU/Residential Acres in half-mile buffer)	13

Increase Development Diversity

Existing Activity Mix Index	0.85
With Project Activity Mix Index	0.83

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)	18
With Project Density (Jobs/Commercial Acres in half-mile buffer)	19

Tier 2 - Multimodal Infrastructure

Pedestrian Network Improvements *(In Coordination with SJ)*

Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

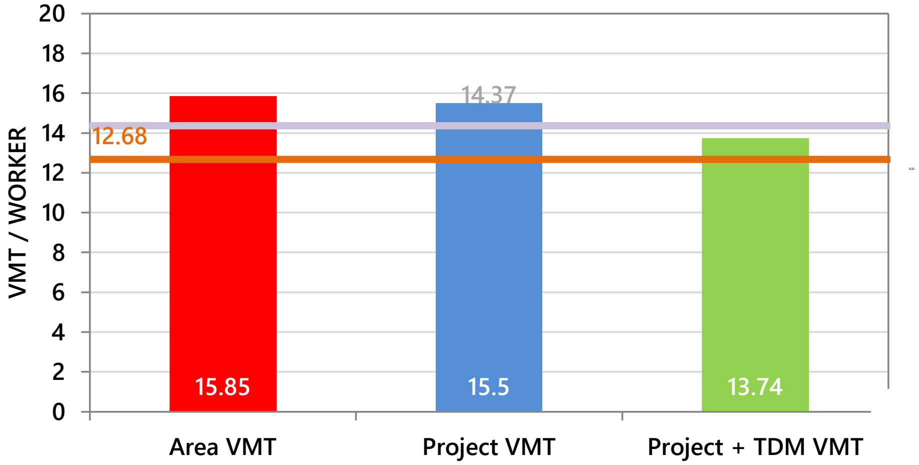
Tier 4 - TDM Programs

Subsidize Vanpools

Percent of Vanpool Cost Subsidized by Employer	100 %
Percent of Eligible Eemployees	20 %

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.



Est. Max Reduction Possible 12.68

Appendix B

Traffic Counts

Intersection Count Source Summary

#	Node #	Intersection	Date	Source[1]	Date	Source[1]
1	3119	Zanker Road and Trimble Road *	06/01/17	CSJ	11/08/18	CMP
2	3098	First Street and Trimble Road *	06/01/17	CSJ	11/08/18	CMP
3	3423	First Street and Component Drive	10/28/15	CSJ	10/28/15	CSJ
4	3564	Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue	06/01/17	CSJ	06/01/17	CSJ
5	3843	Orchard Parkway and Component Drive	06/01/17	CSJ	06/01/17	CSJ
6	3962	Orchard Parkway and Project Driveway	06/01/17	CSJ	06/01/17	CSJ
7	3728	Orchard Parkway and Trimble Road	03/17/16	CSJ	03/17/16	CSJ
8	3096	De La Cruz Boulevard/Seaboard Avenue and Trimble Road *	10/18/16	CSJ	12/11/18	CMP
9	4069	US 101 and Trimble Road	03/14/17	CSJ	03/14/17	CSJ
10	3614	Junction Avenue and Trimble Road	11/05/15	CSJ	11/05/15	CSJ
11	5808	Trimble Road/Cadence Place and Montague Expressway *	05/23/19	TMC	11/08/18	CMP
12	5806	Agnew Road/De La Cruz Boulevard and Montague Expressway *	05/16/19	TMC	11/08/16	CMP
13	117	De La Cruz Boulevard and Greenwood Drive	05/10/18	TMC	05/10/18	TMC
14	118	De La Cruz Boulevard and Aldo Avenue	05/10/18	TMC	05/10/18	TMC
15	119	De La Cruz Boulevard and Laurelwood Road	05/10/18	TMC	05/10/18	TMC
16	5335	Trimble Road/De La Cruz Boulevard and Central Expressway *	04/09/19	TMC	11/13/18	CMP

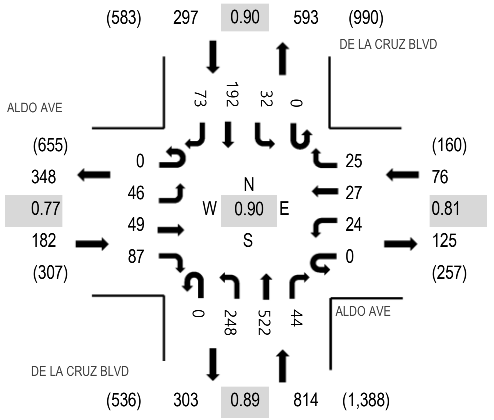
[1] SJ = City of San Jose; CMP = Congestion Management Program; TMC = Turning Movement Counts

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

Location: 93 DE LA CRUZ BLVD & ALDO AVE AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

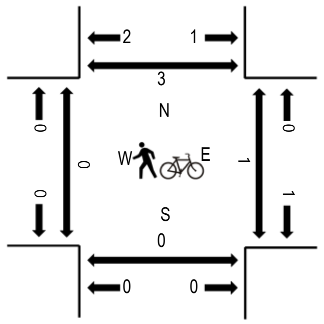
Peak Hour - All Vehicles



(583)
297
0.90
593
(990)
DE LA CRUZ BLVD
73
192
32
0
ALDO AVE
(655)
348
0.77
182
(307)
0
46
49
87
N
W
0.90
E
S
25
27
24
0
(160)
76
0.81
125
(257)
0
248
522
44
ALDO AVE
DE LA CRUZ BLVD
(536)
303
0.89
814
(1,388)

Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



2
1
3
N
0
0
0
W
E
1
0
1
S
0
0
0

Traffic Counts

Interval Start Time	ALDO AVE Eastbound U-Turn	Left	Thru	Right	ALDO AVE Westbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Northbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:00 AM	0	7	10	15	0	7	8	9	0	43	71	13	0	14	37	32	266	1,069	0	0	0	0
7:15 AM	0	10	15	13	0	8	12	4	0	38	79	8	0	12	27	17	243	1,144	0	1	0	0
7:30 AM	0	5	7	16	0	6	6	2	0	52	94	9	0	17	38	6	258	1,205	0	0	0	2
7:45 AM	0	7	8	12	0	5	7	10	1	55	99	12	0	7	48	31	302	1,292	1	0	1	0
8:00 AM	0	11	12	20	0	12	8	7	0	63	130	12	0	7	40	19	341	1,369	0	1	0	2
8:15 AM	0	2	5	15	0	5	6	6	0	63	121	7	0	11	42	21	304		0	0	0	1
8:30 AM	0	17	18	24	0	5	5	4	0	58	122	9	0	8	57	18	345		0	0	0	0
8:45 AM	0	16	14	28	0	2	8	8	0	64	149	16	0	6	53	15	379		0	0	0	0

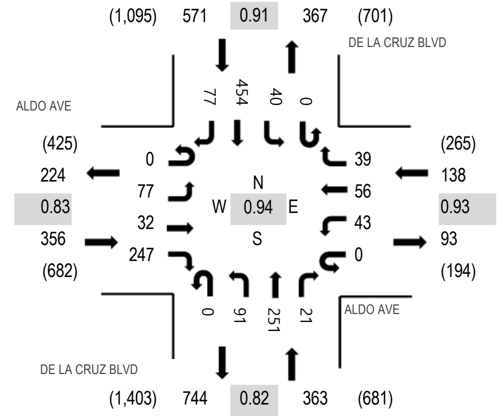
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	4	0	0	1	0	0	4	0	1	0	0	1	0	11
Lights	0	38	41	63	0	22	21	23	0	235	517	40	0	32	189	69	1,290
Mediums	0	8	8	20	0	2	5	2	0	9	5	3	0	0	2	4	68
Total	0	46	49	87	0	24	27	25	0	248	522	44	0	32	192	73	1,369

(303) 216-2439
www.alltrafficdata.net

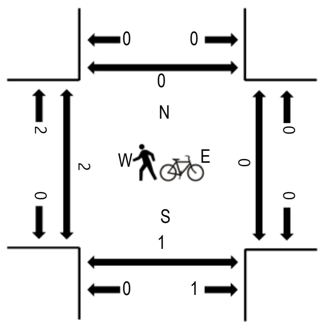
Location: 93 DE LA CRUZ BLVD & ALDO AVE PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles


(1,095)
571
0.91
367
(701)
DE LA CRUZ BLVD
77
454
40
0
ALDO AVE
(425)
224
0.83
356
(682)
0
77
32
247
N
W
0.94
E
S
39
56
43
0
(265)
138
0.93
93
(194)
0
91
251
21
ALDO AVE
DE LA CRUZ BLVD
(1,403)
744
0.82
363
(681)

Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk


0
0
0
N
2
2
W
E
0
0
0
S
1
0
1

Traffic Counts

Interval Start Time	ALDO AVE Eastbound U-Turn	Left	Thru	Right	ALDO AVE Westbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Northbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
4:00 PM	0	14	13	56	0	13	13	14	0	19	50	4	0	10	89	15	310	1,339	1	0	0	0
4:15 PM	0	19	8	45	0	12	11	15	0	20	52	6	0	6	97	16	307	1,410	0	0	0	0
4:30 PM	0	24	13	74	0	12	13	12	0	23	61	5	0	13	97	18	365	1,428	1	0	0	0
4:45 PM	0	18	11	57	0	9	17	8	0	24	48	8	0	14	119	24	357	1,409	0	0	1	0
5:00 PM	0	18	4	78	0	15	12	12	0	18	63	2	0	5	140	14	381	1,384	0	0	0	0
5:15 PM	0	17	4	38	0	7	14	7	0	26	79	6	0	8	98	21	325		1	0	0	0
5:30 PM	0	22	11	61	0	6	14	10	0	14	66	9	0	3	100	30	346		1	0	0	0
5:45 PM	0	11	6	60	0	5	8	6	0	12	55	11	0	14	115	29	332		0	0	0	0

Peak Rolling Hour Flow Rates

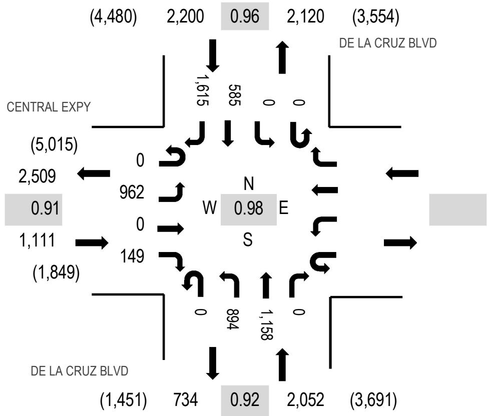
Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	1	1	0	0	0	1	0	1	0	6	0	0	1	1	12
Lights	0	73	26	242	0	43	55	36	0	87	247	12	0	38	452	72	1,383
Mediums	0	4	5	4	0	0	1	2	0	3	4	3	0	2	1	4	33
Total	0	77	32	247	0	43	56	39	0	91	251	21	0	40	454	77	1,428

All Traffic Data
Services Inc.

(303) 216-2439
www.alltrafficdata.net

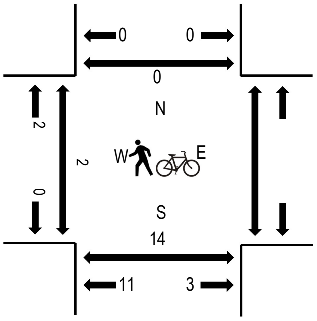
Location: 4 DE LA CRUZ BLVD & CENTRAL EXPY AM
Date: Tuesday, April 9, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles


(4,480)
2,200
0.96
2,120
(3,554)
DE LA CRUZ BLVD
CENTRAL EXPY
1,615
585
0
0
(5,015)
2,509
0.91
1,111
(1,849)
0
962
0
149
N
W
0.98
E
S
0
894
1,158
0
DE LA CRUZ BLVD
(1,451)
734
0.92
2,052
(3,691)

Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk


0
0
0
N
2
2
0
W
E
S
14
11
3

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Northbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	132	0	16					1	200	155	0	0	0	146	425	1,075	4,657	0		0	0
7:15 AM	0	126	0	31					1	236	177	0	0	0	126	417	1,114	4,889	0		0	0
7:30 AM	0	182	0	26					0	206	209	0	0	0	153	412	1,188	5,103	0		0	0
7:45 AM	0	195	0	30					0	196	258	0	0	0	187	414	1,280	5,283	0		1	0
8:00 AM	0	209	0	44					0	224	265	0	0	0	157	408	1,307	5,363	0		0	0
8:15 AM	0	232	0	39					0	223	250	0	0	0	175	409	1,328		0		0	0
8:30 AM	0	273	0	32					0	216	315	0	0	0	125	407	1,368		0		0	0
8:45 AM	0	248	0	34					0	231	328	0	0	0	128	391	1,360		0		1	0

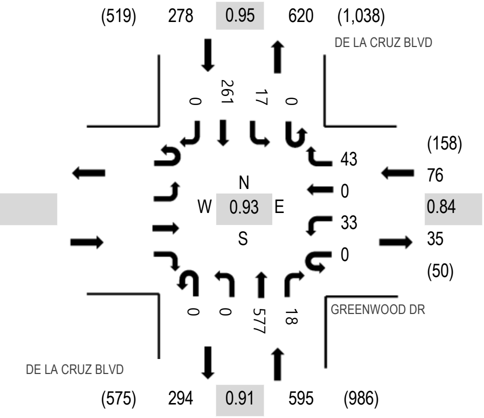
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	11	0	2					0	2	19	0	0	0	14	12	60
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	905	0	139					0	883	1,091	0	0	0	550	1,554	5,122
Mediums	0	46	0	8					0	9	48	0	0	0	21	49	181
Total	0	962	0	149					0	894	1,158	0	0	0	585	1,615	5,363

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

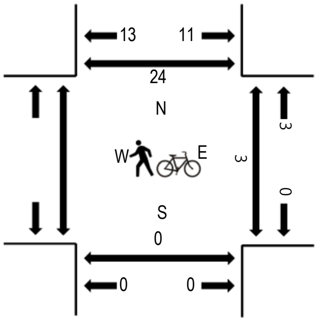
Location: 92 DE LA CRUZ BLVD & GREENWOOD DR AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	GREENWOOD DR Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	DE LA CRUZ BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	DE LA CRUZ BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:00 AM					0	8	0	11	0	0	78	4	0	2	61	0	164	714		0	0	3
7:15 AM					0	10	0	8	0	0	102	2	0	3	50	0	175	776		1	0	2
7:30 AM					0	11	0	11	0	0	86	1	0	1	53	0	163	827		0	0	1
7:45 AM					0	17	0	6	0	0	116	2	0	0	71	0	212	906		1	0	5
8:00 AM					0	9	0	7	0	0	140	4	0	3	63	0	226	949		1	0	4
8:15 AM					0	9	0	17	0	0	128	4	0	4	64	0	226			1	0	16
8:30 AM					0	6	0	8	0	0	153	2	0	3	70	0	242			0	0	2
8:45 AM					0	9	0	11	0	0	156	8	0	7	64	0	255			1	0	2

Peak Rolling Hour Flow Rates

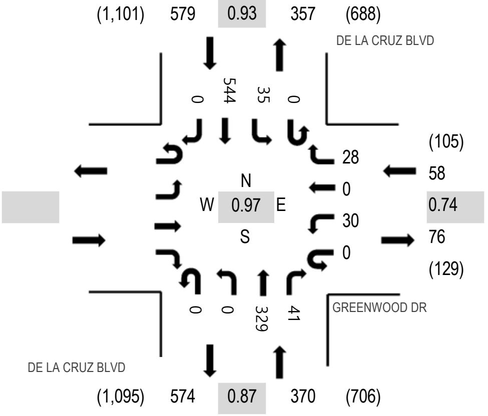
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	1	0	0	0	1	0	2
Lights					0	33	0	43	0	0	562	17	0	17	254	0	926
Mediums					0	0	0	0	0	0	14	1	0	0	6	0	21
Total					0	33	0	43	0	0	577	18	0	17	261	0	949

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

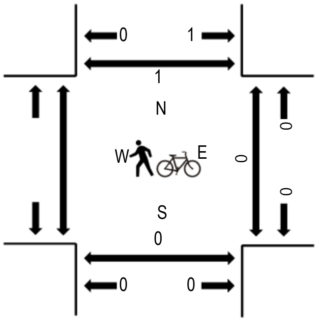
Location: 92 DE LA CRUZ BLVD & GREENWOOD DR PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	GREENWOOD DR Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	DE LA CRUZ BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	DE LA CRUZ BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
4:00 PM					0	3	0	6	0	0	78	4	0	6	106	0	203	907		0	0	0
4:15 PM					0	4	0	2	0	0	79	8	0	5	116	0	214	964		2	0	1
4:30 PM					0	6	0	11	0	0	88	11	0	9	132	0	257	1,007		0	0	1
4:45 PM					0	7	0	5	0	0	62	10	0	5	144	0	233	1,000		0	0	0
5:00 PM					0	5	0	7	0	0	81	12	0	12	143	0	260	1,005		0	0	0
5:15 PM					0	12	0	5	0	0	98	8	0	9	125	0	257			0	0	0
5:30 PM					0	11	0	10	0	0	89	5	0	7	128	0	250			0	0	2
5:45 PM					0	7	0	4	0	0	63	10	0	8	146	0	238			0	0	3

Peak Rolling Hour Flow Rates

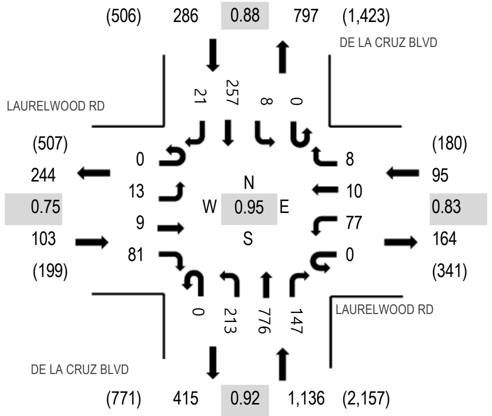
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks					0	0	0	0	0	0	1	0	0	0	2	0	3
Lights					0	30	0	27	0	0	320	41	0	35	537	0	990
Mediums					0	0	0	1	0	0	8	0	0	0	5	0	14
Total					0	30	0	28	0	0	329	41	0	35	544	0	1,007

All Traffic Data
Services Inc.

(303) 216-2439
www.alltrafficdata.net

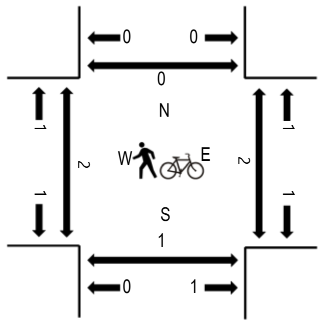
Location: 94 DE LA CRUZ BLVD & LAURELWOOD RD AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles


(506)
286
0.88
797
(1,423)
DE LA CRUZ BLVD
LAUREWOOD RD
21
257
8
0
(507)
244
0.75
103
(199)
0
13
9
81
N
W
0.95
E
S
8
10
77
0
(180)
95
0.83
164
(341)
0
213
776
147
LAURELWOOD RD
DE LA CRUZ BLVD
(771)
415
0.92
1,136
(2,157)

Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk


0
0
0
N
1
2
W
E
2
1
1
1
S
1
0
1

Traffic Counts

Interval Start Time	LAURELWOOD RD Eastbound U-Turn	Left	Thru	Right	LAURELWOOD RD Westbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Northbound U-Turn	Left	Thru	Right	DE LA CRUZ BLVD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:00 AM	0	0	1	17	0	18	0	0	1	89	147	42	0	2	42	2	361	1,425	0	0	0	0
7:15 AM	0	2	2	24	0	19	2	2	0	58	135	37	0	1	42	3	327	1,490	1	0	0	2
7:30 AM	0	1	2	20	0	25	1	0	0	54	131	44	0	2	44	2	326	1,535	0	0	2	0
7:45 AM	0	6	2	29	0	22	0	0	0	75	174	41	0	0	55	7	411	1,620	0	0	0	0
8:00 AM	0	4	1	18	0	17	1	3	0	58	212	40	0	1	65	6	426	1,617	1	0	1	0
8:15 AM	0	2	2	17	0	23	3	4	0	43	187	25	0	2	60	4	372		1	1	0	0
8:30 AM	0	1	4	17	0	15	6	1	0	37	203	41	0	5	77	4	411		0	0	0	0
8:45 AM	0	3	3	21	0	13	4	1	0	41	204	38	0	3	70	7	408		1	0	0	0

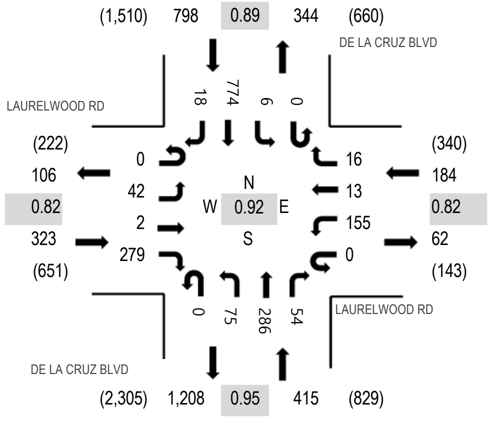
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	11	0	28	2	0	0	4	5	7	0	0	7	0	64
Lights	0	12	6	63	0	45	7	7	0	202	757	135	0	7	231	21	1,493
Mediums	0	1	3	7	0	4	1	1	0	7	14	5	0	1	19	0	63
Total	0	13	9	81	0	77	10	8	0	213	776	147	0	8	257	21	1,620

(303) 216-2439
www.alltrafficdata.net

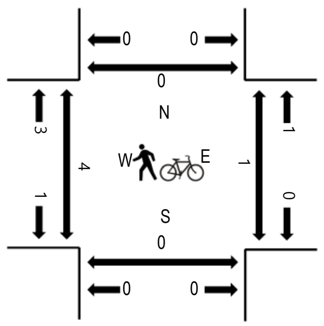
Location: 94 DE LA CRUZ BLVD & LAURELWOOD RD PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles


(1,510)
798
0.89
344
(660)
DE LA CRUZ BLVD
LAUREL WOOD RD
18
774
6
0
(222)
106
0.82
323
(651)
0
42
2
279
N
W 0.92 E
S
16
13
155
0
(340)
184
0.82
62
(143)
0
75
286
54
LAURELWOOD RD
DE LA CRUZ BLVD
(2,305)
1,208
0.95
415
(829)

Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk


0
0
0
N
3
1
4
W
E
1
1
0
S
0
0
0

Traffic Counts

Interval Start Time	LAURELWOOD RD Eastbound				LAURELWOOD RD Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	2	85	0	42	3	3	1	14	59	23	0	3	172	14	431	1,695	0	0	0	0
4:15 PM	0	9	3	60	0	47	2	2	0	16	64	10	0	0	155	9	377	1,715	0	0	0	1
4:30 PM	0	12	0	100	0	47	5	2	0	25	62	11	0	1	200	4	469	1,720	1	1	0	0
4:45 PM	0	11	2	73	0	25	0	2	0	18	69	15	0	0	198	5	418	1,655	0	0	0	0
5:00 PM	0	10	0	60	0	48	4	6	0	20	61	18	0	2	219	3	451	1,635	0	0	0	0
5:15 PM	0	9	0	46	0	35	4	6	0	12	94	10	0	3	157	6	382		1	0	0	0
5:30 PM	0	7	0	84	0	31	1	3	0	21	76	15	0	3	156	7	404		1	0	0	0
5:45 PM	0	8	0	60	0	18	3	1	0	21	74	20	0	2	186	5	398		0	0	0	0

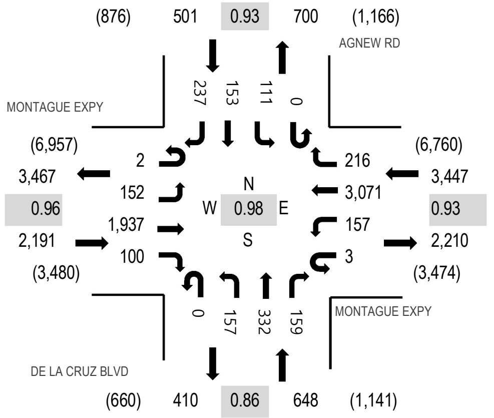
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	4	0	0	0	2	6	16	0	0	1	0	32
Lights	0	36	2	269	0	150	11	16	0	65	274	36	0	6	770	18	1,653
Mediums	0	6	0	7	0	1	2	0	0	8	6	2	0	0	3	0	35
Total	0	42	2	279	0	155	13	16	0	75	286	54	0	6	774	18	1,720

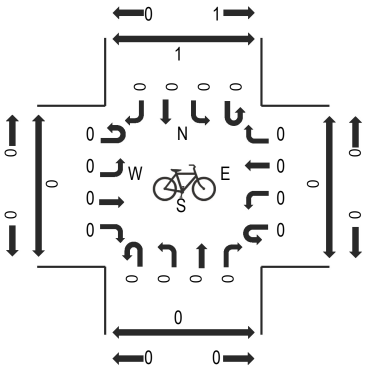
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 27 DE LA CRUZ BLVD & MONTAGUE EXPY AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

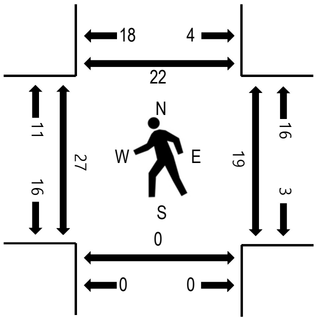
Peak Hour - All Vehicles


(876)
501
0.93
700
(1,166)
AGNEW RD
237
153
111
0
MONTAGUE EXPY
(6,957)
3,467
0.96
2,191
(3,480)
2
152
1,937
100
N
W
0.98
E
S
216
3,071
157
3
(6,760)
3,447
0.93
2,210
(3,474)
0
157
332
159
MONTAGUE EXPY
DE LA CRUZ BLVD
(660)
410
0.86
648
(1,141)

Peak Hour - Bicycles


0
1
1
0
0
0
0
N
W
E
S
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0

Peak Hour - Pedestrians


18
4
22
N
W
E
S
11
16
27
19
16
3
0
0
0

Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				DE LA CRUZ BLVD Northbound				AGNEW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	15	187	26	1	25	714	35	0	44	49	14	0	15	9	65	1,200	5,470	0	2	0	3
7:15 AM	2	28	242	29	0	25	690	34	0	39	39	20	0	11	5	51	1,215	5,949	1	1	0	1
7:30 AM	0	32	320	12	0	28	783	32	0	43	55	33	0	18	12	75	1,443	6,391	3	1	0	0
7:45 AM	0	27	341	27	0	33	868	45	0	49	75	33	0	29	19	66	1,612	6,670	2	4	1	4
8:00 AM	1	43	461	25	0	40	827	44	0	32	62	30	0	22	33	59	1,679	6,787	4	2	0	12
8:15 AM	1	39	470	22	3	53	699	59	0	41	84	51	0	25	50	60	1,657		12	5	0	7
8:30 AM	0	30	502	29	0	34	762	51	0	41	97	50	0	30	31	65	1,722		7	9	0	3
8:45 AM	0	40	504	24	0	30	783	62	0	43	89	28	0	34	39	53	1,729		4	3	0	0

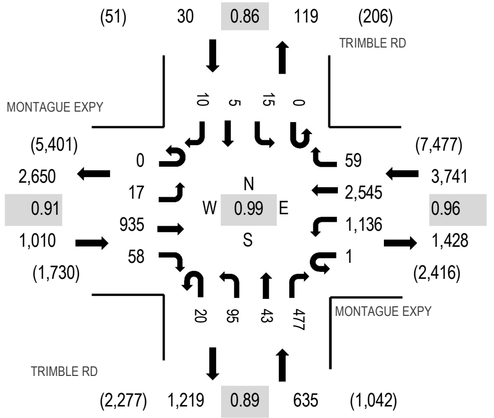
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	11	1	0	0	13	0	0	0	0	1	0	1	0	1	29
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	148	1,893	96	3	149	3,005	215	0	153	328	152	0	109	151	232	6,635
Mediums	1	3	33	3	0	8	53	1	0	4	4	6	0	1	2	4	123
Total	2	152	1,937	100	3	157	3,071	216	0	157	332	159	0	111	153	237	6,787

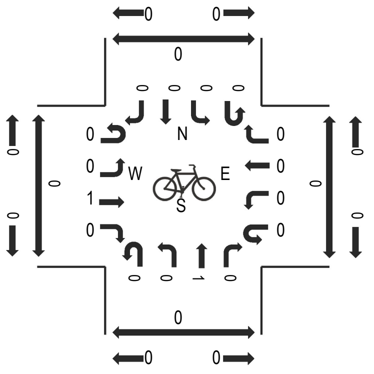
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 18 TRIMBLE RD & MONTAGUE EXPY AM
Date: Thursday, May 23, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

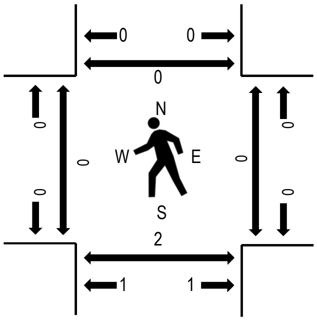
Peak Hour - Motorized Vehicles


(51)
30
0.86
119
(206)
TRIMBLE RD
MONTAGUE EXPY
10
5
15
0
(5,401)
2,650
0.91
1,010
(1,730)
0
17
935
58
N
W
0.99
E
S
(7,477)
3,741
0.96
1,428
(2,416)
59
2,545
1,136
1
20
95
43
477
MONTAGUE EXPY
TRIMBLE RD
(2,277)
1,219
0.89
635
(1,042)

Peak Hour - Bicycles


0
0
0
0 0 0 0
0
N
0
0
W
E
0
1
S
0
0
0
0
0 0 1 0
0
0
0
0
0
0
0
0

Peak Hour - Pedestrians


0
0
0
N
0
0
W
E
0
0
0
0
S
2
1
1

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound U-Turn	Left	Thru	Right	MONTAGUE EXPY Westbound U-Turn	Left	Thru	Right	TRIMBLE RD Northbound U-Turn	Left	Thru	Right	TRIMBLE RD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	0	101	6	0	222	578	5	0	11	3	45	0	2	1	0	974	4,886	0	0	0	3
7:15 AM	0	0	165	6	0	225	735	9	1	14	7	59	0	1	0	1	1,223	5,272	0	0	0	0
7:30 AM	0	2	186	8	0	273	739	10	2	16	5	74	0	4	2	1	1,322	5,410	0	0	0	0
7:45 AM	0	2	213	12	0	297	694	13	3	15	8	102	0	4	0	4	1,367	5,416	0	0	0	0
8:00 AM	0	4	266	14	0	269	640	14	2	24	11	109	0	3	1	3	1,360	5,414	0	0	1	0
8:15 AM	0	7	244	16	1	263	629	22	6	25	14	126	0	2	3	3	1,361		0	0	0	0
8:30 AM	0	4	212	16	0	307	582	10	9	31	10	140	0	6	1	0	1,328		0	0	1	0
8:45 AM	1	7	225	13	0	292	626	22	5	26	17	122	0	4	2	3	1,365		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	15	0	0	19	18	0	0	3	0	15	0	0	0	0	70
Lights	0	17	898	57	1	1,090	2,484	59	15	86	42	403	0	15	5	10	5,182
Mediums	0	0	22	1	0	27	43	0	5	6	1	59	0	0	0	0	164
Total	0	17	935	58	1	1,136	2,545	59	20	95	43	477	0	15	5	10	5,416

Appendix C
Approved and Pending Project Information

AM PROJECT TRIPS

07/08/2022

Intersection of : De La Cruz Bl / Seaboard Av & W Trimble Rd

Traffix Node Number : 3096

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	29	0	0	5	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	5	0	0	1	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	4	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	1	2	1	15	5	42	55	171	13	4	80	39
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	2	9	42	0	0	11	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

AM PROJECT TRIPS

07/08/2022

Intersection of : De La Cruz Bl / Seaboard Av & W Trimble Rd

Traffix Node Number : 3096

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
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	4	21	0	0	3	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	0	0	9	0	0	0	27	0	0	14	5
TOTAL:	**1**	**2**	**1**	**24**	**5**	**44**	**68**	**299**	**13**	**4**	**115**	**44**

	LEFT	THRU	RIGHT
NORTH	24	5	44
EAST	4	115	44
SOUTH	1	2	1
WEST	68	299	13

PM PROJECT TRIPS

07/08/2022

Intersection of : De La Cruz Bl / Seaboard Av & W Trimble Rd

Traffix Node Number : 3096

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	5	0	0	31	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	1	0	0	5	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	1	0	0	4	0
NSJ LEGACY NORTH SAN JOSE	11	6	5	15	1	37	28	92	7	8	247	29
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	9	1	5	0	0	42	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

PM PROJECT TRIPS

07/08/2022

Intersection of : De La Cruz Bl / Seaboard Av & W Trimble Rd

Traffix Node Number : 3096

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
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	3	0	3	0	0	18	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	0	0	12	0	0	0	36	0	0	30	10
TOTAL:	**11**	**6**	**5**	**27**	**1**	**49**	**29**	**143**	**7**	**8**	**377**	**39**

	LEFT	**THRU**	**RIGHT**
NORTH	27	1	49
EAST	8	377	39
SOUTH	11	6	5
WEST	29	143	7

AM PROJECT TRIPS

07/08/2022

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd

Traffix Node Number : 3098

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
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	1	0	0	0	0	3	0	1	4	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	13	4	0	2	0	0	29	0	1	5	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	0	1	5	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	7	0	0	2	0	2	1	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	1	0	0	0	0	2	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	51	105	13	21	114	13	34	112	24	23	159	7

AM PROJECT TRIPS

07/08/2022

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd

Traffix Node Number : 3098

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
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	18	0	0	4	11	42	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	8	0	0	1	3	21	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	5	0	0	0	0	18	12	25	3	0	46	0
TOTAL:	**56**	**155**	**18**	**21**	**123**	**46**	**118**	**170**	**27**	**25**	**214**	**7**

	LEFT	**THRU**	**RIGHT**
NORTH	21	123	46
EAST	25	214	7
SOUTH	56	155	18
WEST	118	170	27

PM PROJECT TRIPS

07/08/2022

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd

Traffix Node Number : 3098

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
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	2	0	0	0	0	6	1	1	4	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	2	1	0	14	0	0	5	0	4	31	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	3	5	1	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	2	0	0	7	2	0	0	0	0	1	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	1	2	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	46	117	20	20	135	13	42	143	36	61	134	4

PM PROJECT TRIPS

07/08/2022

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd

Traffix Node Number : 3098

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
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	17	42	5	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	0	7	18	3	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	7	0	0	0	0	23	24	51	6	0	62	0
TOTAL:	**53**	**124**	**23**	**20**	**184**	**105**	**75**	**205**	**43**	**66**	**232**	**4**

	LEFT	**THRU**	**RIGHT**
NORTH	20	184	105
EAST	66	232	4
SOUTH	53	124	23
WEST	75	205	43

AM PROJECT TRIPS

07/08/2022

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	33	0	0	5	5	33	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	14	0	0	2	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	12	0	0	3	0	2	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	7	0	0	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	63	139	15	18	156	28	20	71	11	18	132	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	17	0	4	0	0	0	0	0	0	0

AM PROJECT TRIPS

07/08/2022

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

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
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	8	0	0	1	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	14	0	0	0	0	10	6	12	8	0	22	0
TOTAL:	**77**	**213**	**32**	**18**	**172**	**43**	**61**	**83**	**19**	**18**	**154**	**5**

	LEFT	**THRU**	**RIGHT**
NORTH	18	172	43
EAST	18	154	5
SOUTH	77	213	32
WEST	61	83	19

PM PROJECT TRIPS

07/08/2022

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	5	0	0	36	36	5	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	2	0	0	14	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	3	0	0	12	2	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	1	0	0	7	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	84	147	35	10	189	6	9	183	37	38	118	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	17	0	0	0	0	0	0	0

PM PROJECT TRIPS

07/08/2022

Intersection of : E Trimble Rd & Zanker Rd

Traffix Node Number : 3119

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
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	0	7	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	19	0	0	0	0	14	12	24	16	0	29	0
TOTAL:	**103**	**161**	**35**	**10**	**282**	**58**	**26**	**207**	**53**	**38**	**147**	**5**

	LEFT	**THRU**	**RIGHT**
NORTH	10	282	58
EAST	38	147	5
SOUTH	103	161	35
WEST	26	207	53

AM PROJECT TRIPS

07/08/2022

Intersection of : N 1st St & Component Dr

Traffix Node Number : 3423

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
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	8	0	0	2	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	5	167	9	28	145	3	2	3	8	8	5	34
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	3	5	0	0	3	0	0	5	2	0	9	0
TOTAL:	**8**	**183**	**9**	**28**	**150**	**3**	**2**	**8**	**10**	**8**	**14**	**34**

	LEFT	**THRU**	**RIGHT**
NORTH	28	150	3
EAST	8	14	34
SOUTH	8	183	9
WEST	2	8	10

PM PROJECT TRIPS

07/08/2022

Intersection of : N 1st St & Component Dr

Traffix Node Number : 3423

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
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	3	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	2	0	0	8	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	4	167	4	7	170	0	7	2	56	15	0	10
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	4	7	0	0	6	0	0	10	3	0	12	0
TOTAL:	**8**	**176**	**4**	**7**	**187**	**0**	**7**	**12**	**59**	**15**	**12**	**10**

	LEFT	**THRU**	**RIGHT**
NORTH	7	187	0
EAST	15	12	10
SOUTH	8	176	4
WEST	7	12	59

AM PROJECT TRIPS

07/08/2022

Intersection of : Charcot Av & O Nel Dr / Orchard Py

Traffix Node Number : 3564

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	18	0	0	3	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	1	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	52	37	18	16	172	11	7	98	45
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	9	0	17	5	0	0	0	0	0	0	31
TOTAL:	**0**	**9**	**0**	**69**	**42**	**18**	**16**	**191**	**11**	**7**	**102**	**76**

	LEFT	**THRU**	**RIGHT**
NORTH	69	42	18
EAST	7	102	76
SOUTH	0	9	0
WEST	16	191	11

PM PROJECT TRIPS

07/08/2022

Intersection of : Charcot Av & O Nel Dr / Orchard Py

Traffix Node Number : 3564

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	3	0	0	20	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	22	0	0	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	79	73	32	11	91	25	3	155	15
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	12	0	34	10	0	0	0	0	0	0	41
TOTAL:	**0**	**34**	**0**	**113**	**86**	**32**	**11**	**94**	**25**	**3**	**175**	**56**

	LEFT	**THRU**	**RIGHT**
NORTH	113	86	32
EAST	3	175	56
SOUTH	0	34	0
WEST	11	94	25

AM PROJECT TRIPS

07/08/2022

Intersection of : Junction Av & E Trimble Rd

Traffix Node Number : 3614

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
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	8	0	0	1	0	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	3	0	0	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	11	26	5	3	12	5	20	74	9	8	139	17
TOTAL:	**11**	**37**	**5**	**3**	**16**	**5**	**20**	**74**	**9**	**8**	**139**	**17**

	LEFT	THRU	RIGHT
NORTH	3	16	5
EAST	8	139	17
SOUTH	11	37	5
WEST	20	74	9

PM PROJECT TRIPS

07/08/2022

Intersection of : Junction Av & E Trimble Rd

Traffix Node Number : 3614

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
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	1	0	0	8	0	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	3	0	0	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	29	25	19	5	29	6	4	177	26	15	111	2
TOTAL:	**29**	**29**	**19**	**5**	**40**	**6**	**4**	**177**	**26**	**15**	**111**	**2**

	LEFT	**THRU**	**RIGHT**
NORTH	5	40	6
EAST	15	111	2
SOUTH	29	29	19
WEST	4	177	26

AM PROJECT TRIPS

07/08/2022

Intersection of : Orchard Py & W Trimble Rd

Traffix Node Number : 3728

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	29	0	0	5	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	5	0	0	1	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	4	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	43	14	14	7	1	15	29	92	4	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	0	0	42	0	0	11	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

AM PROJECT TRIPS

07/08/2022

Intersection of : Orchard Py & W Trimble Rd

Traffix Node Number : 3728

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
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	3	7	0	0	0	0	0	1	0	0	3	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	11	3	14	0	22	0	14	25	17	69	0	0
TOTAL:	**57**	**24**	**28**	**7**	**23**	**15**	**43**	**198**	**21**	**69**	**21**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	7	23	15
EAST	69	21	0
SOUTH	57	24	28
WEST	43	198	21

PM PROJECT TRIPS

07/08/2022

Intersection of : Orchard Py & W Trimble Rd

Traffix Node Number : 3728

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	5	0	0	31	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	1	0	0	5	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	1	0	0	4	0
NSJ LEGACY NORTH SAN JOSE	63	5	30	14	0	31	7	83	2	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	0	0	5	0	0	42	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

PM PROJECT TRIPS

07/08/2022

Intersection of : Orchard Py & W Trimble Rd

Traffix Node Number : 3728

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
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	3	0	0	18	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	30	9	35	0	33	0	28	50	54	99	0	0
TOTAL:	**93**	**14**	**65**	**14**	**33**	**31**	**35**	**148**	**56**	**99**	**100**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	14	33	31
EAST	99	100	0
SOUTH	93	14	65
WEST	35	148	56

AM PROJECT TRIPS

07/08/2022

Intersection of : Orchard Py & Component Dr

Traffix Node Number : 3843

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	40	0	6	21	0	0	0	0	0	0	12
TOTAL:	**0**	**40**	**0**	**6**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**12**

	LEFT	**THRU**	**RIGHT**
NORTH	6	21	0
EAST	0	0	12
SOUTH	0	40	0
WEST	0	0	0

PM PROJECT TRIPS

07/08/2022

Intersection of : Orchard Py & Component Dr

Traffix Node Number : 3843

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	17	81	0	0	9	7	11	0	5	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	53	0	13	44	0	0	0	0	0	0	16
TOTAL:	**17**	**134**	**0**	**13**	**53**	**7**	**11**	**0**	**5**	**0**	**0**	**16**

	LEFT	**THRU**	**RIGHT**
NORTH	13	53	7
EAST	0	0	16
SOUTH	17	134	0
WEST	11	0	5

AM PROJECT TRIPS

07/08/2022

Intersection of : W Trimble Rd & NB 101 To Trimble Ramp

Traffix Node Number : 4069

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	11	0	0	0	0	18	0	0	5	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	0	9	0	0	0	0	18	0	0	10	5
TOTAL:	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**15**	**5**

	LEFT	**THRU**	**RIGHT**
NORTH	0	0	0
EAST	0	15	5
SOUTH	0	0	20
WEST	0	36	0

PM PROJECT TRIPS

07/08/2022

Intersection of : W Trimble Rd & NB 101 To Trimble Ramp

Traffix Node Number : 4069

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
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	2	0	0	0	0	3	0	0	31	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	0	12	0	0	0	0	24	0	0	20	10
TOTAL:	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**51**	**10**

	LEFT	**THRU**	**RIGHT**
NORTH	0	0	0
EAST	0	51	10
SOUTH	0	0	14
WEST	0	27	0

AM PROJECT TRIPS

07/08/2022

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

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
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	4	0	0	29	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	5	0	0	16	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	1	0	0	13	0
NSJ LEGACY NORTH SAN JOSE	8	0	87	0	0	0	0	281	6	112	219	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	0	0	3	0	0	11	0

AM PROJECT TRIPS

07/08/2022

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

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
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	0	0	0	5	0
TOTAL:	**8**	**0**	**87**	**0**	**0**	**0**	**0**	**296**	**6**	**112**	**293**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	0	0	0
EAST	112	293	0
SOUTH	8	0	87
WEST	0	296	6

PM PROJECT TRIPS

07/08/2022

Intersection of : Montague Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

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
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	1	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	29	0	0	4	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	16	0	0	5	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	13	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	5	0	176	0	0	0	0	196	1	162	222	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	0	0	0	6	0	0	1	0

PM PROJECT TRIPS

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd

Traffix Node Number : 5808

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
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	0	0	0	0	4	0	0	0	0
TOTAL:	**5**	**3**	**176**	**0**	**0**	**0**	**0**	**265**	**1**	**162**	**234**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	0	0	0
EAST	162	234	0
SOUTH	5	3	176
WEST	0	265	1

Approved Projects (350 Trimble)

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Lawson Lane	2200 Lawson Lane	613,800 s.f. of office space
City Place	5155 Stars and Stripes Drive	5.7 m.s.f. office; 1.1 m.s.f. retail; 1,360 mixed density residential units; 700 hotel rooms; 250 k.s.f. restaurant uses; 190 k.s.f. entertainment space
3000 Bowers	3000 Bowers Avenue	330,000 s.f. office buildings and parking structure
Great America Parkway	4301 Great America Parkway	12-story office buildings totaling 718,000 s.f. & (1) four-story parking garage on a developed property w/ (2) 300,000 s.f. existing office buildings
3375 Scott Office	3375 Scott Boulevard	237,104 s.f. office building, 4 story parking structure and 14,000 s.f. amenity building
San Tomas Business Park Phase II (NVIDIA)	2788 San Tomas Expressway	754,100 s.f. office
Scott Menard	3305 Kifer Road	45 attached townhomes and stacked flats with 109 parking spaces (Lawrence Station Area Plan)
Johnathon Fearn/Summerhill Homes	3505 Kifer Road	996 residential units with 37,000 s.f. retail (Lawrence Station Area Plan)
Westlake Urban/Gaye Quinn	3069 Lawrence Expressway	333 unit multi-family development (Lawrence Station Area Plan)
Summerhill	2961 Corvin Drive	38 townhomes (Lawrence Station Area Plan)
Allied Housing, Inc.	3335 Kifer Road	80 units affordable senior rental apartments (Lawrence Station Area Plan)
Boston Properties	3625 Peterson Way	672,000 s.f. of office space. Existing 260,000 s.f. building to be demolished.
Prometheus	575 Benton Way	Mixed-use residential development project consisting of 355 apartment units, and approx.
SCS Development	1375 El Camino Real	53 townhomes inclusive of 8 live work units
Summerhill	2232 El Camino Real	151 senior apartment homes, 17,909 s.f. commercial space
Raging Wire/NTT	1150 Walsh Avenue	248,000 s.f. data center
Holland Partner Group	2200 Calle De Luna	600 residential units
Related California	2300 Calle De Luna	575 multi-family dwelling units, 25,000 s.f. retail space
Ensemble Investments	5185 Lafayette St.	147 residential units and 3,650 s.f. retail space
Ensemble Investments	5123 Calle Del Sol	504 residential units and 23,170 s.f. retail space.
Ensemble Investments	2233 Calle Del Mundo	182 multi-family dwelling units
SummerHill Apartments Communities	2343 Calle Del Mundo	347 multi-family dwelling units
ZAEN Partners	2302 Calle Del Mundo	150 multi-family dwelling units with 5,000 s.f. retail
Ensemble Investments	2354 Calle Del Mundo	89 multi-family dwelling units
Freebird	2330 Monroe Street	65 residential affordable units
MEP1	2201 Laurelwood Road	737,093 s.f. data center
Jacobs	651 Walsh Avenue	435,050 s.f. data center
CyrusOne	2600 De La Cruz Boulevard	702,114 s.f. data center
Gateways Crossings	1205 Coleman Drive	1,600 residential units, 15,000 s.f. retail, and 225 room hotel

Source: City of Santa Clara Planning Department, August 2021

Pending Projects (350 Trimble)

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Lou Mariani; Miles Barber	2490, 2500 El Camino Real	332 dwelling units, 66 senior residential units, a 306-room hotel with a 6,000 s.f. restaurant comprising 205,197 s.f. of commercial space
Greystar	3905 Freedom Circle	Mixed-use development with office (606,968 s.f.), residential (1018 units) and commercial uses (18,653 s.f.)
Algined Data Centers	2305 Mission College	Demolition of an existing office building and construct a new 495,660 s.f. data center
Hilton Association	1290 Coleman (312 Brokaw Road, 1240 Coleman)	396 room hotel
Kurt Anderson and Nick Speno	1575 Pomeroy Avenue	122 unit senior living apartment community
Related California	2101 Tasman Drive	950 multi-family units
Ensemble Investments	2263 Calle Del Mundo/5185 Lafayette	148 unit residential development (Tasman East Specific Plan)
Muslim Community Association (MCA) School	3033 Scott Boulevard and 3080 Alfred Way	Expansion for an increase of 500 students including up to 150 high school students

Source: City of Santa Clara Planning Department, August 2021

Appendix D

Volume Summary

Intersection Number: 1
Traffix Node Number: 3119
Intersection Name: Zanker Road and Trimble Road *
Peak Hour: AM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	67	197	21	63	971	112	90	714	246	69	502	157	3209
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**71**	**208**	**23**	**67**	**1021**	**118**	**95**	**751**	**259**	**73**	**528**	**166**	**3380**
San Jose Approved Project Trips	43	172	18	5	154	18	32	213	77	19	83	61	895
NSJ Phase 1 Removal	-28	-156	-18	-5	-132	-18	-15	-139	-63	-11	-71	-20	-676
Prior Approval (350/370 Trimble Rd - PDC17-026)	-10	0	0	0	-22	0	0	0	-14	-8	-12	-6	-72
Santa Clara Approved Project Trips	0	0	0	0	102	0	0	0	0	0	109	0	211
Total Approved Project Trips	**5**	**16**	**0**	**0**	**102**	**0**	**17**	**74**	**0**	**0**	**109**	**35**	**358**
Background Conditions	**76**	**224**	**23**	**67**	**1123**	**118**	**112**	**825**	**259**	**73**	**637**	**201**	**3738**
Proposed Project Trips	3	0	0	0	18	0	0	0	7	2	4	1	35
Background Plus Project Conditions	**79**	**224**	**23**	**67**	**1141**	**118**	**112**	**825**	**266**	**75**	**641**	**202**	**3773**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	43	14	5	0	0	0	14	0	76
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	3	0	0	0	0	0	3	0	6
550 Brokaw Office - SJ	0	29	0	0	2	0	0	4	1	7	14	0	57
Santa Clara Pending Project Trips	0	0	0	0	24	0	0	0	0	0	22	0	46
Total Pending Project Trips	**0**	**29**	**0**	**0**	**72**	**14**	**5**	**4**	**1**	**7**	**53**	**0**	**46**
Cumulative No Project Project Conditions	**76**	**253**	**23**	**67**	**1195**	**132**	**117**	**829**	**260**	**80**	**690**	**201**	**3923**
Cumulative Plus Project Conditions	**79**	**253**	**23**	**67**	**1213**	**132**	**117**	**829**	**267**	**82**	**694**	**202**	**3958**

Intersection Number: 2
Traffix Node Number: 3098
Intersection Name: First Street and Trimble Road *
Peak Hour: AM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	26	314	30	33	962	230	138	836	227	93	596	194	3679
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**28**	**331**	**32**	**35**	**1012**	**242**	**146**	**879**	**239**	**98**	**627**	**204**	**3873**
San Jose Approved Project Trips	46	123	21	7	214	25	18	155	56	27	170	118	980
NSJ Phase 1 Removal	-13	-114	-21	-7	-159	-23	-13	-105	-51	-24	-112	-34	-676
Prior Approval (350/370 Trimble Rd - PDC17-026)	-18	0	0	0	-46	0	0	0	-5	-3	-25	-12	-109
Santa Clara Approved Project Trips	0	0	0	0	102	0	0	0	0	0	109	0	211
Total Approved Project Trips	**15**	**9**	**0**	**0**	**111**	**2**	**5**	**50**	**0**	**0**	**142**	**72**	**406**
Background Conditions	**43**	**340**	**32**	**35**	**1123**	**244**	**151**	**929**	**239**	**98**	**769**	**276**	**4279**
Proposed Project Trips	6	0	0	0	29	0	0	0	2	1	6	1	45
Background Plus Project Conditions	**49**	**340**	**32**	**35**	**1152**	**244**	**151**	**929**	**241**	**99**	**775**	**277**	**4324**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	29	14	5	0	0	0	9	0	57
Microsoft Data Center - 370 Trimble - SJ	2	0	0	0	3	0	1	1	0	0	1	0	8
550 Brokaw Office - SJ	0	29	0	0	3	0	0	4	1	7	22	0	66
Santa Clara Pending Project Trips	0	0	0	0	24	0	0	0	0	0	22	0	46
Total Pending Project Trips	**2**	**29**	**0**	**0**	**59**	**14**	**6**	**5**	**1**	**7**	**54**	**0**	**46**
Cumulative No Project Project Conditions	**45**	**369**	**32**	**35**	**1182**	**258**	**157**	**934**	**240**	**105**	**823**	**276**	**4456**
Cumulative Plus Project Conditions	**51**	**369**	**32**	**35**	**1211**	**258**	**157**	**934**	**242**	**106**	**829**	**277**	**4501**

Intersection Number: 3
Traffix Node Number: 3423
Intersection Name: First Street and Component Drive
Peak Hour: AM
Count Date: 10/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	29	542	48	27	45	32	104	1179	45	11	33	8	2103
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**32**	**582**	**52**	**29**	**49**	**35**	**112**	**1265**	**49**	**12**	**36**	**9**	**2262**
San Jose Approved Project Trips	3	150	28	34	14	8	9	183	8	10	8	2	457
NSJ Phase 1 Removal	-3	-145	-28	-34	-5	-8	-9	-167	-5	-8	-3	-2	-417
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-3	0	0	-9	0	0	-5	-3	-2	-5	0	-27
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**13**
Background Conditions	**32**	**584**	**52**	**29**	**49**	**35**	**112**	**1276**	**49**	**12**	**36**	**9**	**2275**
Proposed Project Trips	0	1	0	0	5	0	0	2	0	0	1	0	9
Background Plus Project Conditions	**32**	**585**	**52**	**29**	**54**	**35**	**112**	**1278**	**49**	**12**	**37**	**9**	**2284**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	14	0	0	0	0	0	5	0	0	0	0	19
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	2	1	0	3	6
550 Brokaw Office - SJ	0	35	0	0	0	0	0	5	0	0	0	0	40
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**10**	**2**	**1**	**0**	**3**	**0**
Cumulative No Project Project Conditions	**32**	**633**	**52**	**29**	**49**	**35**	**112**	**1286**	**51**	**13**	**36**	**12**	**2340**
Cumulative Plus Project Conditions	**32**	**634**	**52**	**29**	**54**	**35**	**112**	**1288**	**51**	**13**	**37**	**12**	**2349**

Intersection Number: 4
Traffix Node Number: 3564
Intersection Name: Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue
Peak Hour: AM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	145	87	51	85	418	47	4	24	13	163	959	842	2838
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**153**	**92**	**54**	**90**	**440**	**50**	**5**	**26**	**14**	**172**	**1008**	**885**	**2989**
San Jose Approved Project Trips	18	42	69	76	102	7	0	9	0	11	191	16	541
NSJ Phase 1 Removal	-18	-37	-52	-45	-98	-7	0	0	0	-11	-172	-16	-456
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-5	-17	-31	0	0	0	-9	0	0	0	0	-62
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**23**
Background Conditions	**153**	**92**	**54**	**90**	**444**	**50**	**5**	**26**	**14**	**172**	**1027**	**885**	**3012**
Proposed Project Trips	5	0	2	7	0	0	0	0	0	0	0	24	38
Background Plus Project Conditions	**158**	**92**	**56**	**97**	**444**	**50**	**5**	**26**	**14**	**172**	**1027**	**909**	**3050**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	4	0	5	3	0	0	0	0	0	0	0	5	17
550 Brokaw Office - SJ	0	0	0	0	11	0	0	0	0	0	71	0	82
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**4**	**0**	**5**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**71**	**5**	**0**
Cumulative No Project Project Conditions	**157**	**92**	**59**	**93**	**455**	**50**	**5**	**26**	**14**	**172**	**1098**	**890**	**3111**
Cumulative Plus Project Conditions	**162**	**92**	**61**	**100**	**455**	**50**	**5**	**26**	**14**	**172**	**1098**	**914**	**3149**

Intersection Number: 5
Traffix Node Number: 3843
Intersection Name: Orchard Parkway and Component Drive
Peak Hour: AM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	285	64	32	0	14	63	867	0	0	0	0	1325
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**0**	**300**	**68**	**34**	**0**	**15**	**67**	**912**	**0**	**0**	**0**	**0**	**1396**
San Jose Approved Project Trips	0	21	6	12	0	0	0	40	0	0	0	0	79
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-21	-6	-12	0	0	0	-40	0	0	0	0	-79
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Conditions	**0**	**300**	**68**	**34**	**0**	**15**	**67**	**912**	**0**	**0**	**0**	**0**	**1396**
Proposed Project Trips	0	7	1	5	0	0	0	31	0	0	0	0	44
Background Plus Project Conditions	**0**	**307**	**69**	**39**	**0**	**15**	**67**	**943**	**0**	**0**	**0**	**0**	**1440**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	9	18	2	0	0	0	8	0	0	0	0	37
550 Brokaw Office - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**0**	**9**	**18**	**2**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
Cumulative No Project Project Conditions	**0**	**309**	**86**	**36**	**0**	**15**	**67**	**920**	**0**	**0**	**0**	**0**	**1433**
Cumulative Plus Project Conditions	**0**	**316**	**87**	**41**	**0**	**15**	**67**	**951**	**0**	**0**	**0**	**0**	**1477**

Intersection Number: 6
Traffix Node Number: 3962
Intersection Name: Orchard Parkway and Project Driveway
Peak Hour: AM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	110	335	40	7	0	3	28	838	40	4	0	8	1413
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**116**	**353**	**43**	**8**	**0**	**4**	**30**	**881**	**43**	**5**	**0**	**9**	**1492**
San Jose Approved Project Trips	0	113	0	0	0	0	0	109	0	0	0	0	222
NSJ Phase 1 Removal	0	-5	0	0	0	0	0	-71	0	0	0	0	-76
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-108	0	0	0	0	0	-28	0	0	0	0	-136
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**
Background Conditions	**116**	**353**	**43**	**8**	**0**	**4**	**30**	**891**	**43**	**5**	**0**	**9**	**1502**
Proposed Project Trips	11	6	10	0	0	0	0	0	36	2	0	9	74
Background Plus Project Conditions	**127**	**359**	**53**	**8**	**0**	**4**	**30**	**891**	**79**	**7**	**0**	**18**	**1576**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	22	0	0	0	0	0	14	0	0	0	0	36
550 Brokaw Office - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**
Cumulative No Project Project Conditions	**116**	**375**	**43**	**8**	**0**	**4**	**30**	**905**	**43**	**5**	**0**	**9**	**1538**
Cumulative Plus Project Conditions	**127**	**381**	**53**	**8**	**0**	**4**	**30**	**905**	**79**	**7**	**0**	**18**	**1612**

Intersection Number: 7
Traffix Node Number: 3728
Intersection Name: Orchard Parkway and Trimble Road
Peak Hour: AM
Count Date: 3/17/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	77	149	9	54	900	42	25	510	317	333	584	333	3333
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**82**	**159**	**10**	**58**	**956**	**45**	**27**	**542**	**337**	**354**	**620**	**354**	**3544**
San Jose Approved Project Trips	15	23	7	0	21	69	28	24	57	21	198	43	506
NSJ Phase 1 Removal	-15	-1	-7	0	0	0	-14	-14	-43	-4	-92	-29	-219
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-22	0	0	0	-69	-14	-3	-11	-17	-25	-14	-175
Santa Clara Approved Project Trips	0	0	0	0	102	0	0	0	0	0	109	0	211
Total Approved Project Trips	**0**	**0**	**0**	**0**	**123**	**0**	**0**	**7**	**3**	**0**	**190**	**0**	**323**
Background Conditions	**82**	**159**	**10**	**58**	**1079**	**45**	**27**	**549**	**340**	**354**	**810**	**354**	**3867**
Proposed Project Trips	0	6	0	0	0	37	4	1	14	61	4	5	132
Background Plus Project Conditions	**82**	**165**	**10**	**58**	**1079**	**82**	**31**	**550**	**354**	**415**	**814**	**359**	**3999**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	29	0	0	0	0	0	9	0	38
Microsoft Data Center - 370 Trimble - SJ	0	2	0	0	0	5	1	1	11	16	0	0	36
550 Brokaw Office - SJ	0	0	0	0	4	0	0	0	0	0	28	0	32
Santa Clara Pending Project Trips	0	0	0	0	24	0	0	0	0	0	22	0	46
Total Pending Project Trips	**0**	**2**	**0**	**0**	**57**	**5**	**1**	**1**	**11**	**16**	**59**	**0**	**46**
Cumulative No Project Project Conditions	**82**	**161**	**10**	**58**	**1136**	**50**	**28**	**550**	**351**	**370**	**869**	**354**	**4019**
Cumulative Plus Project Conditions	**82**	**167**	**10**	**58**	**1136**	**87**	**32**	**551**	**365**	**431**	**873**	**359**	**4151**

Intersection Number: 8
Traffix Node Number: 3096
Intersection Name: De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
Peak Hour: AM
Count Date: 10/18/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	286	25	69	566	906	46	21	52	61	58	1170	786	4046
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**304**	**27**	**74**	**601**	**962**	**49**	**23**	**56**	**65**	**62**	**1242**	**835**	**4300**
San Jose Approved Project Trips	44	5	24	44	115	4	1	2	1	13	299	68	620
NSJ Phase 1 Removal	-42	-5	-15	-39	-80	-4	-1	-2	-1	-13	-171	-55	-428
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	-9	-5	-14	0	0	0	0	0	-27	0	-55
Santa Clara Approved Project Trips	15	1	9	29	65	8	8	2	1	0	92	67	297
Total Approved Project Trips	**17**	**1**	**9**	**29**	**86**	**8**	**8**	**2**	**1**	**0**	**193**	**80**	**434**
Background Conditions	**321**	**28**	**83**	**630**	**1048**	**57**	**31**	**58**	**66**	**62**	**1435**	**915**	**4734**
Proposed Project Trips	0	0	9	2	16	0	0	0	0	0	72	0	99
Background Plus Project Conditions	**321**	**28**	**92**	**632**	**1064**	**57**	**31**	**58**	**66**	**62**	**1507**	**915**	**4833**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	29	0	0	0	0	0	9	0	38
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	11	0	0	0	0	0	16	0	27
550 Brokaw Office - SJ	0	0	14	2	2	0	0	0	0	0	14	0	32
Santa Clara Pending Project Trips	0	0	8	12	24	0	0	0	0	0	22	0	66
Total Pending Project Trips	**0**	**0**	**22**	**14**	**66**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**66**
Cumulative No Project Project Conditions	**321**	**28**	**105**	**644**	**1114**	**57**	**31**	**58**	**66**	**62**	**1496**	**915**	**4897**
Cumulative Plus Project Conditions	**321**	**28**	**114**	**646**	**1130**	**57**	**31**	**58**	**66**	**62**	**1568**	**915**	**4996**

Intersection Number: 9
Traffix Node Number: 4069
Intersection Name: US 101 and Trimble Road
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	453	1029	0	743	0	1283	0	1368	0	4876
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**0**	**0**	**0**	**477**	**1082**	**0**	**781**	**0**	**1349**	**0**	**1438**	**0**	**5127**
San Jose Approved Project Trips	0	0	0	5	15	0	20	0	0	0	36	0	76
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	-5	-10	0	-9	0	0	0	-18	0	-42
Santa Clara Approved Project Trips	0	0	0	4	74	0	0	0	71	0	152	0	301
Total Approved Project Trips	**0**	**0**	**0**	**4**	**79**	**0**	**11**	**0**	**71**	**0**	**170**	**0**	**335**
Background Conditions	**0**	**0**	**0**	**481**	**1161**	**0**	**792**	**0**	**1420**	**0**	**1608**	**0**	**5462**
Proposed Project Trips	0	0	0	7	9	0	32	0	0	0	40	0	88
Background Plus Project Conditions	**0**	**0**	**0**	**488**	**1170**	**0**	**824**	**0**	**1420**	**0**	**1648**	**0**	**5550**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	29	0	0	0	0	0	9	0	38
Microsoft Data Center - 370 Trimble - SJ	0	0	0	7	4	0	6	0	0	0	9	0	26
550 Brokaw Office - SJ	0	0	0	0	2	0	0	0	0	0	14	0	16
Santa Clara Pending Project Trips	0	0	0	0	24	0	0	0	0	0	22	0	46
Total Pending Project Trips	**0**	**0**	**0**	**7**	**59**	**0**	**6**	**0**	**0**	**0**	**54**	**0**	**46**
Cumulative No Project Project Conditions	**0**	**0**	**0**	**488**	**1220**	**0**	**798**	**0**	**1420**	**0**	**1662**	**0**	**5588**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**495**	**1229**	**0**	**830**	**0**	**1420**	**0**	**1702**	**0**	**5676**

Intersection Number: 10
Traffix Node Number: 3614
Intersection Name: Junction Avenue and Trimble Road
Peak Hour: AM
Count Date: 11/5/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	19	39	9	90	1193	129	93	134	101	94	414	79	2394
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**21**	**42**	**10**	**97**	**1280**	**139**	**100**	**144**	**109**	**101**	**444**	**85**	**2572**
San Jose Approved Project Trips	5	16	3	17	139	8	5	37	11	9	74	20	344
NSJ Phase 1 Removal	-5	-12	-3	-17	-139	-8	-5	-26	-11	-9	-74	-20	-329
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	0	0	0	102	0	0	0	0	0	109	0	211
Total Approved Project Trips	**0**	**4**	**0**	**0**	**102**	**0**	**0**	**11**	**0**	**0**	**109**	**0**	**226**
Background Conditions	**21**	**46**	**10**	**97**	**1382**	**139**	**100**	**155**	**109**	**101**	**553**	**85**	**2798**
Proposed Project Trips	0	0	0	0	16	0	0	0	2	1	4	0	23
Background Plus Project Conditions	**21**	**46**	**10**	**97**	**1398**	**139**	**100**	**155**	**111**	**102**	**557**	**85**	**2821**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	57	3	5	0	0	0	18	0	83
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	3	0	0	0	0	0	3	0	6
550 Brokaw Office - SJ	0	0	0	0	0	28	4	0	2	14	0	0	48
Santa Clara Pending Project Trips	0	0	0	0	24	0	0	0	0	0	22	0	46
Total Pending Project Trips	**0**	**0**	**0**	**0**	**84**	**31**	**9**	**0**	**2**	**14**	**43**	**0**	**46**
Cumulative No Project Project Conditions	**21**	**46**	**10**	**97**	**1466**	**170**	**109**	**155**	**111**	**115**	**596**	**85**	**2981**
Cumulative Plus Project Conditions	**21**	**46**	**10**	**97**	**1482**	**170**	**109**	**155**	**113**	**116**	**600**	**85**	**3004**

Intersection Number: 11
Traffix Node Number: 5808
Intersection Name: Trimble Road/Cadence Place and Montague Expressway ’
Peak Hour: AM
Count Date: 5/23/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	10	5	15	59	2545	1137	477	43	115	58	935	17	5416
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**11**	**6**	**16**	**61**	**2623**	**1172**	**492**	**45**	**119**	**60**	**964**	**18**	**5587**
San Jose Approved Project Trips	0	0	0	0	293	112	87	0	8	6	296	0	802
NSJ Phase 1 Removal	0	0	0	0	-219	-112	-87	0	-8	-6	-281	0	-713
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	1	3	7	328	24	32	0	3	12	80	6	496
Total Approved Project Trips	**0**	**1**	**3**	**7**	**402**	**24**	**32**	**0**	**3**	**12**	**95**	**6**	**585**
Background Conditions	**11**	**7**	**19**	**68**	**3025**	**1196**	**524**	**45**	**122**	**72**	**1059**	**24**	**6172**
Proposed Project Trips	0	0	0	0	0	16	4	0	0	0	0	0	20
Background Plus Project Conditions	**11**	**7**	**19**	**68**	**3025**	**1212**	**528**	**45**	**122**	**72**	**1059**	**24**	**6192**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	40	60	23	0	0	0	27	0	150
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	3	3	0	0	0	0	0	6
550 Brokaw Office - SJ	0	0	0	0	0	28	4	0	0	0	0	0	32
Santa Clara Pending Project Trips	0	0	0	0	0	24	22	0	0	0	0	0	46
Total Pending Project Trips	**0**	**0**	**0**	**0**	**40**	**115**	**52**	**0**	**0**	**0**	**27**	**0**	**46**
Cumulative No Project Project Conditions	**11**	**7**	**19**	**68**	**3065**	**1311**	**576**	**45**	**122**	**72**	**1086**	**24**	**6406**
Cumulative Plus Project Conditions	**11**	**7**	**19**	**68**	**3065**	**1327**	**580**	**45**	**122**	**72**	**1086**	**24**	**6426**

Intersection Number: 12
Traffix Node Number: 5806
Intersection Name: Agnew Road/De La Cruz Boulevard and Montague Expressway ’
Peak Hour: AM
Count Date: 5/16/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	237	153	111	216	3071	160	159	332	157	100	1937	154	6787
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**245**	**158**	**115**	**223**	**3165**	**165**	**164**	**343**	**162**	**104**	**1996**	**159**	**6999**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	3	2	5	1	274	4	3	4	6	10	107	2	421
Total Approved Project Trips	**3**	**2**	**5**	**1**	**274**	**4**	**3**	**4**	**6**	**10**	**107**	**2**	**421**
Background Conditions	**248**	**160**	**120**	**224**	**3439**	**169**	**167**	**347**	**168**	**114**	**2103**	**161**	**7420**
Proposed Project Trips	0	3	2	0	0	1	0	1	1	5	2	0	15
Background Plus Project Conditions	**248**	**163**	**122**	**224**	**3439**	**170**	**167**	**348**	**169**	**119**	**2105**	**161**	**7435**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	63	0	0	0	0	0	27	0	90
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	7	7	1	3	0	0	1	1	7	22	0	49
Santa Clara Pending Project Trips	0	0	0	0	142	0	0	0	12	8	83	0	245
Total Pending Project Trips	**0**	**7**	**7**	**1**	**208**	**0**	**0**	**1**	**13**	**15**	**132**	**0**	**245**
Cumulative No Project Project Conditions	**248**	**167**	**127**	**225**	**3647**	**169**	**167**	**348**	**181**	**129**	**2235**	**161**	**7804**
Cumulative Plus Project Conditions	**248**	**170**	**129**	**225**	**3647**	**170**	**167**	**349**	**182**	**134**	**2237**	**161**	**7819**

Intersection Number: 13
Traffix Node Number: 117
Intersection Name: De La Cruz Boulevard and Greenwood Drive
Peak Hour: AM
Count Date: 5/10/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	261	17	43	0	33	18	577	0	0	0	0	949
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**0**	**272**	**18**	**45**	**0**	**35**	**19**	**601**	**0**	**0**	**0**	**0**	**990**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	3	1	0	0	7	4	77	0	0	0	0	92
Total Approved Project Trips	**0**	**3**	**1**	**0**	**0**	**7**	**4**	**77**	**0**	**0**	**0**	**0**	**92**
Background Conditions	**0**	**275**	**19**	**45**	**0**	**42**	**23**	**678**	**0**	**0**	**0**	**0**	**1082**
Proposed Project Trips	0	9	0	0	0	0	0	2	0	0	0	0	11
Background Plus Project Conditions	**0**	**284**	**19**	**45**	**0**	**42**	**23**	**680**	**0**	**0**	**0**	**0**	**1093**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	14	0	0	0	0	0	2	0	0	0	0	16
Santa Clara Pending Project Trips	0	8	0	0	0	0	0	12	0	0	0	0	20
Total Pending Project Trips	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**20**
Cumulative No Project Project Conditions	**0**	**297**	**19**	**45**	**0**	**42**	**23**	**692**	**0**	**0**	**0**	**0**	**1118**
Cumulative Plus Project Conditions	**0**	**306**	**19**	**45**	**0**	**42**	**23**	**694**	**0**	**0**	**0**	**0**	**1129**

Intersection Number: 14
Traffix Node Number: 118
Intersection Name: De La Cruz Boulevard and Aldo Avenue
Peak Hour: AM
Count Date: 5/10/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	73	192	32	25	27	24	44	522	248	87	49	46	1369
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**76**	**200**	**34**	**27**	**29**	**25**	**46**	**544**	**259**	**91**	**51**	**48**	**1430**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	4	1	6	5	1	0	9	76	8	1	3	10	124
Total Approved Project Trips	**4**	**1**	**6**	**5**	**1**	**0**	**9**	**76**	**8**	**1**	**3**	**10**	**124**
Background Conditions	**80**	**201**	**40**	**32**	**30**	**25**	**55**	**620**	**267**	**92**	**54**	**58**	**1554**
Proposed Project Trips	0	9	0	0	0	0	0	2	0	0	0	0	11
Background Plus Project Conditions	**80**	**210**	**40**	**32**	**30**	**25**	**55**	**622**	**267**	**92**	**54**	**58**	**1565**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	14	0	0	0	0	0	2	0	0	0	0	16
Santa Clara Pending Project Trips	0	8	0	0	0	0	0	12	0	0	0	0	20
Total Pending Project Trips	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**20**
Cumulative No Project Project Conditions	**80**	**223**	**40**	**32**	**30**	**25**	**55**	**634**	**267**	**92**	**54**	**58**	**1590**
Cumulative Plus Project Conditions	**80**	**232**	**40**	**32**	**30**	**25**	**55**	**636**	**267**	**92**	**54**	**58**	**1601**

Intersection Number: 15
Traffix Node Number: 119
Intersection Name: De La Cruz Boulevard and Laurelwood Road
Peak Hour: AM
Count Date: 5/10/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	21	257	8	8	10	77	147	776	213	81	9	13	1620
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**22**	**268**	**9**	**9**	**11**	**81**	**153**	**808**	**222**	**85**	**10**	**14**	**1692**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	3	5	6	3	9	7	8	75	7	7	4	2	136
Total Approved Project Trips	**3**	**5**	**6**	**3**	**9**	**7**	**8**	**75**	**7**	**7**	**4**	**2**	**136**
Background Conditions	**25**	**273**	**15**	**12**	**20**	**88**	**161**	**883**	**229**	**92**	**14**	**16**	**1828**
Proposed Project Trips	0	9	0	0	0	0	0	2	0	0	0	0	11
Background Plus Project Conditions	**25**	**282**	**15**	**12**	**20**	**88**	**161**	**885**	**229**	**92**	**14**	**16**	**1839**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	14	0	0	0	0	0	2	0	0	0	0	16
Santa Clara Pending Project Trips	0	8	0	0	0	0	0	12	0	0	0	0	20
Total Pending Project Trips	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**20**
Cumulative No Project Project Conditions	**25**	**295**	**15**	**12**	**20**	**88**	**161**	**897**	**229**	**92**	**14**	**16**	**1864**
Cumulative Plus Project Conditions	**25**	**304**	**15**	**12**	**20**	**88**	**161**	**899**	**229**	**92**	**14**	**16**	**1875**

Intersection Number: 16
Traffix Node Number: 5335
Intersection Name: Trimble Road/De La Cruz Boulevard and Central Expressway *
Peak Hour: AM
Count Date: 4/9/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	1615	585	0	0	0	0	0	1158	894	149	0	962	5363
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**1664**	**603**	**0**	**0**	**0**	**0**	**0**	**1194**	**922**	**154**	**0**	**992**	**5529**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	139	106	0	0	0	0	0	252	154	48	0	73	772
Total Approved Project Trips	**139**	**106**	**0**	**0**	**0**	**0**	**0**	**252**	**154**	**48**	**0**	**73**	**772**
Background Conditions	**1803**	**709**	**0**	**0**	**0**	**0**	**0**	**1446**	**1076**	**202**	**0**	**1065**	**6301**
Proposed Project Trips	1	1	0	0	0	0	0	5	0	0	0	3	10
Background Plus Project Conditions	**1804**	**710**	**0**	**0**	**0**	**0**	**0**	**1451**	**1076**	**202**	**0**	**1068**	**6311**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	29	0	0	0	0	0	9	0	0	0	0	38
Microsoft Data Center - 370 Trimble - SJ	0	1	0	0	0	0	0	2	0	0	0	0	3
550 Brokaw Office - SJ	0	2	0	0	0	0	0	14	0	0	0	0	16
Santa Clara Pending Project Trips	20	25	0	0	0	0	0	23	25	14	0	18	125
Total Pending Project Trips	**20**	**57**	**0**	**0**	**0**	**0**	**0**	**48**	**25**	**14**	**0**	**18**	**125**
Cumulative No Project Project Conditions	**1823**	**766**	**0**	**0**	**0**	**0**	**0**	**1494**	**1101**	**216**	**0**	**1083**	**6483**
Cumulative Plus Project Conditions	**1824**	**767**	**0**	**0**	**0**	**0**	**0**	**1499**	**1101**	**216**	**0**	**1086**	**6493**

Intersection Number: 1
Traffix Node Number: 3119
Intersection Name: Zanker Road and Trimble Road *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**163**	**1060**	**167**	**14**	**728**	**145**	**123**	**176**	**118**	**335**	**1329**	**74**	**4432**
San Jose Approved Project Trips	58	282	10	5	147	38	35	161	103	53	207	26	1125
NSJ Phase 1 Removal	-6	-189	-10	-5	-118	-38	-35	-147	-84	-37	-183	-9	-861
Prior Approval (350/370 Trimble Rd - PDC17-026)	-14	0	0	0	-29	0	0	0	-19	-16	-24	-12	-114
Santa Clara Approved Project Trips	0	0	0	0	95	0	0	0	0	0	93	0	188
Total Approved Project Trips	**38**	**93**	**0**	**0**	**95**	**0**	**0**	**14**	**0**	**0**	**93**	**5**	**338**
Background Conditions	**201**	**1153**	**167**	**14**	**823**	**145**	**123**	**190**	**118**	**335**	**1422**	**79**	**4770**
Proposed Project Trips	1	0	0	0	3	0	0	0	1	7	18	3	33
Background Plus Project Conditions	**202**	**1153**	**167**	**14**	**826**	**145**	**123**	**190**	**119**	**342**	**1440**	**82**	**4803**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	22	7	12	0	0	0	35	0	76
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	2	0	0	0	0	0	3	0	5
550 Brokaw Office - SJ	0	-2	0	0	10	0	0	21	5	0	-1	0	33
Santa Clara Pending Project Trips	0	0	0	0	26	0	0	0	0	0	24	0	50
Total Pending Project Trips	**0**	**-2**	**0**	**0**	**60**	**7**	**12**	**21**	**5**	**0**	**61**	**0**	**50**
Cumulative No Project Project Conditions	**201**	**1151**	**167**	**14**	**883**	**152**	**135**	**211**	**123**	**335**	**1483**	**79**	**4934**
Cumulative Plus Project Conditions	**202**	**1151**	**167**	**14**	**886**	**152**	**135**	**211**	**124**	**342**	**1501**	**82**	**4967**

Intersection Number: 2
Traffix Node Number: 3098
Intersection Name: First Street and Trimble Road *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	134	693	152	22	879	269	193	387	241	109	1254	59	4392
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**140**	**722**	**159**	**23**	**915**	**280**	**201**	**403**	**251**	**114**	**1305**	**62**	**4575**
San Jose Approved Project Trips	105	184	20	4	232	66	23	124	53	43	205	75	1134
NSJ Phase 1 Removal	-13	-135	-20	-4	-134	-61	-20	-117	-46	-36	-143	-42	-771
Prior Approval (350/370 Trimble Rd - PDC17-026)	-23	0	0	0	-62	0	0	0	-7	-6	-51	-24	-173
Santa Clara Approved Project Trips	0	0	0	0	95	0	0	0	0	0	93	0	188
Total Approved Project Trips	**69**	**49**	**0**	**0**	**131**	**5**	**3**	**7**	**0**	**1**	**104**	**9**	**378**
Background Conditions	**209**	**771**	**159**	**23**	**1046**	**285**	**204**	**410**	**251**	**115**	**1409**	**71**	**4953**
Proposed Project Trips	1	0	0	0	5	0	0	0	0	2	28	5	41
Background Plus Project Conditions	**210**	**771**	**159**	**23**	**1051**	**285**	**204**	**410**	**251**	**117**	**1437**	**76**	**4994**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	15	7	12	0	0	0	24	0	58
Microsoft Data Center - 370 Trimble - SJ	1	0	0	0	2	0	2	2	0	0	2	0	9
550 Brokaw Office - SJ	0	-2	0	0	16	0	0	21	5	0	-1	0	39
Santa Clara Pending Project Trips	0	0	0	0	26	0	0	0	0	0	24	0	50
Total Pending Project Trips	**1**	**-2**	**0**	**0**	**59**	**7**	**14**	**23**	**5**	**0**	**49**	**0**	**50**
Cumulative No Project Project Conditions	**210**	**769**	**159**	**23**	**1105**	**292**	**218**	**433**	**256**	**115**	**1458**	**71**	**5109**
Cumulative Plus Project Conditions	**211**	**769**	**159**	**23**	**1110**	**292**	**218**	**433**	**256**	**117**	**1486**	**76**	**5150**

Intersection Number: 3
Traffix Node Number: 3423
Intersection Name: First Street and Component Drive
Peak Hour: PM
Count Date: 10/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	52	950	58	64	32	79	17	636	20	47	44	26	2025
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**56**	**1019**	**63**	**69**	**35**	**85**	**19**	**682**	**22**	**51**	**48**	**28**	**2177**
San Jose Approved Project Trips	0	187	7	10	12	15	4	176	8	59	12	7	497
NSJ Phase 1 Removal	0	-170	-7	-10	0	-15	-4	-167	-4	-56	-2	-7	-442
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-6	0	0	-12	0	0	-7	-4	-3	-10	0	-42
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**13**
Background Conditions	**56**	**1030**	**63**	**69**	**35**	**85**	**19**	**684**	**22**	**51**	**48**	**28**	**2190**
Proposed Project Trips	0	2	0	0	1	0	0	0	0	0	5	0	8
Background Plus Project Conditions	**56**	**1032**	**63**	**69**	**36**	**85**	**19**	**684**	**22**	**51**	**53**	**28**	**2198**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	7	0	0	0	0	0	12	0	0	0	0	19
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	1	2	0	3	6
550 Brokaw Office - SJ	0	-2	0	0	0	0	0	26	0	0	0	0	24
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**38**	**1**	**2**	**0**	**3**	**0**
Cumulative No Project Project Conditions	**56**	**1035**	**63**	**69**	**35**	**85**	**19**	**722**	**23**	**53**	**48**	**31**	**2239**
Cumulative Plus Project Conditions	**56**	**1037**	**63**	**69**	**36**	**85**	**19**	**722**	**23**	**53**	**53**	**31**	**2247**

Intersection Number: 4
Traffix Node Number: 3564
Intersection Name: Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue
Peak Hour: PM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	515	235	219	65	650	38	102	109	146	20	345	84	2528
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**542**	**247**	**231**	**69**	**684**	**40**	**108**	**115**	**154**	**22**	**363**	**89**	**2664**
San Jose Approved Project Trips	32	86	113	56	175	3	0	34	0	25	94	11	629
NSJ Phase 1 Removal	-32	-73	-79	-15	-155	-3	0	0	0	-25	-91	-11	-484
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-10	-34	-41	0	0	0	-12	0	0	0	0	-97
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**3**	**0**	**0**	**20**	**0**	**0**	**22**	**0**	**0**	**3**	**0**	**48**
Background Conditions	**542**	**250**	**231**	**69**	**704**	**40**	**108**	**137**	**154**	**22**	**366**	**89**	**2712**
Proposed Project Trips	24	0	7	1	0	0	0	0	0	0	0	5	37
Background Plus Project Conditions	**566**	**250**	**238**	**70**	**704**	**40**	**108**	**137**	**154**	**22**	**366**	**94**	**2749**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	5	0	6	2	0	0	0	0	0	0	0	2	15
550 Brokaw Office - SJ	0	0	0	0	52	0	0	0	0	0	-4	0	48
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**5**	**0**	**6**	**2**	**52**	**0**	**0**	**0**	**0**	**0**	**-4**	**2**	**0**
Cumulative No Project Project Conditions	**547**	**250**	**237**	**71**	**756**	**40**	**108**	**137**	**154**	**22**	**362**	**91**	**2775**
Cumulative Plus Project Conditions	**571**	**250**	**244**	**72**	**756**	**40**	**108**	**137**	**154**	**22**	**362**	**96**	**2812**

Intersection Number: 5
Traffix Node Number: 3843
Intersection Name: Orchard Parkway and Component Drive
Peak Hour: PM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	874	23	77	0	113	20	231	0	0	0	0	1338
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**0**	**919**	**25**	**81**	**0**	**119**	**22**	**243**	**0**	**0**	**0**	**0**	**1409**
San Jose Approved Project Trips	7	53	13	16	0	0	0	134	17	5	0	11	256
NSJ Phase 1 Removal	-7	-9	0	0	0	0	0	-81	-17	-5	0	-11	-130
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-44	-13	-16	0	0	0	-53	0	0	0	0	-126
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Conditions	**0**	**919**	**25**	**81**	**0**	**119**	**22**	**243**	**0**	**0**	**0**	**0**	**1409**
Proposed Project Trips	0	30	5	1	0	0	0	6	0	0	0	0	42
Background Plus Project Conditions	**0**	**949**	**30**	**82**	**0**	**119**	**22**	**249**	**0**	**0**	**0**	**0**	**1451**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	11	21	1	0	0	0	4	0	0	0	0	37
550 Brokaw Office - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**0**	**11**	**21**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
Cumulative No Project Project Conditions	**0**	**930**	**46**	**82**	**0**	**119**	**22**	**247**	**0**	**0**	**0**	**0**	**1446**
Cumulative Plus Project Conditions	**0**	**960**	**51**	**83**	**0**	**119**	**22**	**253**	**0**	**0**	**0**	**0**	**1488**

Intersection Number: 6
Traffix Node Number: 3962
Intersection Name: Orchard Parkway and Project Driveway
Peak Hour: PM
Count Date: 6/1/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	23	827	5	88	0	18	3	292	7	46	0	85	1394
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**25**	**870**	**6**	**93**	**0**	**19**	**4**	**307**	**8**	**49**	**0**	**90**	**1471**
San Jose Approved Project Trips	0	188	0	0	0	0	0	172	0	0	0	0	360
NSJ Phase 1 Removal	0	-2	0	0	0	0	0	-98	0	0	0	0	-100
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-186	0	0	0	0	0	-74	0	0	0	0	-260
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Background Conditions	**25**	**870**	**6**	**93**	**0**	**19**	**4**	**307**	**8**	**49**	**0**	**90**	**1471**
Proposed Project Trips	2	26	43	0	0	0	0	0	7	9	0	39	126
Background Plus Project Conditions	**27**	**896**	**49**	**93**	**0**	**19**	**4**	**307**	**15**	**58**	**0**	**129**	**1597**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	11	0	0	0	0	0	16	0	0	0	0	27
550 Brokaw Office - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**
Cumulative No Project Project Conditions	**25**	**881**	**6**	**93**	**0**	**19**	**4**	**323**	**8**	**49**	**0**	**90**	**1498**
Cumulative Plus Project Conditions	**27**	**907**	**49**	**93**	**0**	**19**	**4**	**323**	**15**	**58**	**0**	**129**	**1624**

Intersection Number: 7
Traffix Node Number: 3728
Intersection Name: Orchard Parkway and Trimble Road
Peak Hour: PM
Count Date: 3/17/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	380	379	67	13	1042	77	42	95	274	209	836	49	3463
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**404**	**403**	**72**	**14**	**1107**	**82**	**45**	**101**	**291**	**222**	**888**	**53**	**3682**
San Jose Approved Project Trips	31	33	14	0	100	99	65	14	93	56	148	35	688
NSJ Phase 1 Removal	-31	0	-14	0	0	0	-30	-5	-63	-2	-83	-7	-235
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	-33	0	0	0	-99	-35	-9	-30	-54	-50	-28	-338
Santa Clara Approved Project Trips	0	0	0	0	95	0	0	0	0	0	93	0	188
Total Approved Project Trips	**0**	**0**	**0**	**0**	**195**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**303**
Background Conditions	**404**	**403**	**72**	**14**	**1302**	**82**	**45**	**101**	**291**	**222**	**996**	**53**	**3985**
Proposed Project Trips	0	1	0	0	0	7	18	5	60	11	18	22	142
Background Plus Project Conditions	**404**	**404**	**72**	**14**	**1302**	**89**	**63**	**106**	**351**	**233**	**1014**	**75**	**4127**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	15	0	0	0	0	0	24	0	39
Microsoft Data Center - 370 Trimble - SJ	0	1	0	0	0	2	2	2	13	8	0	0	28
550 Brokaw Office - SJ	0	0	0	0	21	0	0	0	0	0	-2	0	19
Santa Clara Pending Project Trips	0	0	0	0	26	0	0	0	0	0	24	0	50
Total Pending Project Trips	**0**	**1**	**0**	**0**	**62**	**2**	**2**	**2**	**13**	**8**	**46**	**0**	**50**
Cumulative No Project Project Conditions	**404**	**404**	**72**	**14**	**1364**	**84**	**47**	**103**	**304**	**230**	**1042**	**53**	**4121**
Cumulative Plus Project Conditions	**404**	**405**	**72**	**14**	**1364**	**91**	**65**	**108**	**364**	**241**	**1060**	**75**	**4263**

Intersection Number: 8
Traffix Node Number: 3096
Intersection Name: De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	793	63	406	122	1504	44	63	24	75	52	1189	280	4615
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**826**	**66**	**423**	**127**	**1566**	**46**	**66**	**25**	**79**	**55**	**1238**	**292**	**4809**
San Jose Approved Project Trips	49	1	27	39	377	8	5	6	11	7	143	29	702
NSJ Phase 1 Removal	-37	-1	-15	-29	-247	-8	-5	-6	-11	-7	-92	-28	-486
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	-12	-10	-30	0	0	0	0	0	-36	0	-88
Santa Clara Approved Project Trips	116	4	0	10	82	3	7	6	0	7	86	15	336
Total Approved Project Trips	**128**	**4**	**0**	**10**	**182**	**3**	**7**	**6**	**0**	**7**	**101**	**16**	**464**
Background Conditions	**954**	**70**	**423**	**137**	**1748**	**49**	**73**	**31**	**79**	**62**	**1339**	**308**	**5273**
Proposed Project Trips	0	0	2	9	71	0	0	0	0	0	14	0	96
Background Plus Project Conditions	**954**	**70**	**425**	**146**	**1819**	**49**	**73**	**31**	**79**	**62**	**1353**	**308**	**5369**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	15	0	0	0	0	0	24	0	39
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	13	0	0	0	0	0	8	0	21
550 Brokaw Office - SJ	0	0	-1	10	10	0	0	0	0	0	-1	0	18
Santa Clara Pending Project Trips	0	0	13	6	26	0	0	0	0	0	24	0	69
Total Pending Project Trips	**0**	**0**	**12**	**16**	**64**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**69**
Cumulative No Project Project Conditions	**954**	**70**	**435**	**153**	**1812**	**49**	**73**	**31**	**79**	**62**	**1394**	**308**	**5420**
Cumulative Plus Project Conditions	**954**	**70**	**437**	**162**	**1883**	**49**	**73**	**31**	**79**	**62**	**1408**	**308**	**5516**

Intersection Number: 9
Traffix Node Number: 4069
Intersection Name: US 101 and Trimble Road
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	707	1961	0	319	0	509	0	1208	0	4704
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**0**	**0**	**0**	**744**	**2062**	**0**	**336**	**0**	**535**	**0**	**1270**	**0**	**4947**
San Jose Approved Project Trips	0	0	0	10	51	0	14	0	0	0	27	0	102
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	-10	-20	0	-12	0	0	0	-24	0	-66
Santa Clara Approved Project Trips	0	0	0	5	193	0	0	0	65	0	100	0	363
Total Approved Project Trips	**0**	**0**	**0**	**5**	**224**	**0**	**2**	**0**	**65**	**0**	**103**	**0**	**399**
Background Conditions	**0**	**0**	**0**	**749**	**2286**	**0**	**338**	**0**	**600**	**0**	**1373**	**0**	**5346**
Proposed Project Trips	0	0	0	31	39	0	6	0	0	0	8	0	84
Background Plus Project Conditions	**0**	**0**	**0**	**780**	**2325**	**0**	**344**	**0**	**600**	**0**	**1381**	**0**	**5430**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	15	0	0	0	0	0	24	0	39
Microsoft Data Center - 370 Trimble - SJ	0	0	0	8	5	0	3	0	0	0	5	0	21
550 Brokaw Office - SJ	0	0	0	0	10	0	0	0	0	0	-1	0	9
Santa Clara Pending Project Trips	0	0	0	0	26	0	0	0	0	0	24	0	50
Total Pending Project Trips	**0**	**0**	**0**	**8**	**56**	**0**	**3**	**0**	**0**	**0**	**52**	**0**	**50**
Cumulative No Project Project Conditions	**0**	**0**	**0**	**757**	**2342**	**0**	**341**	**0**	**600**	**0**	**1425**	**0**	**5465**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**788**	**2381**	**0**	**347**	**0**	**600**	**0**	**1433**	**0**	**5549**

Intersection Number: 10
Traffix Node Number: 3614
Intersection Name: Junction Avenue and Trimble Road
Peak Hour: PM
Count Date: 11/5/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	50	414	34	11	873	220	82	79	75	388	746	19	2991
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**54**	**444**	**37**	**12**	**936**	**236**	**88**	**85**	**81**	**416**	**800**	**21**	**3210**
San Jose Approved Project Trips	6	40	5	2	111	15	19	29	29	26	177	4	463
NSJ Phase 1 Removal	-6	-29	-5	-2	-111	-15	-19	-25	-29	-26	-177	-4	-448
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	0	0	0	95	0	0	0	0	0	93	0	188
Total Approved Project Trips	**0**	**11**	**0**	**0**	**95**	**0**	**0**	**4**	**0**	**0**	**93**	**0**	**203**
Background Conditions	**54**	**455**	**37**	**12**	**1031**	**236**	**88**	**89**	**81**	**416**	**893**	**21**	**3413**
Proposed Project Trips	0	0	0	0	3	0	0	0	0	2	16	0	21
Background Plus Project Conditions	**54**	**455**	**37**	**12**	**1034**	**236**	**88**	**89**	**81**	**418**	**909**	**21**	**3434**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	30	6	6	0	0	0	47	0	89
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	2	0	0	0	0	0	3	0	5
550 Brokaw Office - SJ	0	0	0	0	0	-2	21	0	10	-1	0	0	28
Santa Clara Pending Project Trips	0	0	0	0	26	0	0	0	0	0	24	0	50
Total Pending Project Trips	**0**	**0**	**0**	**0**	**58**	**4**	**27**	**0**	**10**	**-1**	**74**	**0**	**50**
Cumulative No Project Project Conditions	**54**	**455**	**37**	**12**	**1089**	**240**	**115**	**89**	**91**	**415**	**967**	**21**	**3585**
Cumulative Plus Project Conditions	**54**	**455**	**37**	**12**	**1092**	**240**	**115**	**89**	**91**	**417**	**983**	**21**	**3606**

Intersection Number: 11
Traffix Node Number: 5808
Intersection Name: Trimble Road/Cadence Place and Montague Expressway *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**33**	**122**	**196**	**16**	**1310**	**699**	**1023**	**34**	**63**	**76**	**1720**	**5**	**5297**
San Jose Approved Project Trips	0	0	0	0	234	162	176	3	5	1	265	0	846
NSJ Phase 1 Removal	0	0	0	0	-222	-162	-176	0	-5	-1	-196	0	-762
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	4	6	7	2	174	15	30	7	8	0	402	0	655
Total Approved Project Trips	**4**	**6**	**7**	**2**	**186**	**15**	**30**	**10**	**8**	**0**	**471**	**0**	**739**
Background Conditions	**37**	**128**	**203**	**18**	**1496**	**714**	**1053**	**44**	**71**	**76**	**2191**	**5**	**6036**
Proposed Project Trips	0	0	0	0	0	3	16	0	0	0	0	0	19
Background Plus Project Conditions	**37**	**128**	**203**	**18**	**1496**	**717**	**1069**	**44**	**71**	**76**	**2191**	**5**	**6055**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	40	36	53	0	0	0	47	0	176
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	2	3	0	0	0	0	0	5
550 Brokaw Office - SJ	0	0	0	0	0	-2	21	0	0	0	0	0	19
Santa Clara Pending Project Trips	0	0	0	0	0	26	24	0	0	0	0	0	50
Total Pending Project Trips	**0**	**0**	**0**	**0**	**40**	**62**	**101**	**0**	**0**	**0**	**47**	**0**	**50**
Cumulative No Project Project Conditions	**37**	**128**	**203**	**18**	**1536**	**776**	**1154**	**44**	**71**	**76**	**2238**	**5**	**6286**
Cumulative Plus Project Conditions	**37**	**128**	**203**	**18**	**1536**	**779**	**1170**	**44**	**71**	**76**	**2238**	**5**	**6305**

Intersection Number: 12
Traffix Node Number: 5806
Intersection Name: Agnew Road/De La Cruz Boulevard and Montague Expressway *
Peak Hour: PM
Count Date: 11/8/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	204	240	305	166	2527	332	179	190	89	301	3059	260	7852
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**217**	**255**	**324**	**177**	**2683**	**353**	**191**	**202**	**95**	**320**	**3248**	**276**	**8341**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	4	8	7	194	147	4	0	26	14	293	6	703
Total Approved Project Trips	**0**	**4**	**8**	**7**	**194**	**147**	**4**	**0**	**26**	**14**	**293**	**6**	**703**
Background Conditions	**217**	**259**	**332**	**184**	**2877**	**500**	**195**	**202**	**121**	**334**	**3541**	**282**	**9044**
Proposed Project Trips	0	1	0	2	2	0	1	3	5	1	0	0	15
Background Plus Project Conditions	**217**	**260**	**332**	**186**	**2879**	**500**	**196**	**205**	**126**	**335**	**3541**	**282**	**9059**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	42	0	0	0	0	0	59	0	101
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	0	0	5	16	0	0	5	5	0	-1	0	30
Santa Clara Pending Project Trips	0	0	0	0	78	0	0	0	6	13	143	0	240
Total Pending Project Trips	**0**	**0**	**0**	**5**	**136**	**0**	**0**	**5**	**11**	**13**	**201**	**0**	**240**
Cumulative No Project Project Conditions	**217**	**259**	**332**	**189**	**3013**	**500**	**195**	**207**	**132**	**347**	**3742**	**282**	**9415**
Cumulative Plus Project Conditions	**217**	**260**	**332**	**191**	**3015**	**500**	**196**	**210**	**137**	**348**	**3742**	**282**	**9430**

Intersection Number:	13
Traffix Node Number:	117
Intersection Name:	De La Cruz Boulevard and Greenwood Drive
Peak Hour:	PM
Count Date:	5/10/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	544	35	28	0	30	41	329	0	0	0	0	1007
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**0**	**567**	**37**	**30**	**0**	**32**	**43**	**343**	**0**	**0**	**0**	**0**	**1052**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	146	1	9	0	2	2	14	0	0	0	0	174
Total Approved Project Trips	**0**	**146**	**1**	**9**	**0**	**2**	**2**	**14**	**0**	**0**	**0**	**0**	**174**
Background Conditions	**0**	**713**	**38**	**39**	**0**	**34**	**45**	**357**	**0**	**0**	**0**	**0**	**1226**
Proposed Project Trips	0	2	0	0	0	0	0	9	0	0	0	0	11
Background Plus Project Conditions	**0**	**715**	**38**	**39**	**0**	**34**	**45**	**366**	**0**	**0**	**0**	**0**	**1237**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	-1	0	0	0	0	0	10	0	0	0	0	9
Santa Clara Pending Project Trips	0	13	0	0	0	0	0	6	0	0	0	0	19
Total Pending Project Trips	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**19**
Cumulative No Project Project Conditions	**0**	**725**	**38**	**39**	**0**	**34**	**45**	**373**	**0**	**0**	**0**	**0**	**1254**
Cumulative Plus Project Conditions	**0**	**727**	**38**	**39**	**0**	**34**	**45**	**382**	**0**	**0**	**0**	**0**	**1265**

Intersection Number:	14
Traffix Node Number:	118
Intersection Name:	De La Cruz Boulevard and Aldo Avenue
Peak Hour:	PM
Count Date:	5/10/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	77	454	40	39	56	43	21	251	91	247	32	77	1428
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**81**	**473**	**42**	**41**	**59**	**45**	**22**	**262**	**95**	**258**	**34**	**81**	**1493**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	5	147	8	6	9	9	0	9	4	9	3	8	217
Total Approved Project Trips	**5**	**147**	**8**	**6**	**9**	**9**	**0**	**9**	**4**	**9**	**3**	**8**	**217**
Background Conditions	**86**	**620**	**50**	**47**	**68**	**54**	**22**	**271**	**99**	**267**	**37**	**89**	**1710**
Proposed Project Trips	0	2	0	0	0	0	0	9	0	0	0	0	11
Background Plus Project Conditions	**86**	**622**	**50**	**47**	**68**	**54**	**22**	**280**	**99**	**267**	**37**	**89**	**1721**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	-1	0	0	0	0	0	10	0	0	0	0	9
Santa Clara Pending Project Trips	0	13	0	0	0	0	0	6	0	0	0	0	19
Total Pending Project Trips	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**19**
Cumulative No Project Project Conditions	**86**	**632**	**50**	**47**	**68**	**54**	**22**	**287**	**99**	**267**	**37**	**89**	**1738**
Cumulative Plus Project Conditions	**86**	**634**	**50**	**47**	**68**	**54**	**22**	**296**	**99**	**267**	**37**	**89**	**1749**

Intersection Number: 15
Traffix Node Number: 119
Intersection Name: De La Cruz Boulevard and Laurelwood Road
Peak Hour: PM
Count Date: 5/10/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	18	774	6	16	13	155	54	286	75	279	2	42	1720
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**19**	**806**	**7**	**17**	**14**	**162**	**57**	**298**	**79**	**291**	**3**	**44**	**1797**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	2	165	2	6	2	2	9	22	3	8	4	8	233
Total Approved Project Trips	**2**	**165**	**2**	**6**	**2**	**2**	**9**	**22**	**3**	**8**	**4**	**8**	**233**
Background Conditions	**21**	**971**	**9**	**23**	**16**	**164**	**66**	**320**	**82**	**299**	**7**	**52**	**2030**
Proposed Project Trips	0	2	0	0	0	0	0	9	0	0	0	0	11
Background Plus Project Conditions	**21**	**973**	**9**	**23**	**16**	**164**	**66**	**329**	**82**	**299**	**7**	**52**	**2041**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
Microsoft Data Center - 370 Trimble - SJ	0	0	0	0	0	0	0	0	0	0	0	0	0
550 Brokaw Office - SJ	0	-1	0	0	0	0	0	10	0	0	0	0	9
Santa Clara Pending Project Trips	0	13	0	0	0	0	0	6	0	0	0	0	19
Total Pending Project Trips	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**19**
Cumulative No Project Project Conditions	**21**	**983**	**9**	**23**	**16**	**164**	**66**	**336**	**82**	**299**	**7**	**52**	**2058**
Cumulative Plus Project Conditions	**21**	**985**	**9**	**23**	**16**	**164**	**66**	**345**	**82**	**299**	**7**	**52**	**2069**

Intersection Number: 16
Traffix Node Number: 5335
Intersection Name: Trimble Road/De La Cruz Boulevard and Central Expressway *
Peak Hour: PM
Count Date: 11/13/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	794	953	0	0	0	0	0	679	166	832	0	2052	5476
Existing Conditions *(with 1% compound growth if older than 2 yrs)*	**827**	**992**	**0**	**0**	**0**	**0**	**0**	**707**	**173**	**866**	**0**	**2136**	**5701**
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase 1 Removal	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Approval (350/370 Trimble Rd - PDC17-026)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	71	389	0	0	0	0	0	156	82	142	0	168	1008
Total Approved Project Trips	**71**	**389**	**0**	**0**	**0**	**0**	**0**	**156**	**82**	**142**	**0**	**168**	**1008**
Background Conditions	**898**	**1381**	**0**	**0**	**0**	**0**	**0**	**863**	**255**	**1008**	**0**	**2304**	**6709**
Proposed Project Trips	3	5	0	0	0	0	0	1	0	0	0	1	10
Background Plus Project Conditions	**901**	**1386**	**0**	**0**	**0**	**0**	**0**	**864**	**255**	**1008**	**0**	**2305**	**6719**
Pending Project Trips													
Seely Ave Mixed-Use - SJ	0	15	0	0	0	0	0	24	0	0	0	0	39
Microsoft Data Center - 370 Trimble - SJ	0	2	0	0	0	0	0	1	0	0	0	0	3
550 Brokaw Office - SJ	0	10	0	0	0	0	0	-1	0	0	0	0	9
Santa Clara Pending Project Trips	22	25	0	0	0	0	0	18	15	19	0	21	120
Total Pending Project Trips	**22**	**52**	**0**	**0**	**0**	**0**	**0**	**42**	**15**	**19**	**0**	**21**	**120**
Cumulative No Project Project Conditions	**920**	**1433**	**0**	**0**	**0**	**0**	**0**	**905**	**270**	**1027**	**0**	**2325**	**6880**
Cumulative Plus Project Conditions	**923**	**1438**	**0**	**0**	**0**	**0**	**0**	**906**	**270**	**1027**	**0**	**2326**	**6890**

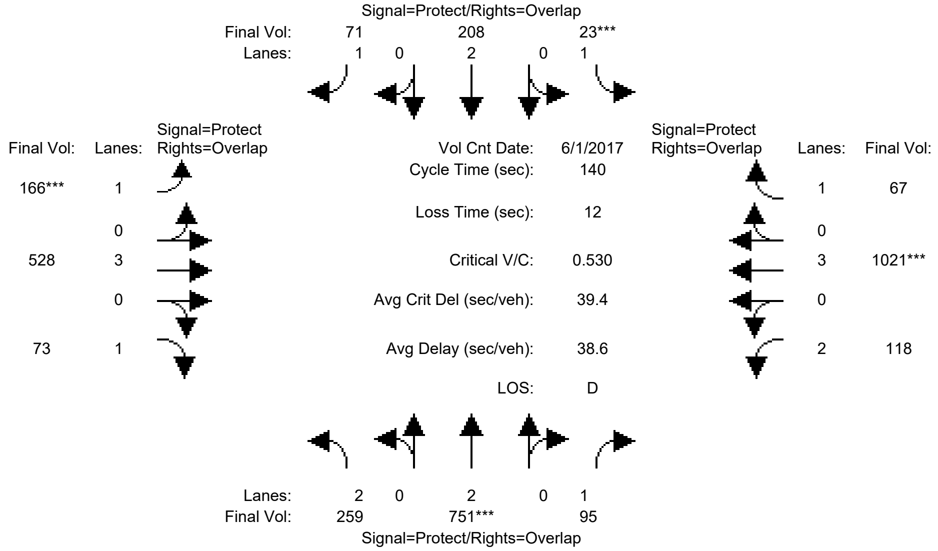
Appendix E

Intersection Level of Service Calculations

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER



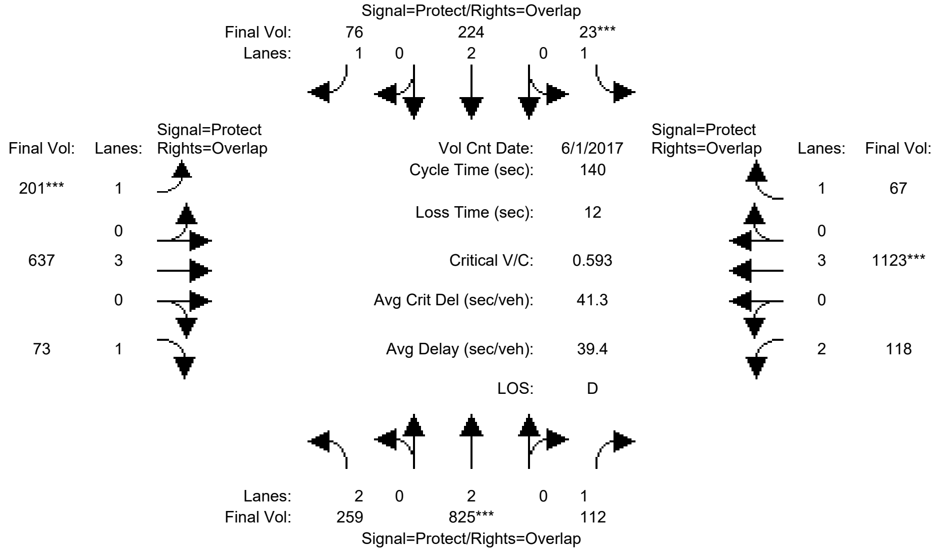
```
                     Signal=Protect/Rights=Overlap
          Final Vol:     71            208          23***
             Lanes:       1     0       2      0     1

           Signal=Protect                                       Signal=Protect
Final Vol:  Lanes:  Rights=Overlap     Vol Cnt Date:  6/1/2017  Rights=Overlap  Lanes:  Final Vol:
                                    Cycle Time (sec):    140
  166***     1                                                                     1       67
                                     Loss Time (sec):     12
             0                                                                     0
   528       3                          Critical V/C:  0.530                       3     1021***
             0                     Avg Crit Del (sec/veh):  39.4                   0
    73       1                      Avg Delay (sec/veh):  38.6                     2      118
                                                  LOS:     D

             Lanes:       2     0       2      0     1
          Final Vol:    259           751***        95
                     Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     259  751    95    23  208    71   166  528    73   118 1021    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  751    95    23  208    71   166  528    73   118 1021    67
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  259  751    95    23  208    71   166  528    73   118 1021    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   259  751    95    23  208    71   166  528    73   118 1021    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  259  751    95    23  208    71   166  528    73   118 1021    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  259  751    95    23  208    71   166  528    73   118 1021    67
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.20  0.05  0.01 0.05  0.04  0.09 0.09  0.04  0.04 0.18  0.04
Crit Moves:       ****        ****             ****                   ****
Green Time:  30.9 50.7  75.3   7.0 26.8  51.2  24.3 45.7  76.5  24.6 46.0  53.0
Volume/Cap:  0.37 0.55  0.10  0.26 0.29  0.11  0.55 0.28  0.08  0.21 0.55  0.10
Delay/Veh:   46.7 36.0  15.8  65.6 48.6  29.5  54.8 35.1  15.0  49.6 38.8  28.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  46.7 36.0  15.8  65.6 48.6  29.5  54.8 35.1  15.0  49.6 38.8  28.2
LOS by Move:    D    D     B     E    D     C     D    D     B     D    D     C
HCM2kAvgQ:      6   13     2     1    4     2     7    5     2     2   12     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER

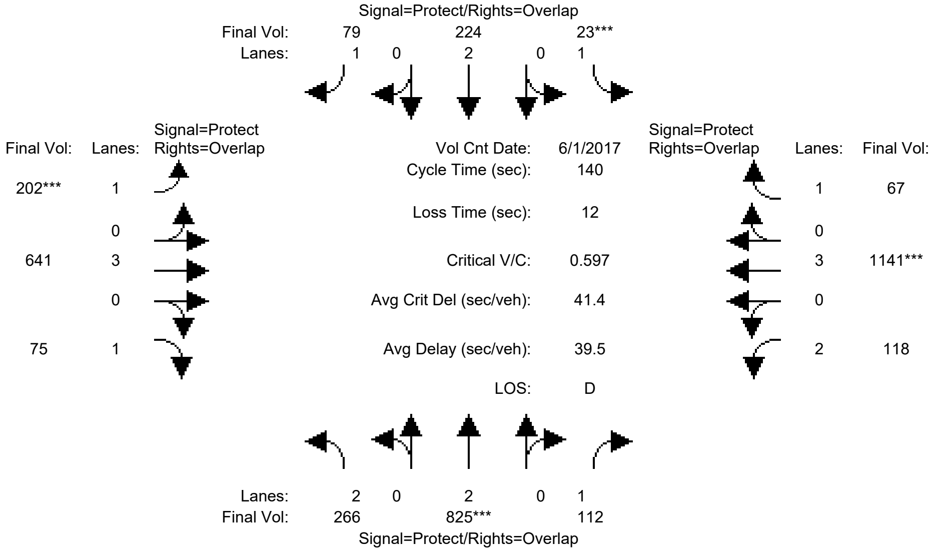

Signal=Protect/Rights=Overlap
Final Vol: 76 224 23***
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
201*** 1
0
637 3
0
73 1
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.593
Avg Crit Del (sec/veh): 41.3
Avg Delay (sec/veh): 39.4
LOS: D
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 67
0
3 1123***
0
2 118
Lanes: 2 0 2 0 1
Final Vol: 259 825*** 112
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     259  751    95    23  208    71   166  528    73   118 1021    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  751    95    23  208    71   166  528    73   118 1021    67
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   74    17     0   16     5    35  109     0     0  102     0
Initial Fut:  259  825   112    23  224    76   201  637    73   118 1123    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   259  825   112    23  224    76   201  637    73   118 1123    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  259  825   112    23  224    76   201  637    73   118 1123    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  259  825   112    23  224    76   201  637    73   118 1123    67
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.22  0.06  0.01 0.06  0.04  0.11 0.11  0.04  0.04 0.20  0.04
Crit Moves:       ****        ****             ****                   ****
Green Time:  30.3 49.7  71.7   7.0 26.3  52.6  26.3 49.3  79.6  22.1 45.1  52.1
Volume/Cap:  0.38 0.61  0.12  0.26 0.31  0.12  0.61 0.32  0.07  0.24 0.61  0.10
Delay/Veh:   47.2 38.1  17.9  65.6 49.3  28.6  55.6 33.2  13.6  51.9 40.7  28.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  47.2 38.1  17.9  65.6 49.3  28.6  55.6 33.2  13.6  51.9 40.7  28.8
LOS by Move:    D    D     B     E    D     C     E    C     B     D    D     C
HCM2kAvgQ:      6   15     3     1    4     2     8    6     1     3   13     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER


Signal=Protect/Rights=Overlap
Final Vol: 79 224 23***
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
202*** 1
0
641 3
0
75 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 67
0
3 1141***
0
2 118
Lanes: 2 0 2 0 1
Final Vol: 266 825*** 112
Signal=Protect/Rights=Overlap

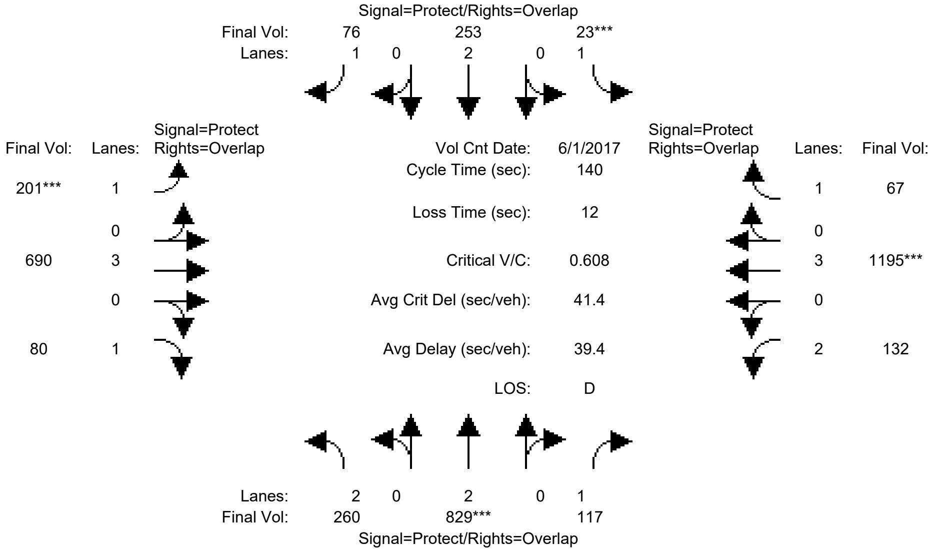
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.597
Avg Crit Del (sec/veh): 41.4
Avg Delay (sec/veh): 39.5
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     259  751    95    23  208    71   166  528    73   118 1021    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  751    95    23  208    71   166  528    73   118 1021    67
Added Vol:      7    0     0     0    0     3     1    4     2     0   18     0
ATI:            0   74    17     0   16     5    35  109     0     0  102     0
Initial Fut:  266  825   112    23  224    79   202  641    75   118 1141    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   266  825   112    23  224    79   202  641    75   118 1141    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  266  825   112    23  224    79   202  641    75   118 1141    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  266  825   112    23  224    79   202  641    75   118 1141    67
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.22  0.06  0.01 0.06  0.05  0.12 0.11  0.04  0.04 0.20  0.04
Crit Moves:       ****        ****              ****                   ****
Green Time:  30.5 49.3  71.4   7.0 25.8  52.0  26.2 49.6  80.1  22.1 45.5  52.5
Volume/Cap:  0.39 0.62  0.13  0.26 0.32  0.12  0.62 0.32  0.07  0.24 0.62  0.10
Delay/Veh:   47.1 38.4  18.0  65.6 49.8  29.0  55.8 33.0  13.4  51.9 40.5  28.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  47.1 38.4  18.0  65.6 49.8  29.0  55.8 33.0  13.4  51.9 40.5  28.5
LOS by Move:    D    D     B     E    D     C     E    C     B     D    D     C
HCM2kAvgQ:      6   15     3     1    4     2     9    6     1     3   13     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3119: TRIMBLE/ZANKER


Signal=Protect/Rights=Overlap
Final Vol: 76 253 23***
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
201*** 1
0
690 3
0
80 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 67
0
3 1195***
0
2 132
Lanes: 2 0 2 0 1
Final Vol: 260 829*** 117
Signal=Protect/Rights=Overlap

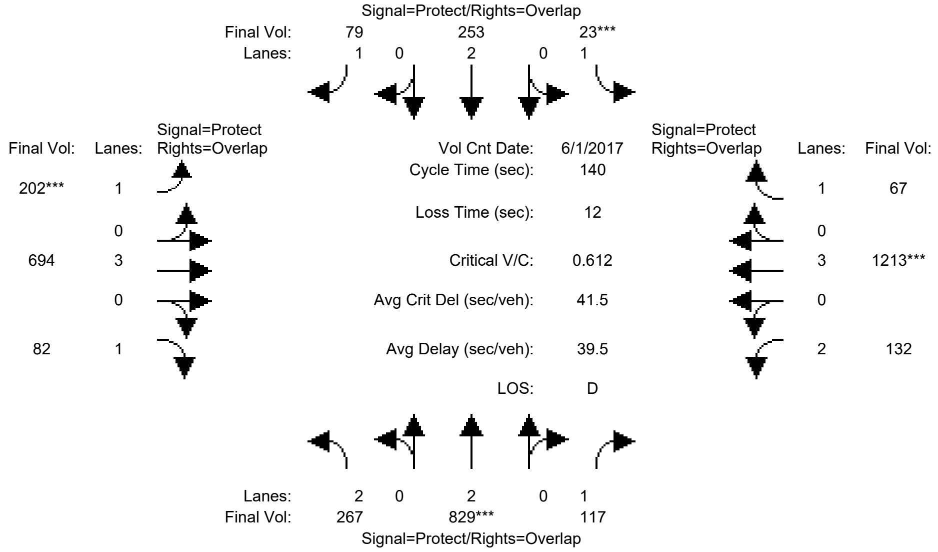
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.608
Avg Crit Del (sec/veh): 41.4
Avg Delay (sec/veh): 39.4
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10     10     7   10     10     7   10     10     7   10     10
Y+R:          4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     259  825    112    23  224     76   201  637     73   118 1123     67
Growth Adj:  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
Initial Bse:  259  825    112    23  224     76   201  637     73   118 1123     67
Added Vol:      0    0      0     0    0      0     0    0      0     0    0      0
ATI:            1    4      5     0   29      0     0   53      7    14   72      0
Initial Fut:  260  829    117    23  253     76   201  690     80   132 1195     67
User Adj:    1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Volume:   260  829    117    23  253     76   201  690     80   132 1195     67
Reduct Vol:     0    0      0     0    0      0     0    0      0     0    0      0
Reduced Vol:  260  829    117    23  253     76   201  690     80   132 1195     67
PCE Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
MLF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
FinalVolume:  260  829    117    23  253     76   201  690     80   132 1195     67
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900  1900 1900   1900  1900 1900   1900  1900 1900   1900
Adjustment:  0.83 1.00   0.92  0.92 1.00   0.92  0.92 1.00   0.92  0.83 1.00   0.92
Lanes:       2.00 2.00   1.00  1.00 2.00   1.00  1.00 3.00   1.00  2.00 3.00   1.00
Final Sat.:  3150 3800   1750  1750 3800   1750  1750 5700   1750  3150 5700   1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.22   0.07  0.01 0.07   0.04  0.11 0.12   0.05  0.04 0.21   0.04
Crit Moves:       ****         ****              ****                    ****
Green Time:  29.8 48.6   69.8   7.0 25.8   51.4  25.6 51.2   81.0  21.2 46.7   53.7
Volume/Cap:  0.39 0.63   0.13  0.26 0.36   0.12  0.63 0.33   0.08  0.28 0.63   0.10
Delay/Veh:   47.6 39.1   18.9  65.6 50.2   29.4  56.7 32.1   13.0  53.0 40.0   27.7
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:  47.6 39.1   18.9  65.6 50.2   29.4  56.7 32.1   13.0  53.0 40.0   27.7
LOS by Move:    D    D      B     E    D      C     E    C      B     D    D      C
HCM2kAvgQ:      6   15      3     1    5      2     9    7      2     3   14      2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER


Signal=Protect/Rights=Overlap
Final Vol: 79 253 23***
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
202*** 1
0
694 3
0
82 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 67
0
3 1213***
0
2 132
Lanes: 2 0 2 0 1
Final Vol: 267 829*** 117
Signal=Protect/Rights=Overlap

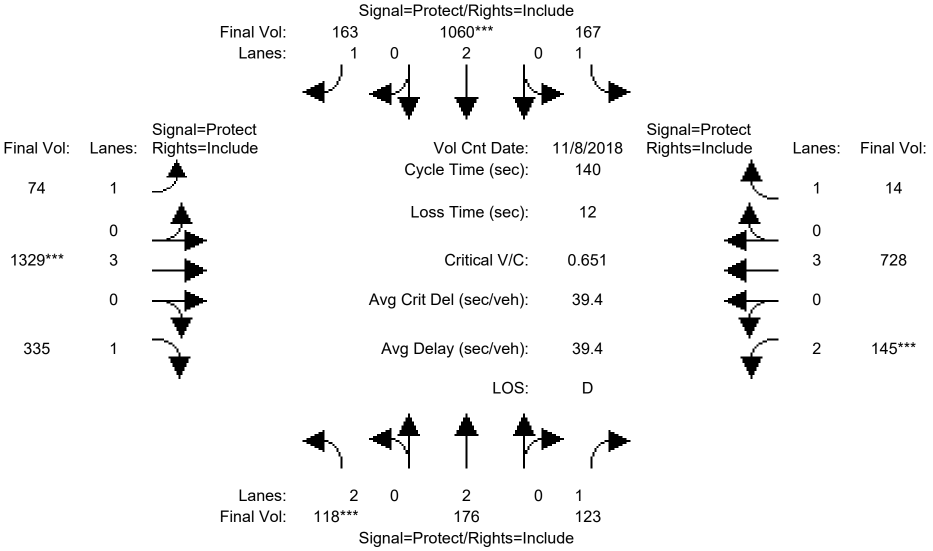
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.612
Avg Crit Del (sec/veh): 41.5
Avg Delay (sec/veh): 39.5
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     259  825   112    23  224    76   201  637    73   118 1123    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  825   112    23  224    76   201  637    73   118 1123    67
Added Vol:      7    0     0     0    0     3     1    4     2     0   18     0
ATI:            1    4     5     0   29     0     0   53     7    14   72     0
Initial Fut:  267  829   117    23  253    79   202  694    82   132 1213    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   267  829   117    23  253    79   202  694    82   132 1213    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  267  829   117    23  253    79   202  694    82   132 1213    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  267  829   117    23  253    79   202  694    82   132 1213    67
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.22  0.07  0.01 0.07  0.05  0.12 0.12  0.05  0.04 0.21  0.04
Crit Moves:       ****        ****             ****                  ****
Green Time:  30.0 48.3  69.5   7.0 25.3  50.9  25.6 51.5  81.5  21.2 47.1  54.1
Volume/Cap:  0.40 0.63  0.13  0.26 0.37  0.12  0.63 0.33  0.08  0.28 0.63  0.10
Delay/Veh:   47.6 39.4  19.1  65.6 50.7  29.8  57.0 31.9  12.8  53.0 39.8  27.4
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:  47.6 39.4  19.1  65.6 50.7  29.8  57.0 31.9  12.8  53.0 39.8  27.4
LOS by Move:    D    D     B     E    D     C     E    C     B     D    D     C
HCM2kAvgQ:      6   15     3     1    5     2     9    7     2     3   14     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER


Signal=Protect/Rights=Include
Final Vol: 163 1060*** 167
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
74 1
0
1329*** 3
0
335 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 14
0
3 728
0
2 145***
Lanes: 2 0 2 0 1
Final Vol: 118*** 176 123
Signal=Protect/Rights=Include

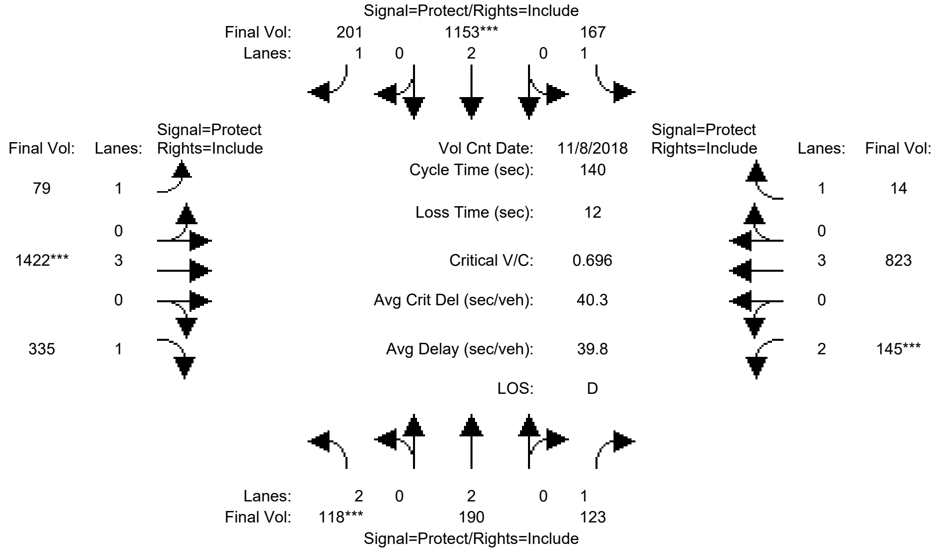
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.651
Avg Crit Del (sec/veh): 39.4
Avg Delay (sec/veh): 39.4
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     118  176   123   167 1060   163    74 1329   335   145  728    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:  118  176   123   167 1060   163    74 1329   335   145  728    14
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  118  176   123   167 1060   163    74 1329   335   145  728    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:   118  176   123   167 1060   163    74 1329   335   145  728    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  118  176   123   167 1060   163    74 1329   335   145  728    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:  118  176   123   167 1060   163    74 1329   335   145  728    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.05  0.07  0.10 0.28  0.09  0.04 0.23  0.19  0.05 0.13  0.01
Crit Moves:  ****                   ****              ****        ****
Green Time:   8.1 29.1  29.1  38.9 59.9  59.9  16.9 50.1  50.1   9.9 43.1  43.1
Volume/Cap:  0.65 0.22  0.34  0.34 0.65  0.22  0.35 0.65  0.53  0.65 0.41  0.03
Delay/Veh:   72.8 46.2  47.8  40.8 32.7  25.4  57.5 38.4  36.6  70.1 38.6  33.8
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:  72.8 46.2  47.8  40.8 32.7  25.4  57.5 38.4  36.6  70.1 38.6  33.8
LOS by Move:    E    D     D     D    C     C     E    D     D     E    D     C
HCM2kAvgQ:      4    3     5     6   18     5     3   15    12     4    8     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER


Signal=Protect/Rights=Include
Final Vol: 201 1153*** 167
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
79 1
0
1422*** 3
0
335 1
Signal=Protect
Rights=Include
Lanes: Final Vol:
1 14
0
3 823
0
2 145***
Lanes: 2 0 2 0 1
Final Vol: 118*** 190 123
Signal=Protect/Rights=Include

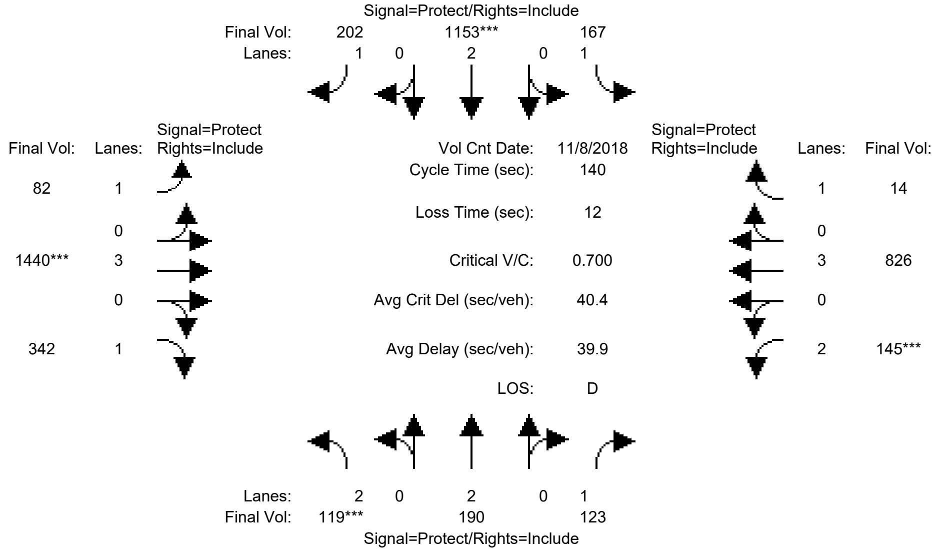
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.696
Avg Crit Del (sec/veh): 40.3
Avg Delay (sec/veh): 39.8
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     118  176   123   167 1060   163    74 1329   335   145  728    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:  118  176   123   167 1060   163    74 1329   335   145  728    14
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   14     0     0   93    38     5   93     0     0   95     0
Initial Fut:  118  190   123   167 1153   201    79 1422   335   145  823    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:   118  190   123   167 1153   201    79 1422   335   145  823    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  118  190   123   167 1153   201    79 1422   335   145  823    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:  118  190   123   167 1153   201    79 1422   335   145  823    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.05  0.07  0.10 0.30  0.11  0.05 0.25  0.19  0.05 0.14  0.01
Crit Moves:  ****                   ****              ****        ****
Green Time:   7.5 29.4  29.4  39.2 61.0  61.0  15.3 50.2  50.2   9.3 44.1  44.1
Volume/Cap:  0.70 0.24  0.34  0.34 0.70  0.26  0.41 0.70  0.53  0.70 0.46  0.03
Delay/Veh:   77.0 46.2  47.6  40.5 33.3  25.3  59.6 39.5  36.5  73.8 38.5  33.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  77.0 46.2  47.6  40.5 33.3  25.3  59.6 39.5  36.5  73.8 38.5  33.1
LOS by Move:    E    D     D     D    C     C     E    D     D     E    D     C
HCM2kAvgQ:      4    3     5     6   20     6     3   17    12     4    9     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER



Signal=Protect/Rights=Include
Final Vol: 202 1153*** 167
Lanes: 1 0 2 0 1

Signal=Protect
Rights=Include
Final Vol: Lanes:
82 1
0
1440*** 3
0
342 1

Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.700
Avg Crit Del (sec/veh): 40.4
Avg Delay (sec/veh): 39.9
LOS: D

Signal=Protect
Rights=Include
Lanes: Final Vol:
1 14
0
3 826
0
2 145***

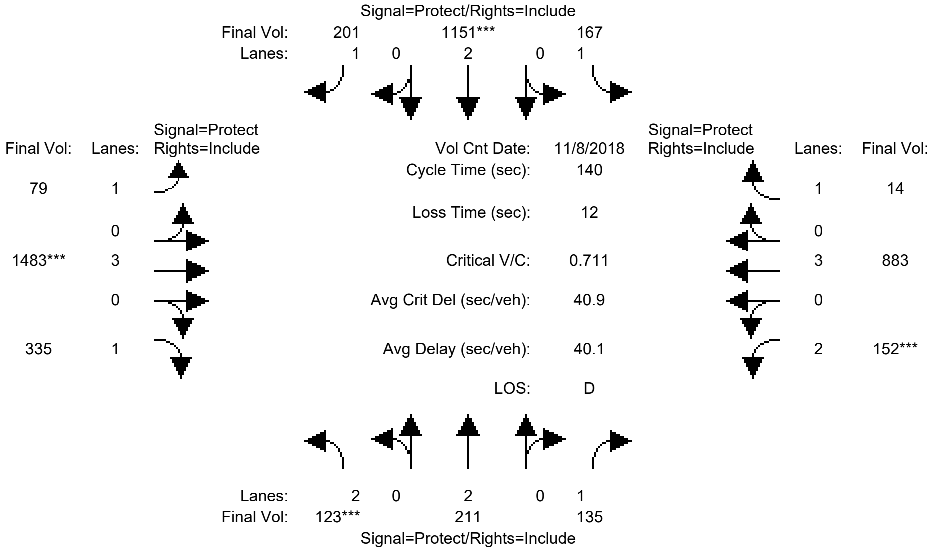
Lanes: 2 0 2 0 1
Final Vol: 119*** 190 123
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     118  176   123   167 1060   163    74 1329   335   145  728    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:  118  176   123   167 1060   163    74 1329   335   145  728    14
Added Vol:      1    0     0     0    0     1     3   18     7     0    3     0
ATI:            0   14     0     0   93    38     5   93     0     0   95     0
Initial Fut:  119  190   123   167 1153   202    82 1440   342   145  826    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:   119  190   123   167 1153   202    82 1440   342   145  826    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  119  190   123   167 1153   202    82 1440   342   145  826    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:  119  190   123   167 1153   202    82 1440   342   145  826    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.05  0.07  0.10 0.30  0.12  0.05 0.25  0.20  0.05 0.14  0.01
Crit Moves:  ****                   ****              ****        ****
Green Time:   7.6 29.2  29.2  39.0 60.7  60.7  15.3 50.5  50.5   9.2 44.4  44.4
Volume/Cap:  0.70 0.24  0.34  0.34 0.70  0.27  0.43 0.70  0.54  0.70 0.46  0.03
Delay/Veh:   77.3 46.3  47.7  40.7 33.6  25.6  59.8 39.3  36.5  74.2 38.3  32.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  77.3 46.3  47.7  40.7 33.6  25.6  59.8 39.3  36.5  74.2 38.3  32.9
LOS by Move:    E    D     D     D    C     C     E    D     D     E    D     C
HCM2kAvgQ:      4    3     5     6   20     6     3   17    12     4    9     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3119: TRIMBLE/ZANKER


Signal=Protect/Rights=Include
Final Vol: 201 1151*** 167
Lanes: 1 0 2 0 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
79 1
0
1483*** 3
0
335 1
Signal=Protect
Rights=Include
Lanes: Final Vol:
1 14
0
3 883
0
2 152***
Lanes: 2 0 2 0 1
Final Vol: 123*** 211 135
Signal=Protect/Rights=Include

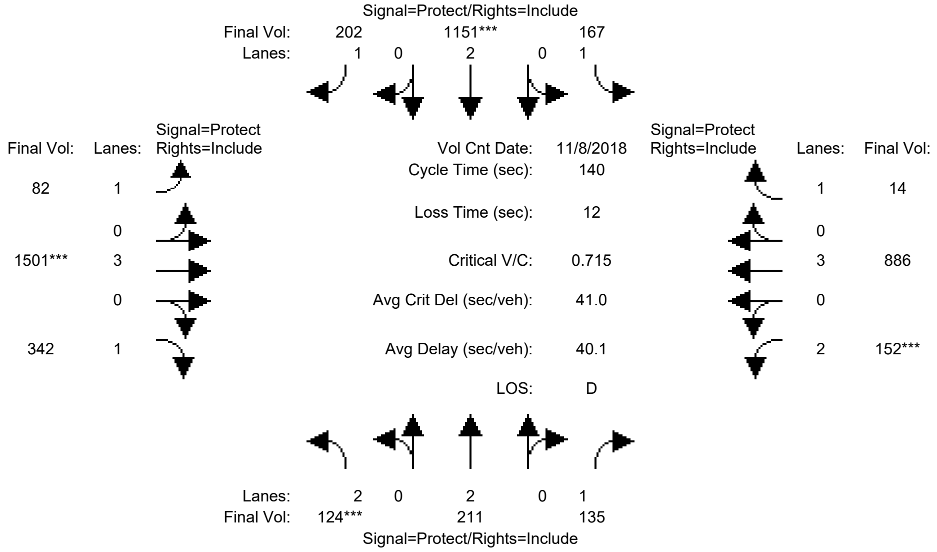
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.711
Avg Crit Del (sec/veh): 40.9
Avg Delay (sec/veh): 40.1
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     118  190   123   167 1153   201    79 1422   335   145  823    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:  118  190   123   167 1153   201    79 1422   335   145  823    14
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            5   21    12     0   -2     0     0   61     0     7   60     0
Initial Fut:  123  211   135   167 1151   201    79 1483   335   152  883    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:   123  211   135   167 1151   201    79 1483   335   152  883    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  211   135   167 1151   201    79 1483   335   152  883    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:  123  211   135   167 1151   201    79 1483   335   152  883    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.06  0.08  0.10 0.30  0.11  0.05 0.26  0.19  0.05 0.15  0.01
Crit Moves:  ****                  ****              ****        ****
Green Time:   7.7 30.1  30.1  37.2 59.6  59.6  14.8 51.2  51.2   9.5 45.9  45.9
Volume/Cap:  0.71 0.26  0.36  0.36 0.71  0.27  0.43 0.71  0.52  0.71 0.47  0.02
Delay/Veh:   78.0 45.9  47.3  42.2 34.6  26.3  60.2 39.2  35.6  74.6 37.6  31.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  78.0 45.9  47.3  42.2 34.6  26.3  60.2 39.2  35.6  74.6 37.6  31.9
LOS by Move:    E    D     D     D    C     C     E    D     D     E    D     C
HCM2kAvgQ:      5    4     5     6   21     6     3   17    12     4   10     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3119: TRIMBLE/ZANKER



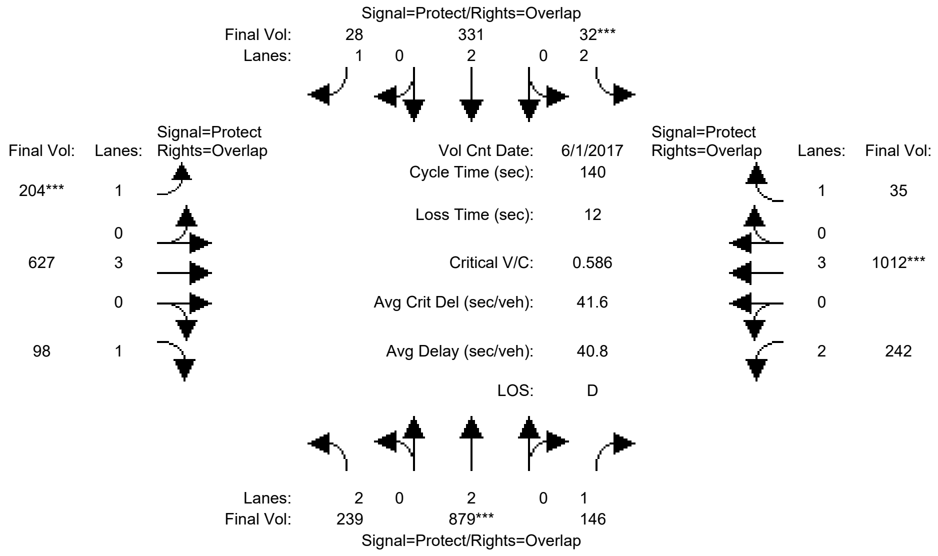
```
                         Signal=Protect/Rights=Include
              Final Vol:   202         1151***        167
                 Lanes:      1    0       2       0     1

                Signal=Protect                                  Signal=Protect
Final Vol: Lanes: Rights=Include    Vol Cnt Date:  11/8/2018   Rights=Include   Lanes:  Final Vol:
                                   Cycle Time (sec):   140
   82        1                                                                    1        14
                                    Loss Time (sec):    12
             0                                                                    0
1501***      3                         Critical V/C:  0.715                       3       886
             0                   Avg Crit Del (sec/veh):  41.0                    0
  342        1                     Avg Delay (sec/veh):  40.1                     2      152***
                                                   LOS:    D

                 Lanes:      2    0       2       0     1
              Final Vol:  124***         211            135
                         Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     118  190   123   167 1153   201    79 1422   335   145  823    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:  118  190   123   167 1153   201    79 1422   335   145  823    14
Added Vol:      1    0     0     0    0     1     3   18     7     0    3     0
ATI:            5   21    12     0   -2     0     0   61     0     7   60     0
Initial Fut:  124  211   135   167 1151   202    82 1501   342   152  886    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:   124  211   135   167 1151   202    82 1501   342   152  886    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124  211   135   167 1151   202    82 1501   342   152  886    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:  124  211   135   167 1151   202    82 1501   342   152  886    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  1750 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.06  0.08  0.10 0.30  0.12  0.05 0.26  0.20  0.05 0.16  0.01
Crit Moves:  ****                  ****              ****        ****
Green Time:   7.7 30.0  30.0  37.1 59.3  59.3  14.8 51.6  51.6   9.4 46.2  46.2
Volume/Cap:  0.72 0.26  0.36  0.36 0.72  0.27  0.44 0.72  0.53  0.72 0.47  0.02
Delay/Veh:   78.3 46.0  47.5  42.3 34.9  26.5  60.4 39.1  35.6  74.9 37.4  31.7
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:  78.3 46.0  47.5  42.3 34.9  26.5  60.4 39.1  35.6  74.9 37.4  31.7
LOS by Move:    E    D     D     D    C     C     E    D     D     E    D     C
HCM2kAvgQ:      5    4     5     6   21     6     3   18    12     4   10     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE


Signal=Protect/Rights=Overlap
Final Vol: 28 331 32***
Lanes: 1 0 2 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
204*** 1
0
627 3
0
98 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 35
0
3 1012***
0
2 242
Lanes: 2 0 2 0 1
Final Vol: 239 879*** 146
Signal=Protect/Rights=Overlap

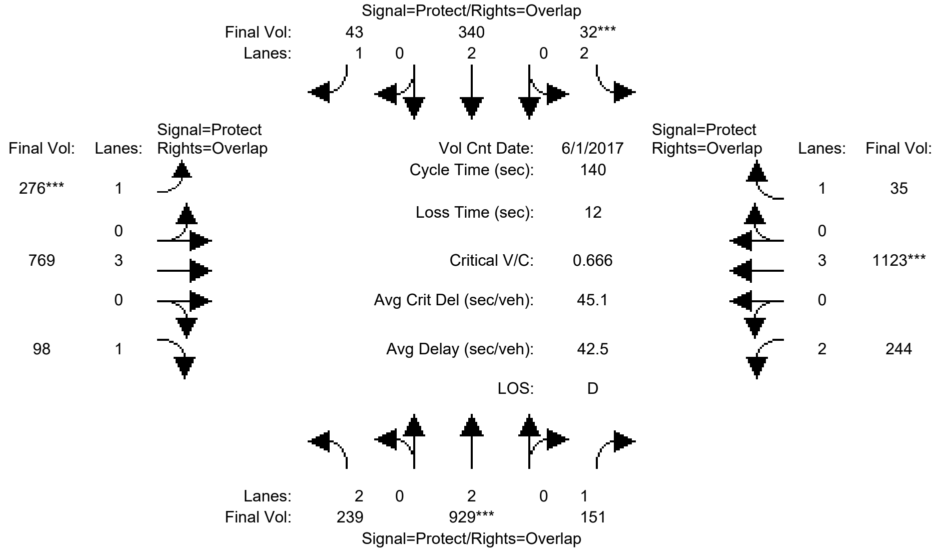
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.586
Avg Crit Del (sec/veh): 41.6
Avg Delay (sec/veh): 40.8
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     239  879   146    32  331    28   204  627    98   242 1012    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  239  879   146    32  331    28   204  627    98   242 1012    35
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  239  879   146    32  331    28   204  627    98   242 1012    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   239  879   146    32  331    28   204  627    98   242 1012    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  239  879   146    32  331    28   204  627    98   242 1012    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  239  879   146    32  331    28   204  627    98   242 1012    35
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  3150 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.23  0.08  0.01 0.09  0.02  0.12 0.11  0.06  0.08 0.18  0.02
Crit Moves:       ****        ****             ****                    ****
Green Time:  28.1 53.3  81.1   7.0 32.2  59.1  26.8 39.9  67.9  27.9 40.9  47.9
Volume/Cap:  0.38 0.61  0.14  0.20 0.38  0.04  0.61 0.39  0.12  0.39 0.61  0.06
Delay/Veh:   48.8 35.7  13.6  64.5 45.7  23.8  55.0 40.4  19.7  49.1 43.3  31.0
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:  48.8 35.7  13.6  64.5 45.7  23.8  55.0 40.4  19.7  49.1 43.3  31.0
LOS by Move:    D    D     B     E    D     C     D    D     B     D    D     C
HCM2kAvgQ:      5   15     3     1    6     1     9    7     2     5   12     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE

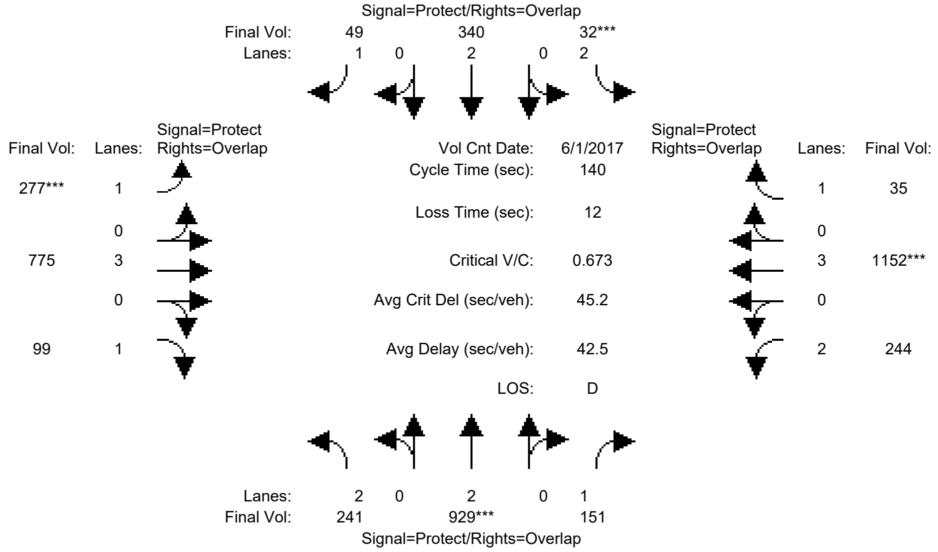

Signal=Protect/Rights=Overlap
Final Vol: 43 340 32***
Lanes: 1 0 2 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
276*** 1
0
769 3
0
98 1
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.666
Avg Crit Del (sec/veh): 45.1
Avg Delay (sec/veh): 42.5
LOS: D
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 35
0
3 1123***
0
2 244
Lanes: 2 0 2 0 1
Final Vol: 239 929*** 151
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     239  879   146    32  331    28   204  627    98   242 1012    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  239  879   146    32  331    28   204  627    98   242 1012    35
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   50     5     0    9    15    72  142     0     2  111     0
Initial Fut:  239  929   151    32  340    43   276  769    98   244 1123    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   239  929   151    32  340    43   276  769    98   244 1123    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  239  929   151    32  340    43   276  769    98   244 1123    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  239  929   151    32  340    43   276  769    98   244 1123    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  3150 3800  1750  1750 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.24  0.09  0.01 0.09  0.02  0.16 0.13  0.06  0.08 0.20  0.02
Crit Moves:       ****        ****             ****                   ****
Green Time:  25.9 49.4  75.5   7.0 30.5  62.3  31.8 45.5  71.4  26.1 39.8  46.8
Volume/Cap:  0.41 0.69  0.16  0.20 0.41  0.06  0.69 0.42  0.11  0.42 0.69  0.06
Delay/Veh:   50.8 40.4  16.3  64.5 47.4  22.1  54.8 37.0  17.9  50.7 46.0  31.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.8 40.4  16.3  64.5 47.4  22.1  54.8 37.0  17.9  50.7 46.0  31.7
LOS by Move:    D    D     B     E    D     C     D    D     B     D    D     C
HCM2kAvgQ:      5   17     3     1    6     1    12    8     2     5   14     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE

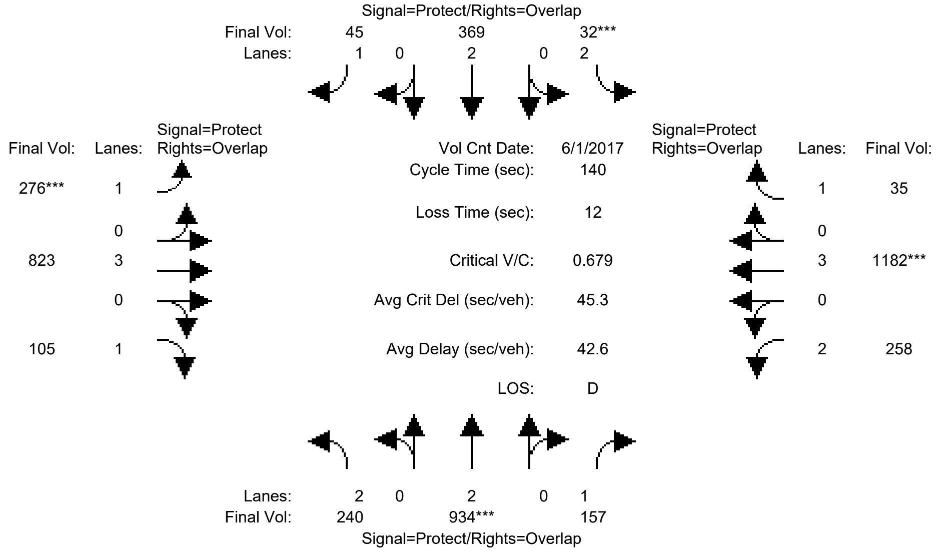

Signal=Protect/Rights=Overlap
Final Vol: 49 340 32***
Lanes: 1 0 2 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
277*** 1
0
775 3
0
99 1
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.673
Avg Crit Del (sec/veh): 45.2
Avg Delay (sec/veh): 42.5
LOS: D
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 35
0
3 1152***
0
2 244
Lanes: 2 0 2 0 1
Final Vol: 241 929*** 151
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     239  879   146    32  331    28   204  627    98   242 1012    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  239  879   146    32  331    28   204  627    98   242 1012    35
Added Vol:      2    0     0     0    0     6     1    6     1     0   29     0
ATI:            0   50     5     0    9    15    72  142     0     2  111     0
Initial Fut:  241  929   151    32  340    49   277  775    99   244 1152    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   241  929   151    32  340    49   277  775    99   244 1152    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  241  929   151    32  340    49   277  775    99   244 1152    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  241  929   151    32  340    49   277  775    99   244 1152    35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  3150 3800  1750  1750 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.24  0.09  0.01 0.09  0.03  0.16 0.14  0.06  0.08 0.20  0.02
Crit Moves:       ****        ****             ****                   ****
Green Time:  25.8 48.9  75.1   7.0 30.1  61.8  31.7 45.9  71.7  26.2 40.4  47.4
Volume/Cap:  0.42 0.70  0.16  0.20 0.42  0.06  0.70 0.41  0.11  0.41 0.70  0.06
Delay/Veh:   50.9 40.9  16.6  64.5 47.7  22.5  55.3 36.7  17.7  50.6 45.7  31.3
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:  50.9 40.9  16.6  64.5 47.7  22.5  55.3 36.7  17.7  50.6 45.7  31.3
LOS by Move:    D    D     B     E    D     C     E    D     B     D    D     C
HCM2kAvgQ:      5   17     3     1    6     1    12    8     2     5   14     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3098: FIRST/TRIMBLE

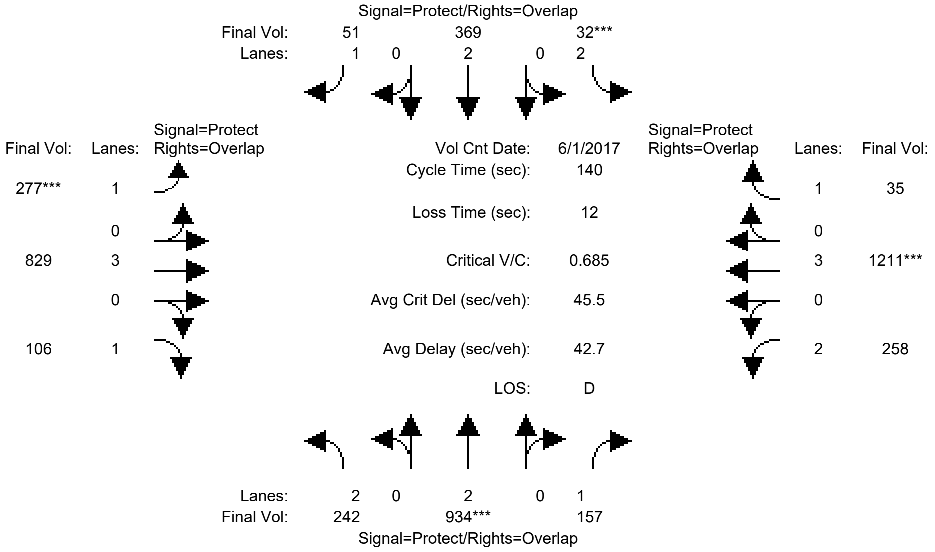

Signal=Protect/Rights=Overlap
Final Vol: 45 369 32***
Lanes: 1 0 2 0 2
Signal=Protect
Rights=Overlap
Final Vol: Lanes:
276*** 1
0
823 3
0
105 1
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.679
Avg Crit Del (sec/veh): 45.3
Avg Delay (sec/veh): 42.6
LOS: D
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 35
0
3 1182***
0
2 258
Lanes: 2 0 2 0 1
Final Vol: 240 934*** 157
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     239  929   151    32  340    43   276  769    98   244 1123    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  239  929   151    32  340    43   276  769    98   244 1123    35
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            1    5     6     0   29     2     0   54     7    14   59     0
Initial Fut:  240  934   157    32  369    45   276  823   105   258 1182    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   240  934   157    32  369    45   276  823   105   258 1182    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  240  934   157    32  369    45   276  823   105   258 1182    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  240  934   157    32  369    45   276  823   105   258 1182    35
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  3150 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.25  0.09  0.01 0.10  0.03  0.16 0.14  0.06  0.08 0.21  0.02
Crit Moves:       ****        ****             ****                   ****
Green Time:  24.5 48.7  74.9   7.0 31.2  62.4  31.2 46.1  70.6  26.2 41.1  48.1
Volume/Cap:  0.44 0.71  0.17  0.20 0.44  0.06  0.71 0.44  0.12  0.44 0.71  0.06
Delay/Veh:   52.1 41.3  16.7  64.5 47.2  22.1  56.0 36.9  18.3  50.9 45.5  30.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  52.1 41.3  16.7  64.5 47.2  22.1  56.0 36.9  18.3  50.9 45.5  30.8
LOS by Move:    D    D     B     E    D     C     E    D     B     D    D     C
HCM2kAvgQ:      5   17     4     1    7     1    12    9     2     6   15     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE


Signal=Protect/Rights=Overlap
Final Vol: 51 369 32***
Lanes: 1 0 2 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
277*** 1
0
829 3
0
106 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 35
0
3 1211***
0
2 258
Lanes: 2 0 2 0 1
Final Vol: 242 934*** 157
Signal=Protect/Rights=Overlap

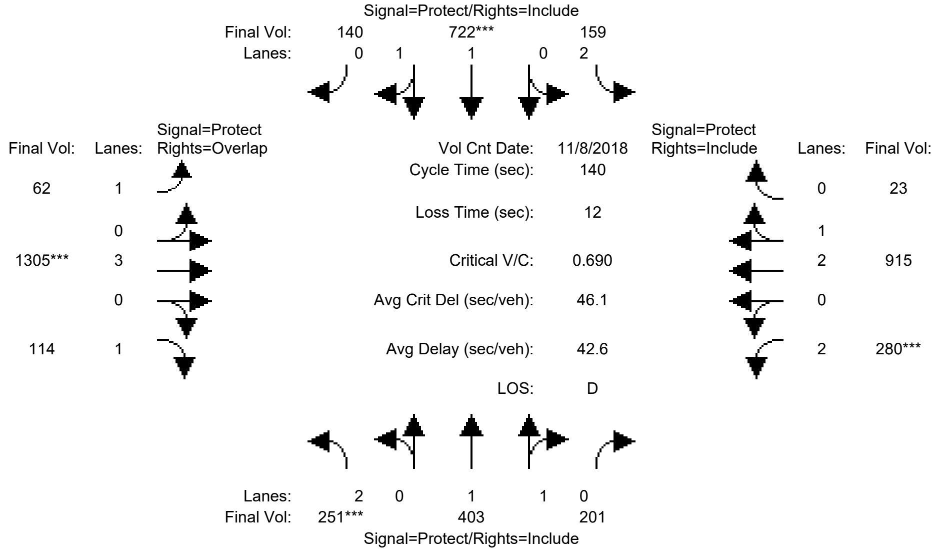
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.685
Avg Crit Del (sec/veh): 45.5
Avg Delay (sec/veh): 42.7
LOS: D

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:     239  929   151    32  340    43   276  769    98   244 1123    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  239  929   151    32  340    43   276  769    98   244 1123    35
Added Vol:      2    0     0     0    0     6     1    6     1     0   29     0
ATI:            1    5     6     0   29     2     0   54     7    14   59     0
Initial Fut:  242  934   157    32  369    51   277  829   106   258 1211    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   242  934   157    32  369    51   277  829   106   258 1211    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  242  934   157    32  369    51   277  829   106   258 1211    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  242  934   157    32  369    51   277  829   106   258 1211    35
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 2.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 3800  1750  3150 3800  1750  1750 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.25  0.09  0.01 0.10  0.03  0.16 0.15  0.06  0.08 0.21  0.02
Crit Moves:       ****        ****             ****                  ****
Green Time:  24.4 48.2  74.5   7.0 30.8  61.9  31.1 46.5  70.9  26.2 41.7  48.7
Volume/Cap:  0.44 0.71  0.17  0.20 0.44  0.07  0.71 0.44  0.12  0.44 0.71  0.06
Delay/Veh:   52.3 41.8  16.9  64.5 47.5  22.5  56.5 36.7  18.2  50.9 45.3  30.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  52.3 41.8  16.9  64.5 47.5  22.5  56.5 36.7  18.2  50.9 45.3  30.4
LOS by Move:    D    D     B     E    D     C     E    D     B     D    D     C
HCM2kAvgQ:      5   17     4     1    7     1    12    9     2     6   15     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE


Signal=Protect/Rights=Include
Final Vol: 140 722*** 159
Lanes: 0 1 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
62 1
0
1305*** 3
0
114 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
0 23
1
2 915
0
2 280***
Lanes: 2 0 1 1 0
Final Vol: 251*** 403 201
Signal=Protect/Rights=Include

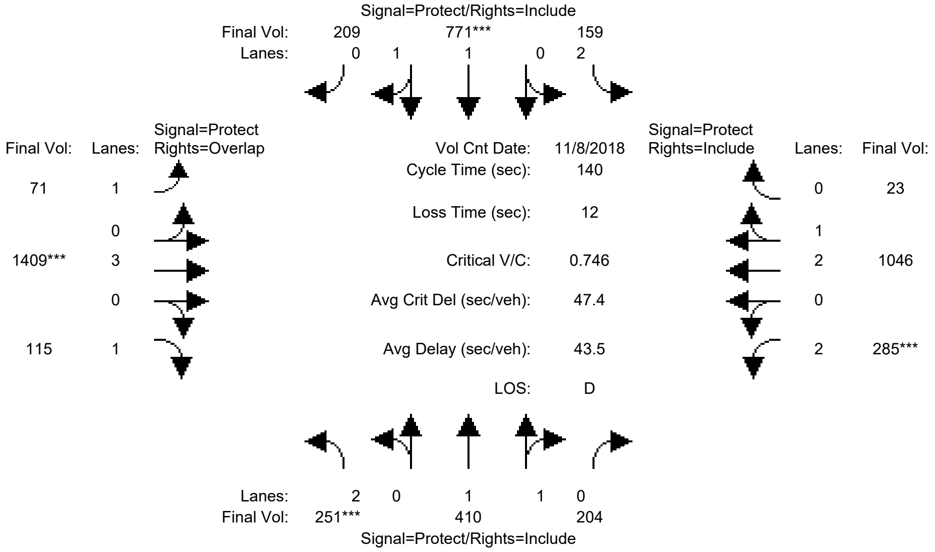
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.690
Avg Crit Del (sec/veh): 46.1
Avg Delay (sec/veh): 42.6
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     251  403   201   159  722   140    62 1305   114   280  915    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  251  403   201   159  722   140    62 1305   114   280  915    23
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  251  403   201   159  722   140    62 1305   114   280  915    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   251  403   201   159  722   140    62 1305   114   280  915    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251  403   201   159  722   140    62 1305   114   280  915    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  251  403   201   159  722   140    62 1305   114   280  915    23
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.99  0.95  0.83 0.98  0.95  0.92 1.00  0.92  0.83 0.98  0.95
Lanes:       2.00 1.32  0.68  2.00 1.67  0.33  1.00 3.00  1.00  2.00 2.92  0.08
Final Sat.:  3150 2468  1231  3150 3099   601  1750 5700  1750  3150 5463   137
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.16  0.16  0.05 0.23  0.23  0.04 0.23  0.07  0.09 0.17  0.17
Crit Moves:  ****                  ****              ****        ****
Green Time:  16.2 48.5  48.5  15.0 47.3  47.3  14.8 46.5  62.7  18.0 49.7  49.7
Volume/Cap:  0.69 0.47  0.47  0.47 0.69  0.69  0.33 0.69  0.15  0.69 0.47  0.47
Delay/Veh:   65.0 36.0  36.0  59.8 41.7  41.7  59.1 41.6  22.9  63.3 35.2  35.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.0 36.0  36.0  59.8 41.7  41.7  59.1 41.6  22.9  63.3 35.2  35.2
LOS by Move:    E    D     D     E    D     D     E    D     C     E    D     D
HCM2kAvgQ:      6   10    10     4   16    16     3   16     3     7   10    10
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE



Signal=Protect/Rights=Include
Final Vol: 209 771*** 159
Lanes: 0 1 1 0 2

Signal=Protect
Rights=Overlap
Final Vol: 71, 1409***, 115
Lanes: 1, 0, 3, 0, 1

Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.746
Avg Crit Del (sec/veh): 47.4
Avg Delay (sec/veh): 43.5
LOS: D

Signal=Protect
Rights=Include
Lanes: 0, 1, 2, 0, 2
Final Vol: 23, 1046, 285***

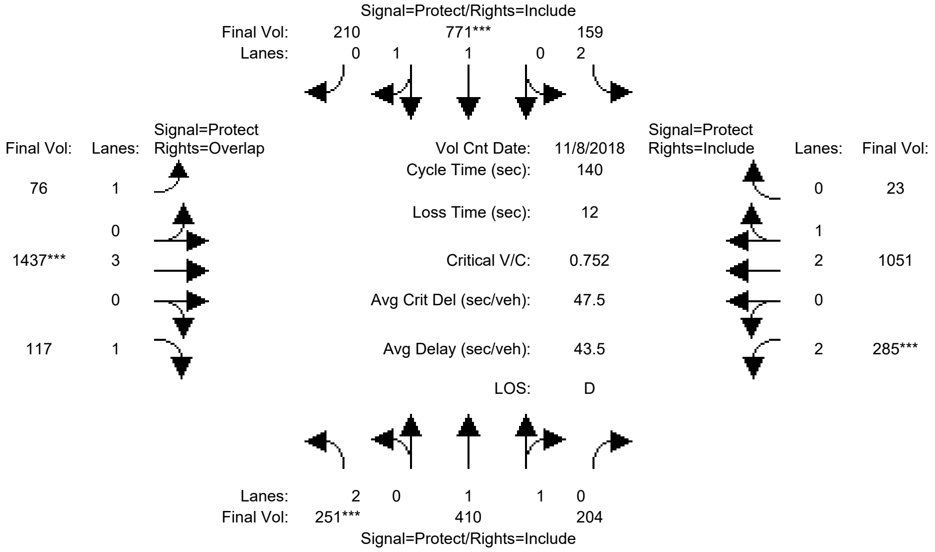
Lanes: 2 0 1 1 0
Final Vol: 251*** 410 204
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     251  403   201   159  722   140    62 1305   114   280  915    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  251  403   201   159  722   140    62 1305   114   280  915    23
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    7     3     0   49    69     9  104     1     5  131     0
Initial Fut:  251  410   204   159  771   209    71 1409   115   285 1046    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   251  410   204   159  771   209    71 1409   115   285 1046    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251  410   204   159  771   209    71 1409   115   285 1046    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  251  410   204   159  771   209    71 1409   115   285 1046    23
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.99  0.95  0.83 0.98  0.95  0.92 1.00  0.92  0.83 0.98  0.95
Lanes:       2.00 1.32  0.68  2.00 1.56  0.44  1.00 3.00  1.00  2.00 2.93  0.07
Final Sat.:  3150 2470  1229  3150 2910   789  1750 5700  1750  3150 5479   120
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.17  0.17  0.05 0.26  0.26  0.04 0.25  0.07  0.09 0.19  0.19
Crit Moves:  ****                   ****              ****        ****
Green Time:  14.9 49.6  49.6  15.1 49.7  49.7  13.1 46.4  61.3  17.0 50.2  50.2
Volume/Cap:  0.75 0.47  0.47  0.47 0.75  0.75  0.43 0.75  0.15  0.75 0.53  0.53
Delay/Veh:   69.5 35.3  35.3  59.7 42.0  42.0  61.7 43.3  23.8  67.3 35.9  35.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  69.5 35.3  35.3  59.7 42.0  42.0  61.7 43.3  23.8  67.3 35.9  35.9
LOS by Move:    E    D     D     E    D     D     E    D     C     E    D     D
HCM2kAvgQ:      7   10    10     4   19    19     3   17     3     7   12    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE


Signal=Protect/Rights=Include
Final Vol: 210 771*** 159
Lanes: 0 1 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
76 1
0
1437*** 3
0
117 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
0 23
1
2 1051
0
2 285***
Lanes: 2 0 1 1 0
Final Vol: 251*** 410 204
Signal=Protect/Rights=Include

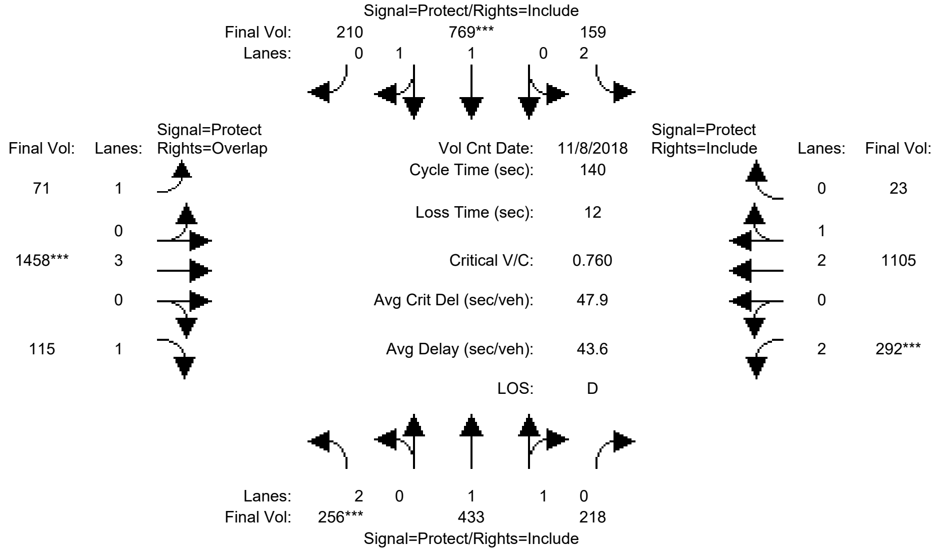
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.752
Avg Crit Del (sec/veh): 47.5
Avg Delay (sec/veh): 43.5
LOS: D

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     251  403   201   159  722   140    62 1305   114   280  915    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  251  403   201   159  722   140    62 1305   114   280  915    23
Added Vol:      0    0     0     0    0     1     5   28     2     0    5     0
ATI:            0    7     3     0   49    69     9  104     1     5  131     0
Initial Fut:  251  410   204   159  771   210    76 1437   117   285 1051    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   251  410   204   159  771   210    76 1437   117   285 1051    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251  410   204   159  771   210    76 1437   117   285 1051    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  251  410   204   159  771   210    76 1437   117   285 1051    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.99  0.95  0.83 0.98  0.95  0.92 1.00  0.92  0.83 0.98  0.95
Lanes:       2.00 1.32  0.68  2.00 1.56  0.44  1.00 3.00  1.00  2.00 2.93  0.07
Final Sat.:  3150 2470  1229  3150 2907   792  1750 5700  1750  3150 5480   120
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.17  0.17  0.05 0.27  0.27  0.04 0.25  0.07  0.09 0.19  0.19
Crit Moves:  ****                  ****              ****        ****
Green Time:  14.8 49.2  49.2  15.0 49.4  49.4  13.2 46.9  61.8  16.8 50.6  50.6
Volume/Cap:  0.75 0.47  0.47  0.47 0.75  0.75  0.46 0.75  0.15  0.75 0.53  0.53
Delay/Veh:   70.0 35.5  35.5  59.8 42.4  42.4  62.1 43.1  23.5  67.8 35.6  35.6
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:  70.0 35.5  35.5  59.8 42.4  42.4  62.1 43.1  23.5  67.8 35.6  35.6
LOS by Move:    E    D     D     E    D     D     E    D     C     E    D     D
HCM2kAvgQ:      7   10    10     4   19    19     3   18     3     7   12    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3098: FIRST/TRIMBLE



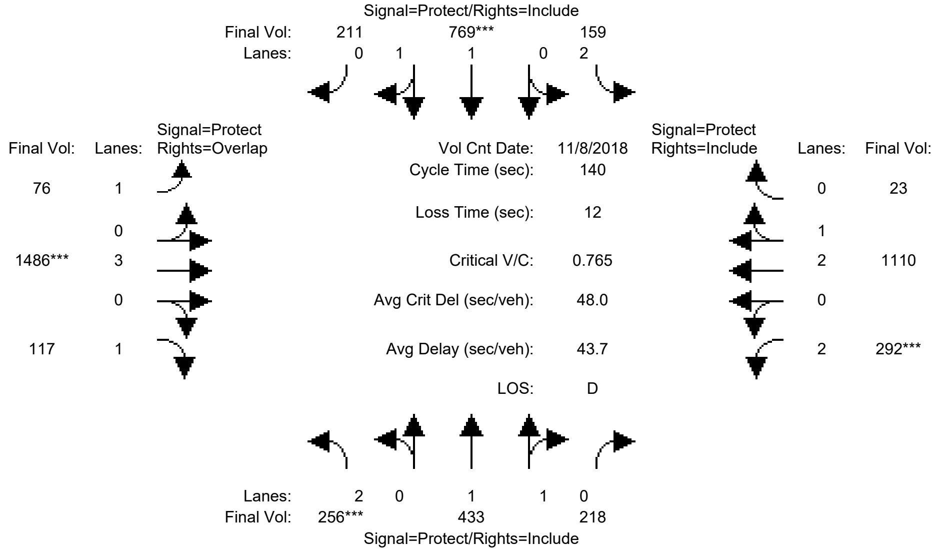
```
                           Signal=Protect/Rights=Include
                Final Vol:   210        769***        159
                    Lanes:     0    1      1     0    2

              Signal=Protect                                      Signal=Protect
Final Vol:  Lanes:  Rights=Overlap      Vol Cnt Date:  11/8/2018  Rights=Include     Lanes:   Final Vol:
                                      Cycle Time (sec):   140
    71        1                                                                     0        23
                                       Loss Time (sec):    12
              0                                                                     1
 1458***      3                             Critical V/C:  0.760                    2      1105
              0                     Avg Crit Del (sec/veh):  47.9                   0
   115        1                         Avg Delay (sec/veh):  43.6                  2      292***
                                                    LOS:    D

                    Lanes:     2    0      1     1    0
                Final Vol:  256***        433         218
                           Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     251  410   204   159  771   209    71 1409   115   285 1046    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  251  410   204   159  771   209    71 1409   115   285 1046    23
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            5   23    14     0   -2     1     0   49     0     7   59     0
Initial Fut:  256  433   218   159  769   210    71 1458   115   292 1105    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   256  433   218   159  769   210    71 1458   115   292 1105    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  256  433   218   159  769   210    71 1458   115   292 1105    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  256  433   218   159  769   210    71 1458   115   292 1105    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.99  0.95  0.83 0.98  0.95  0.92 1.00  0.92  0.83 0.98  0.95
Lanes:       2.00 1.31  0.69  2.00 1.56  0.44  1.00 3.00  1.00  2.00 2.94  0.06
Final Sat.:  3150 2460  1239  3150 2906   794  1750 5700  1750  3150 5486   114
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.18  0.18  0.05 0.26  0.26  0.04 0.26  0.07  0.09 0.20  0.20
Crit Moves:  ****                  ****              ****        ****
Green Time:  15.0 49.6  49.6  14.2 48.8  48.8  12.8 47.1  62.1  17.1 51.5  51.5
Volume/Cap:  0.76 0.50  0.50  0.50 0.76  0.76  0.44 0.76  0.15  0.76 0.55  0.55
Delay/Veh:   70.4 35.8  35.8  60.7 43.1  43.1  62.2 43.2  23.3  68.0 35.4  35.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  70.4 35.8  35.8  60.7 43.1  43.1  62.2 43.2  23.3  68.0 35.4  35.4
LOS by Move:    E    D     D     E    D     D     E    D     C     E    D     D
HCM2kAvgQ:      7   11    11     4   19    19     3   18     3     8   13    13
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3098: FIRST/TRIMBLE


Signal=Protect/Rights=Include
Final Vol: 211 769*** 159
Lanes: 0 1 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
76 1
0
1486*** 3
0
117 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
0 23
1
2 1110
0
2 292***
Lanes: 2 0 1 1 0
Final Vol: 256*** 433 218
Signal=Protect/Rights=Include

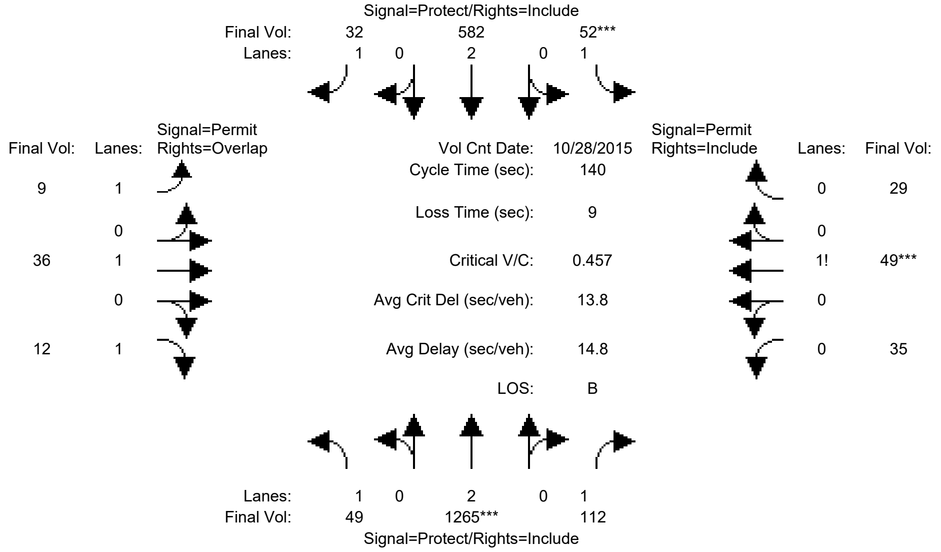
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.765
Avg Crit Del (sec/veh): 48.0
Avg Delay (sec/veh): 43.7
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     10    7   10     10    7   10     10    7   10     10
Y+R:          4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:     251  410    204  159  771    209   71 1409    115  285 1046     23
Growth Adj:  1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
Initial Bse:  251  410    204  159  771    209   71 1409    115  285 1046     23
Added Vol:      0    0      0    0    0      1    5   28      2    0    5      0
ATI:            5   23     14    0   -2      1    0   49      0    7   59      0
Initial Fut:  256  433    218  159  769    211   76 1486    117  292 1110     23
User Adj:    1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
PHF Adj:     1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
PHF Volume:   256  433    218  159  769    211   76 1486    117  292 1110     23
Reduct Vol:     0    0      0    0    0      0    0    0      0    0    0      0
Reduced Vol:  256  433    218  159  769    211   76 1486    117  292 1110     23
PCE Adj:     1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
MLF Adj:     1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
FinalVolume:  256  433    218  159  769    211   76 1486    117  292 1110     23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900
Adjustment:  0.83 0.99   0.95 0.83 0.98   0.95 0.92 1.00   0.92 0.83 0.98   0.95
Lanes:       2.00 1.31   0.69 2.00 1.56   0.44 1.00 3.00   1.00 2.00 2.94   0.06
Final Sat.:  3150 2460   1239 3150 2903    796 1750 5700   1750 3150 5486    114
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.18   0.18 0.05 0.26   0.26 0.04 0.26   0.07 0.09 0.20   0.20
Crit Moves:  ****                  ****             ****        ****
Green Time:  14.9 49.2   49.2 14.1 48.5   48.5 12.8 47.7   62.6 17.0 51.8   51.8
Volume/Cap:  0.77 0.50   0.50 0.50 0.77   0.77 0.47 0.77   0.15 0.77 0.55   0.55
Delay/Veh:   71.0 36.0   36.0 60.9 43.5   43.5 62.6 43.0   23.0 68.5 35.1   35.1
User DelAdj: 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
AdjDel/Veh:  71.0 36.0   36.0 60.9 43.5   43.5 62.6 43.0   23.0 68.5 35.1   35.1
LOS by Move:    E    D      D    E    D      D    E    D      C    E    D      D
HCM2kAvgQ:      7   11     11    4   19     19    3   18      3    8   13     13
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST

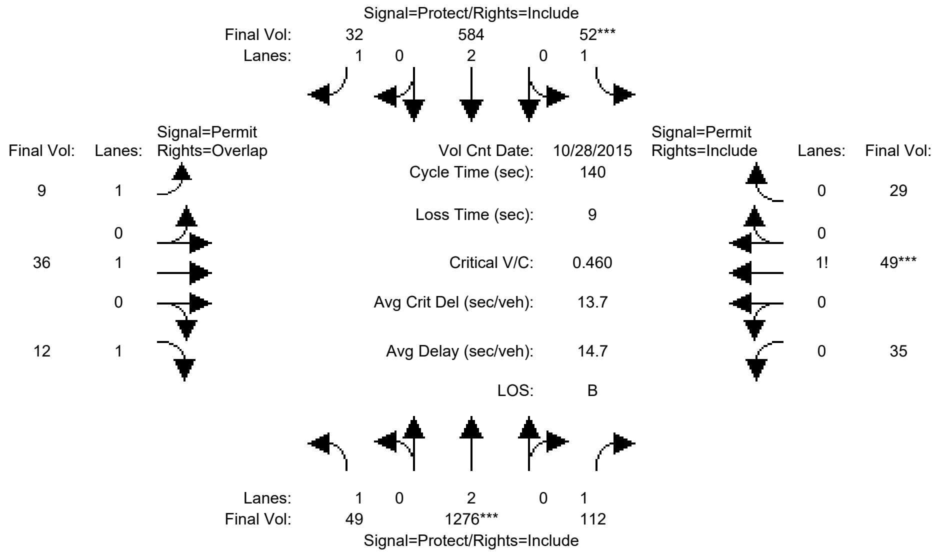

Signal=Protect/Rights=Include
Final Vol: 32 582 52***
Lanes: 1 0 2 0 1
Signal=Permit
Rights=Overlap
Final Vol:
Lanes:
9 1
0
36 1
0
12 1
Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.457
Avg Crit Del (sec/veh): 13.8
Avg Delay (sec/veh): 14.8
LOS: B
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 29
0
1! 49***
0
0 35
Lanes: 1 0 2 0 1
Final Vol: 49 1265*** 112
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00
Base Vol:      49 1265   112    52  582    32     9   36    12    35   49    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   49 1265   112    52  582    32     9   36    12    35   49    29
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   49 1265   112    52  582    32     9   36    12    35   49    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    49 1265   112    52  582    32     9   36    12    35   49    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   49 1265   112    52  582    32     9   36    12    35   49    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   49 1265   112    52  582    32     9   36    12    35   49    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.31 0.43  0.26
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   542  759   449
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.33  0.06  0.03 0.15  0.02  0.01 0.02  0.01  0.06 0.06  0.06
Crit Moves:       ****        ****                                   ****
Green Time:  27.4  102 102.1   9.1 83.8  83.8  19.8 19.8  47.2  19.8 19.8  19.8
Volume/Cap:  0.14 0.46  0.09  0.46 0.26  0.03  0.04 0.13  0.02  0.46 0.46  0.46
Delay/Veh:   46.8  7.8   5.5  65.9 13.4  11.5  51.9 52.8  31.0  56.5 56.5  56.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  46.8  7.8   5.5  65.9 13.4  11.5  51.9 52.8  31.0  56.5 56.5  56.5
LOS by Move:    D    A     A     E    B     B     D    D     C     E    E     E
HCM2kAvgQ:      2   11     1     2    6     1     0    1     0     5    5     5
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST


Signal=Protect/Rights=Include
Final Vol: 32 584 52***
Lanes: 1 0 2 0 1
Signal=Permit
Rights=Overlap
Final Vol: Lanes:
9 1
0
36 1
0
12 1
Signal=Permit
Rights=Include
Lanes: Final Vol:
0 29
0
1! 49***
0
0 35
Lanes: 1 0 2 0 1
Final Vol: 49 1276*** 112
Signal=Protect/Rights=Include

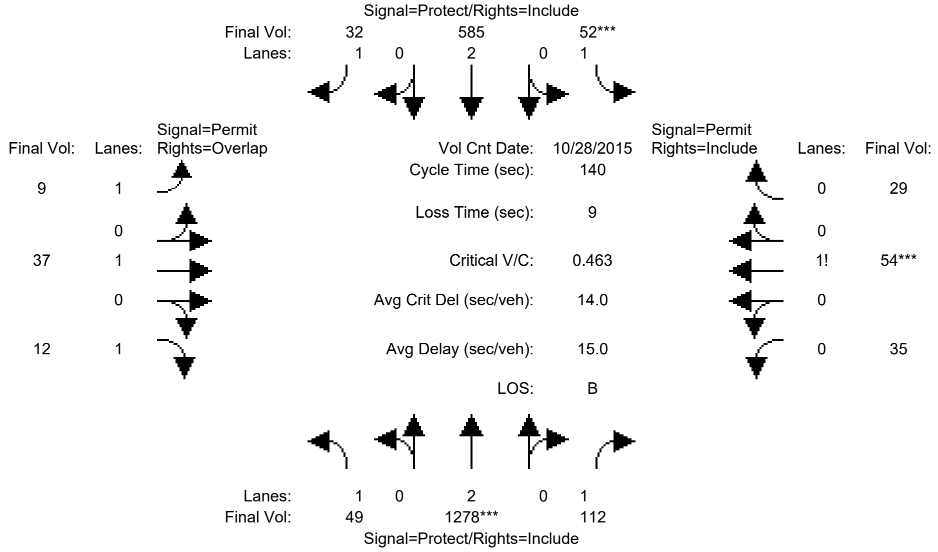
Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.460
Avg Crit Del (sec/veh): 13.7
Avg Delay (sec/veh): 14.7
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00
Base Vol:      49 1265   112    52  582    32     9   36    12    35   49    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   49 1265   112    52  582    32     9   36    12    35   49    29
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   11     0     0    2     0     0    0     0     0    0     0
Initial Fut:   49 1276   112    52  584    32     9   36    12    35   49    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    49 1276   112    52  584    32     9   36    12    35   49    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   49 1276   112    52  584    32     9   36    12    35   49    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   49 1276   112    52  584    32     9   36    12    35   49    29
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.31 0.43  0.26
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   542  759   449
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.34  0.06  0.03 0.15  0.02  0.01 0.02  0.01  0.06 0.06  0.06
Crit Moves:       ****        ****                                     ****
Green Time:  27.3  102 102.3   9.1 84.0  84.0  19.7 19.7  47.0  19.7 19.7  19.7
Volume/Cap:  0.14 0.46  0.09  0.46 0.26  0.03  0.04 0.13  0.02  0.46 0.46  0.46
Delay/Veh:   46.8  7.8   5.5  66.1 13.3  11.4  52.0 52.9  31.1  56.6 56.6  56.6
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:  46.8  7.8   5.5  66.1 13.3  11.4  52.0 52.9  31.1  56.6 56.6  56.6
LOS by Move:    D    A     A     E    B     B     D    D     C     E    E     E
HCM2kAvgQ:      2   11     1     2    6     1     0    1     0     5    5     5
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST



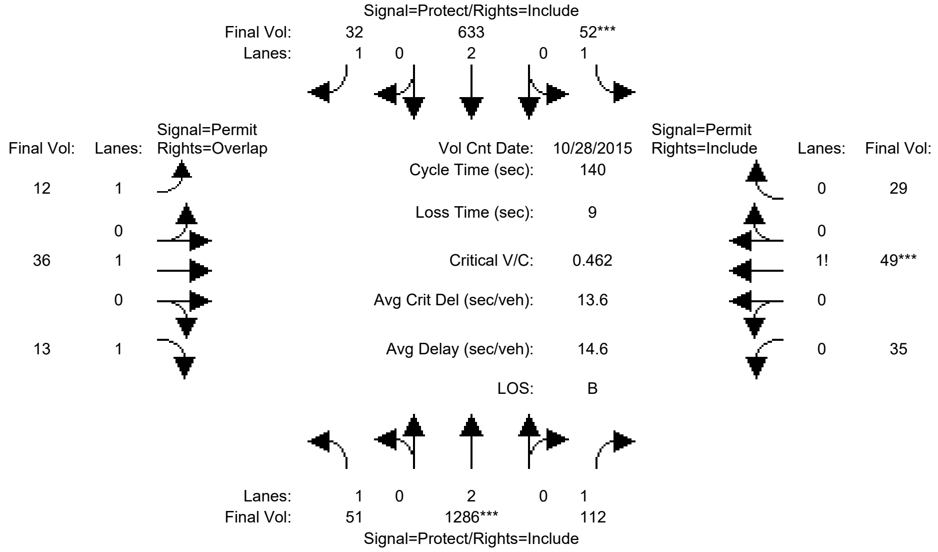
```
                      Signal=Protect/Rights=Include
            Final Vol:    32        585        52***
               Lanes:      1    0    2     0    1

                 Signal=Permit                                     Signal=Permit
Final Vol:  Lanes:  Rights=Overlap      Vol Cnt Date:  10/28/2015   Rights=Include    Lanes:  Final Vol:
                                    Cycle Time (sec):     140
    9         1                                                                         0        29
                                     Loss Time (sec):       9
              0                                                                         0
   37         1                         Critical V/C:   0.463                           1!       54***
              0                 Avg Crit Del (sec/veh):  14.0                           0
   12         1                    Avg Delay (sec/veh):  15.0                           0        35
                                                 LOS:       B

               Lanes:      1    0    2     0    1
            Final Vol:    49       1278***     112
                      Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00
Base Vol:      49 1265   112    52  582    32     9   36    12    35   49    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   49 1265   112    52  582    32     9   36    12    35   49    29
Added Vol:      0    2     0     0    1     0     0    1     0     0    5     0
ATI:            0   11     0     0    2     0     0    0     0     0    0     0
Initial Fut:   49 1278   112    52  585    32     9   37    12    35   54    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    49 1278   112    52  585    32     9   37    12    35   54    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   49 1278   112    52  585    32     9   37    12    35   54    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   49 1278   112    52  585    32     9   37    12    35   54    29
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.30 0.46  0.24
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   519  801   430
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.34  0.06  0.03 0.15  0.02  0.01 0.02  0.01  0.07 0.07  0.07
Crit Moves:       ****        ****                                   ****
Green Time:  27.1  102 101.6   9.0 83.5  83.5  20.4 20.4  47.5  20.4 20.4  20.4
Volume/Cap:  0.14 0.46  0.09  0.46 0.26  0.03  0.04 0.13  0.02  0.46 0.46  0.46
Delay/Veh:   47.0  8.0   5.6  66.2 13.5  11.6  51.4 52.3  30.8  56.1 56.1  56.1
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:  47.0  8.0   5.6  66.2 13.5  11.6  51.4 52.3  30.8  56.1 56.1  56.1
LOS by Move:    D    A     A     E    B     B     D    D     C     E    E     E
HCM2kAvgQ:      2   11     1     2    6     1     0    1     0     5    5     5
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3423: COMPONENT/FIRST

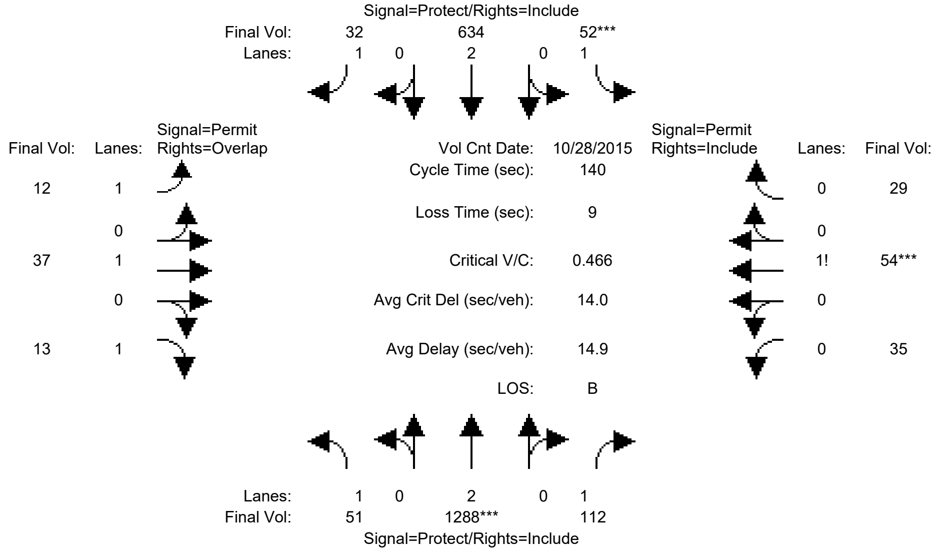

Signal=Protect/Rights=Include
Final Vol: 32 633 52***
Lanes: 1 0 2 0 1
Signal=Permit
Rights=Overlap
Final Vol:
Lanes:
12 1
0
36 1
0
13 1
Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.462
Avg Crit Del (sec/veh): 13.6
Avg Delay (sec/veh): 14.6
LOS: B
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 29
0
1! 49***
0
0 35
Lanes: 1 0 2 0 1
Final Vol: 51 1286*** 112
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00
Base Vol:      49 1276   112    52  584    32     9   36    12    35   49    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   49 1276   112    52  584    32     9   36    12    35   49    29
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            2   10     0     0   49     0     3    0     1     0    0     0
Initial Fut:   51 1286   112    52  633    32    12   36    13    35   49    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    51 1286   112    52  633    32    12   36    13    35   49    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   51 1286   112    52  633    32    12   36    13    35   49    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   51 1286   112    52  633    32    12   36    13    35   49    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.31 0.43  0.26
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   542  759   449
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.34  0.06  0.03 0.17  0.02  0.01 0.02  0.01  0.06 0.06  0.06
Crit Moves:       ****        ****                                   ****
Green Time:  25.7  102 102.5   9.0 85.7  85.7  19.5 19.5  45.3  19.5 19.5  19.5
Volume/Cap:  0.16 0.46  0.09  0.46 0.27  0.03  0.05 0.14  0.02  0.46 0.46  0.46
Delay/Veh:   48.3  7.7   5.4  66.2 12.7  10.7  52.3 53.1  32.3  56.8 56.8  56.8
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:  48.3  7.7   5.4  66.2 12.7  10.7  52.3 53.1  32.3  56.8 56.8  56.8
LOS by Move:    D    A     A     E    B     B     D    D     C     E    E     E
HCM2kAvgQ:      2   11     1     2    6     1     0    1     0     5    5     5
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST


Signal=Protect/Rights=Include
Final Vol: 32 634 52***
Lanes: 1 0 2 0 1
Signal=Permit
Rights=Overlap
Final Vol:
Lanes:
12 1
0
37 1
0
13 1
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 29
0
1! 54***
0
0 35
Lanes: 1 0 2 0 1
Final Vol: 51 1288*** 112
Signal=Protect/Rights=Include

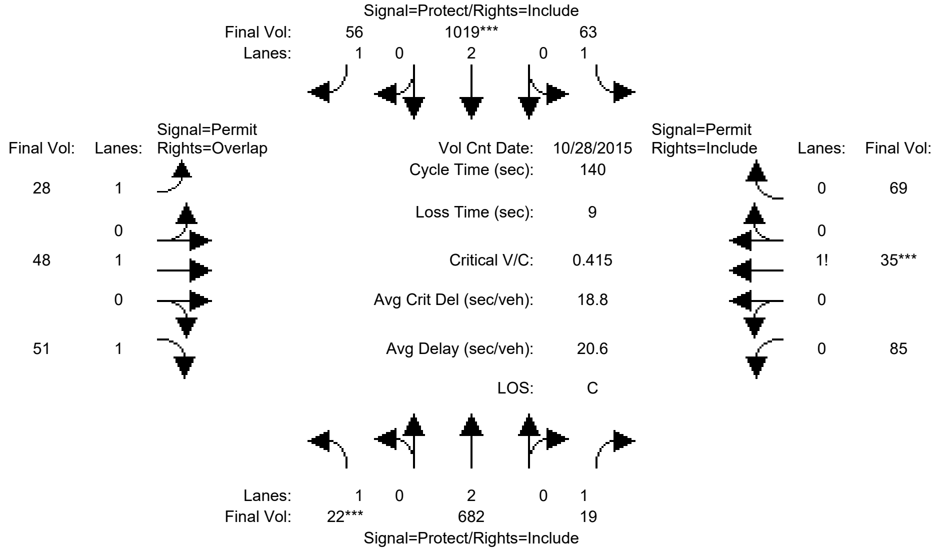
Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.466
Avg Crit Del (sec/veh): 14.0
Avg Delay (sec/veh): 14.9
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00
Base Vol:      49 1276   112    52  584    32     9   36    12    35   49    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   49 1276   112    52  584    32     9   36    12    35   49    29
Added Vol:      0    2     0     0    1     0     0    1     0     0    5     0
ATI:            2   10     0     0   49     0     3    0     1     0    0     0
Initial Fut:   51 1288   112    52  634    32    12   37    13    35   54    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    51 1288   112    52  634    32    12   37    13    35   54    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   51 1288   112    52  634    32    12   37    13    35   54    29
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   51 1288   112    52  634    32    12   37    13    35   54    29
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.30 0.46  0.24
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   519  801   430
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.34  0.06  0.03 0.17  0.02  0.01 0.02  0.01  0.07 0.07  0.07
Crit Moves:       ****        ****                                   ****
Green Time:  25.5  102 101.8   8.9 85.2  85.2  20.3 20.3  45.8  20.3 20.3  20.3
Volume/Cap:  0.16 0.47  0.09  0.47 0.27  0.03  0.05 0.13  0.02  0.47 0.47  0.47
Delay/Veh:   48.4  8.0   5.6  66.3 12.9  10.9  51.6 52.5  32.0  56.3 56.3  56.3
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:  48.4  8.0   5.6  66.3 12.9  10.9  51.6 52.5  32.0  56.3 56.3  56.3
LOS by Move:    D    A     A     E    B     B     D    D     C     E    E     E
HCM2kAvgQ:      2   11     1     2    6     1     0    1     0     5    5     5
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST



Signal=Protect/Rights=Include
Final Vol: 56 1019*** 63
Lanes: 1 0 2 0 1

Final Vol: Lanes: Signal=Permit Rights=Overlap
28 1
0
48 1
0
51 1

Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.415
Avg Crit Del (sec/veh): 18.8
Avg Delay (sec/veh): 20.6
LOS: C

Signal=Permit Rights=Include Lanes: Final Vol:
0 69
0
1! 35***
0
0 85

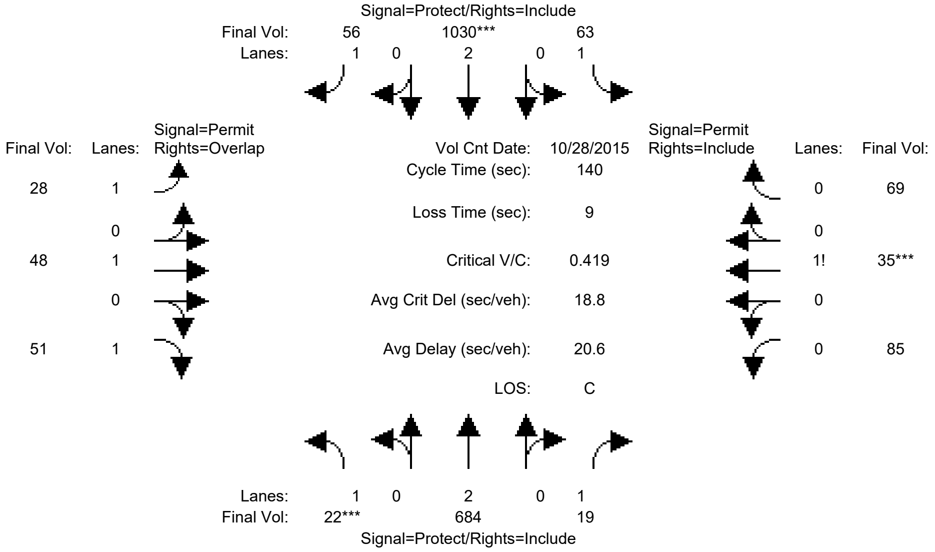
Lanes: 1 0 2 0 1
Final Vol: 22*** 682 19
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 28 Oct 2015 << 5:00-6:00
Base Vol:      22  682    19    63 1019    56    28   48    51    85   35    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  682    19    63 1019    56    28   48    51    85   35    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   22  682    19    63 1019    56    28   48    51    85   35    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  682    19    63 1019    56    28   48    51    85   35    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  682    19    63 1019    56    28   48    51    85   35    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  682    19    63 1019    56    28   48    51    85   35    69
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.45 0.19  0.36
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   787  324   639
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.01  0.04 0.27  0.03  0.02 0.03  0.03  0.11 0.11  0.11
Crit Moves:  ****                  ****                              ****
Green Time:   7.0 74.6  74.6  20.8 88.4  88.4  35.6 35.6  42.6  35.6 35.6  35.6
Volume/Cap:  0.25 0.34  0.02  0.24 0.42  0.05  0.06 0.10  0.10  0.42 0.42  0.42
Delay/Veh:   65.5 18.7  15.4  53.1 13.1   9.8  39.6 40.0  35.0  44.3 44.3  44.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.5 18.7  15.4  53.1 13.1   9.8  39.6 40.0  35.0  44.3 44.3  44.3
LOS by Move:    E    B     B     D    B     A     D    D     C     D    D     D
HCM2kAvgQ:      1    8     0     2   10     1     1    2     2     7    7     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST


Signal=Protect/Rights=Include
Final Vol: 56 1030*** 63
Lanes: 1 0 2 0 1
Signal=Permit
Rights=Overlap
Final Vol:
Lanes:
28 1
0
48 1
0
51 1
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 69
0
1! 35***
0
0 85
Lanes: 1 0 2 0 1
Final Vol: 22*** 684 19
Signal=Protect/Rights=Include

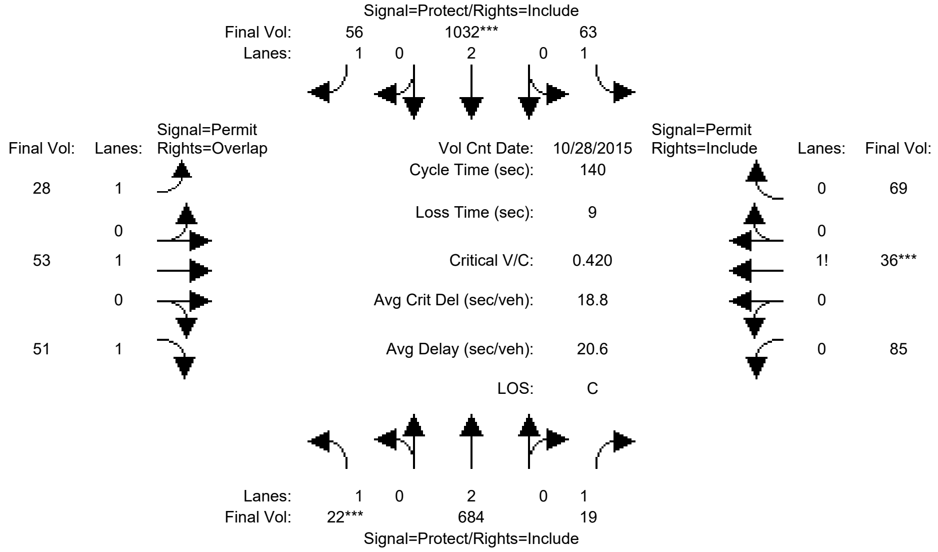
Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.419
Avg Crit Del (sec/veh): 18.8
Avg Delay (sec/veh): 20.6
LOS: C

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Oct 2015 << 5:00-6:00
Base Vol:      22  682    19    63 1019    56    28   48    51    85   35    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  682    19    63 1019    56    28   48    51    85   35    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    2     0     0   11     0     0    0     0     0    0     0
Initial Fut:   22  684    19    63 1030    56    28   48    51    85   35    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  684    19    63 1030    56    28   48    51    85   35    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  684    19    63 1030    56    28   48    51    85   35    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  684    19    63 1030    56    28   48    51    85   35    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.45 0.19  0.36
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   787  324   639
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.01  0.04 0.27  0.03  0.02 0.03  0.03  0.11 0.11  0.11
Crit Moves:  ****                  ****                                ****
Green Time:   7.0 74.9  74.9  20.8 88.7  88.7  35.3 35.3  42.3  35.3 35.3  35.3
Volume/Cap:  0.25 0.34  0.02  0.24 0.43  0.05  0.06 0.10  0.10  0.43 0.43  0.43
Delay/Veh:   65.5 18.6  15.3  53.1 13.0   9.7  39.8 40.2  35.2  44.5 44.5  44.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.5 18.6  15.3  53.1 13.0   9.7  39.8 40.2  35.2  44.5 44.5  44.5
LOS by Move:    E    B     B     D    B     A     D    D     D     D    D     D
HCM2kAvgQ:      1    8     0     2   11     1     1    2     2     7    7     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST



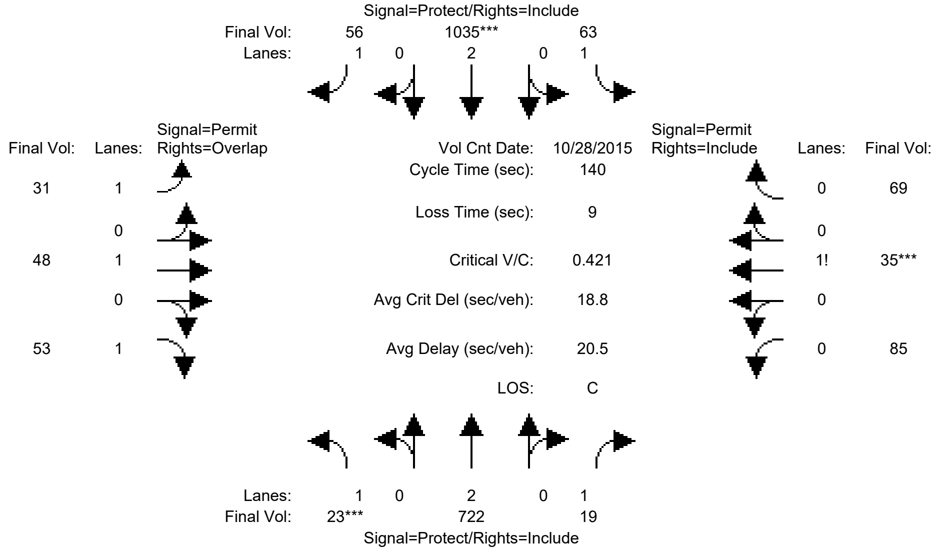
```
                      Signal=Protect/Rights=Include
            Final Vol:    56        1032***        63
                Lanes:     1    0      2      0     1

                       Signal=Permit                                       Signal=Permit
 Final Vol:   Lanes:   Rights=Overlap        Vol Cnt Date:   10/28/2015    Rights=Include    Lanes:   Final Vol:
                                          Cycle Time (sec):     140
     28         1                                                                              0         69

                                           Loss Time (sec):       9
                0                                                                              0

     53         1                              Critical V/C:    0.420                          1!        36***

                0                       Avg Crit Del (sec/veh):  18.8                          0

     51         1                          Avg Delay (sec/veh):  20.6                          0         85

                                                       LOS:       C

                Lanes:     1    0      2      0     1
            Final Vol:   22***        684          19
                      Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Oct 2015 << 5:00-6:00
Base Vol:      22  682    19    63 1019    56    28   48    51    85   35    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  682    19    63 1019    56    28   48    51    85   35    69
Added Vol:      0    0     0     0    2     0     0    5     0     0    1     0
ATI:            0    2     0     0   11     0     0    0     0     0    0     0
Initial Fut:   22  684    19    63 1032    56    28   53    51    85   36    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    22  684    19    63 1032    56    28   53    51    85   36    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  684    19    63 1032    56    28   53    51    85   36    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   22  684    19    63 1032    56    28   53    51    85   36    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.45 0.19  0.36
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   783  332   636
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.01  0.04 0.27  0.03  0.02 0.03  0.03  0.11 0.11  0.11
Crit Moves:  ****                  ****                              ****
Green Time:   7.0 74.8  74.8  20.8 88.6  88.6  35.4 35.4  42.4  35.4 35.4  35.4
Volume/Cap:  0.25 0.34  0.02  0.24 0.43  0.05  0.06 0.11  0.10  0.43 0.43  0.43
Delay/Veh:   65.5 18.6  15.4  53.1 13.1   9.8  39.8 40.3  35.1  44.5 44.5  44.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.5 18.6  15.4  53.1 13.1   9.8  39.8 40.3  35.1  44.5 44.5  44.5
LOS by Move:    E    B     B     D    B     A     D    D     D     D    D     D
HCM2kAvgQ:      1    8     0     2   11     1     1    2     2     7    7     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3423: COMPONENT/FIRST



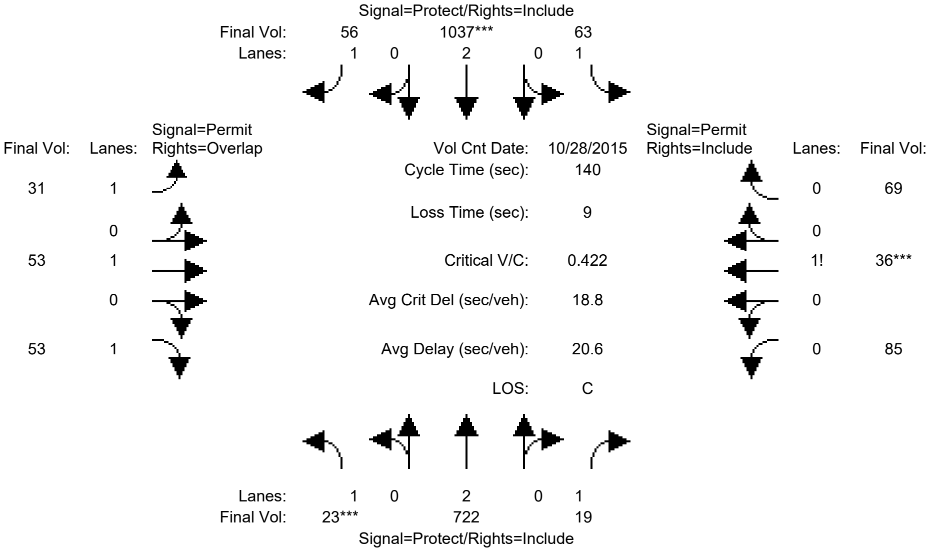
```
                     Signal=Protect/Rights=Include
          Final Vol:     56       1035***       63
              Lanes:      1    0     2       0   1

                 Signal=Permit                                   Signal=Permit
Final Vol: Lanes: Rights=Overlap      Vol Cnt Date: 10/28/2015   Rights=Include   Lanes:   Final Vol:
                                  Cycle Time (sec):    140
   31       1                                                                       0         69

            0                      Loss Time (sec):      9                          0

   48       1                         Critical V/C:  0.421                          1!        35***

            0                Avg Crit Del (sec/veh):   18.8                         0

   53       1                  Avg Delay (sec/veh):   20.5                          0         85

                                               LOS:      C

              Lanes:      1    0     2       0   1
          Final Vol:    23***       722         19
                     Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Oct 2015 << 5:00-6:00
Base Vol:      22  684    19    63 1030    56    28   48    51    85   35    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  684    19    63 1030    56    28   48    51    85   35    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            1   38     0     0    5     0     3    0     2     0    0     0
Initial Fut:   23  722    19    63 1035    56    31   48    53    85   35    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23  722    19    63 1035    56    31   48    53    85   35    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23  722    19    63 1035    56    31   48    53    85   35    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   23  722    19    63 1035    56    31   48    53    85   35    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.45 0.19  0.36
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   787  324   639
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.01  0.04 0.27  0.03  0.02 0.03  0.03  0.11 0.11  0.11
Crit Moves:  ****                  ****                              ****
Green Time:   7.0 75.8  75.8  20.0 88.8  88.8  35.2 35.2  42.2  35.2 35.2  35.2
Volume/Cap:  0.26 0.35  0.02  0.25 0.43  0.05  0.07 0.10  0.10  0.43 0.43  0.43
Delay/Veh:   65.6 18.3  14.9  53.9 13.0   9.7  40.0 40.3  35.3  44.6 44.6  44.6
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:  65.6 18.3  14.9  53.9 13.0   9.7  40.0 40.3  35.3  44.6 44.6  44.6
LOS by Move:    E    B     B     D    B     A     D    D     D     D    D     D
HCM2kAvgQ:      1    8     0     2   11     1     1    2     2     7    7     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3423: COMPONENT/FIRST


Signal=Protect/Rights=Include
Final Vol: 56 1037*** 63
Lanes: 1 0 2 0 1
Signal=Permit
Rights=Overlap
Final Vol: Lanes:
31 1
0
53 1
0
53 1
Signal=Permit
Rights=Include
Lanes: Final Vol:
0 69
0
1! 36***
0
0 85
Lanes: 1 0 2 0 1
Final Vol: 23*** 722 19
Signal=Protect/Rights=Include

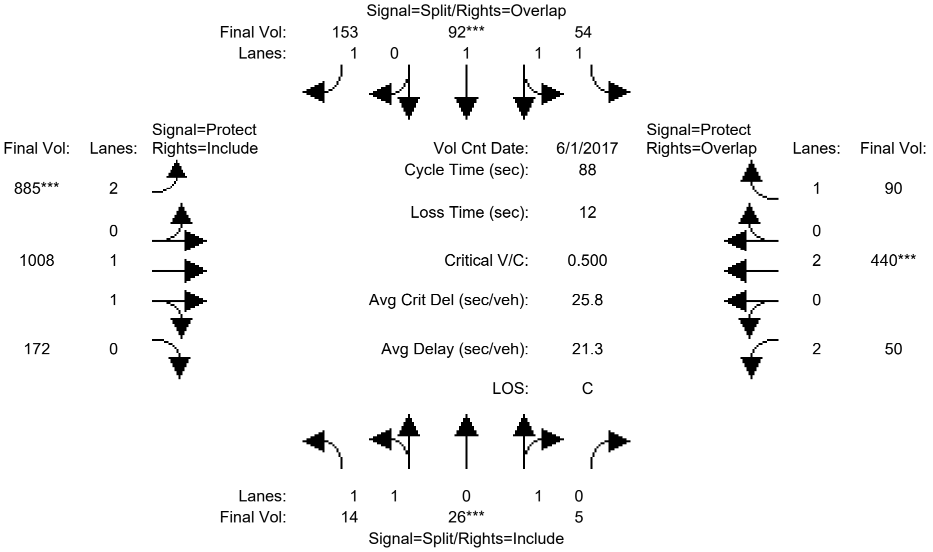
Vol Cnt Date: 10/28/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.422
Avg Crit Del (sec/veh): 18.8
Avg Delay (sec/veh): 20.6
LOS: C

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 28 Oct 2015 << 5:00-6:00
Base Vol:      22  684    19    63 1030    56    28   48    51    85   35    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   22  684    19    63 1030    56    28   48    51    85   35    69
Added Vol:      0    0     0     0    2     0     0    5     0     0    1     0
ATI:            1   38     0     0    5     0     3    0     2     0    0     0
Initial Fut:   23  722    19    63 1037    56    31   53    53    85   36    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23  722    19    63 1037    56    31   53    53    85   36    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23  722    19    63 1037    56    31   53    53    85   36    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   23  722    19    63 1037    56    31   53    53    85   36    69
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.92  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  0.45 0.19  0.36
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750   783  332   636
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.01  0.04 0.27  0.03  0.02 0.03  0.03  0.11 0.11  0.11
Crit Moves:  ****                  ****                               ****
Green Time:   7.0 75.8  75.8  19.9 88.7  88.7  35.3 35.3  42.3  35.3 35.3  35.3
Volume/Cap:  0.26 0.35  0.02  0.25 0.43  0.05  0.07 0.11  0.10  0.43 0.43  0.43
Delay/Veh:   65.6 18.3  14.9  53.9 13.0   9.7  39.9 40.4  35.2  44.6 44.6  44.6
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:  65.6 18.3  14.9  53.9 13.0   9.7  39.9 40.4  35.2  44.6 44.6  44.6
LOS by Move:    E    B     B     D    B     A     D    D     D     D    D     D
HCM2kAvgQ:      1    8     0     2   11     1     1    2     2     7    7     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD



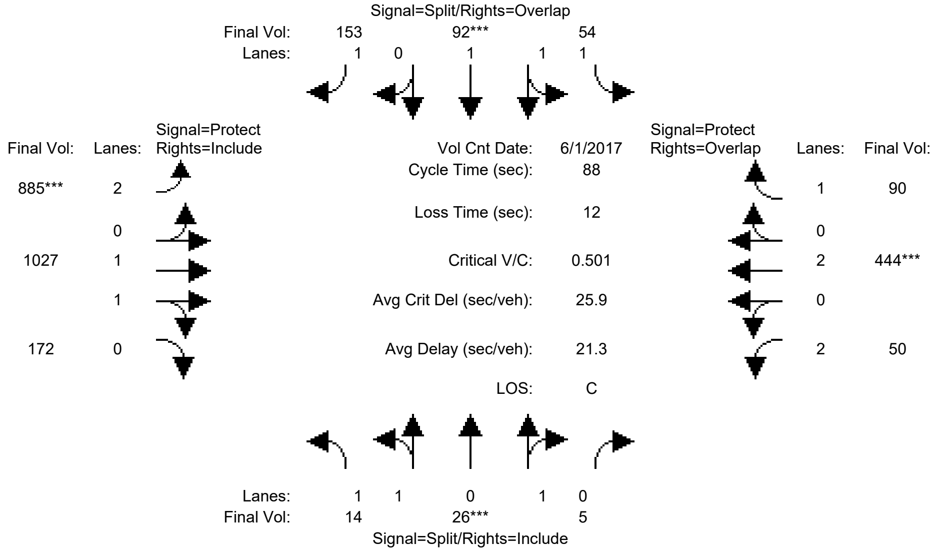
```
                        Signal=Split/Rights=Overlap
            Final Vol:    153        92***        54
               Lanes:      1    0      1       1   1

                   Signal=Protect                                     Signal=Protect
Final Vol:  Lanes: Rights=Include        Vol Cnt Date:   6/1/2017    Rights=Overlap   Lanes:  Final Vol:
                                     Cycle Time (sec):      88
  885***      2                                                                         1        90
                                      Loss Time (sec):      12
              0                                                                         0
  1008        1                          Critical V/C:    0.500                         2      440***
              1                Avg Crit Del (sec/veh):     25.8                         0
   172        0                   Avg Delay (sec/veh):     21.3                         2        50
                                                  LOS:      C

               Lanes:      1    1      0       1   0
            Final Vol:    14          26***        5
                        Signal=Split/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:       14   26     5    54   92   153   885 1008   172    50  440    90
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    14   26     5    54   92   153   885 1008   172    50  440    90
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
ATI:             0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    14   26     5    54   92   153   885 1008   172    50  440    90
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     14   26     5    54   92   153   885 1008   172    50  440    90
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    14   26     5    54   92   153   885 1008   172    50  440    90
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    14   26     5    54   92   153   885 1008   172    50  440    90
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.92 0.98  0.95  0.92 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:        1.00 1.67  0.33  1.15 1.85  1.00  2.00 1.70  0.30  2.00 2.00  1.00
Final Sat.:   1750 3103   597  2014 3432  1750  3150 3160   539  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.01  0.01  0.03 0.03  0.09  0.28 0.32  0.32  0.02 0.12  0.05
Crit Moves:        ****             ****        ****                  ****
Green Time:   10.0 10.0  10.0  10.0 10.0  49.7  39.7 44.8  44.8  11.2 16.3  26.3
Volume/Cap:   0.07 0.07  0.07  0.24 0.24  0.15  0.62 0.63  0.63  0.12 0.62  0.17
Delay/Veh:    34.9 34.9  34.9  35.7 35.7   9.2  19.3 16.2  16.2  34.2 34.7  22.9
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   34.9 34.9  34.9  35.7 35.7   9.2  19.3 16.2  16.2  34.2 34.7  22.9
LOS by Move:     C    C     C     D    D     A     B    B     B     C    C     C
HCM2kAvgQ:       0    0     0     1    1     2    12   12    12     1    5     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 153 92*** 54
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
885*** 2
0
1027 1
1
172 0
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 90
0
2 444***
0
2 50
Lanes: 1 1 0 1 0
Final Vol: 14 26*** 5
Signal=Split/Rights=Include

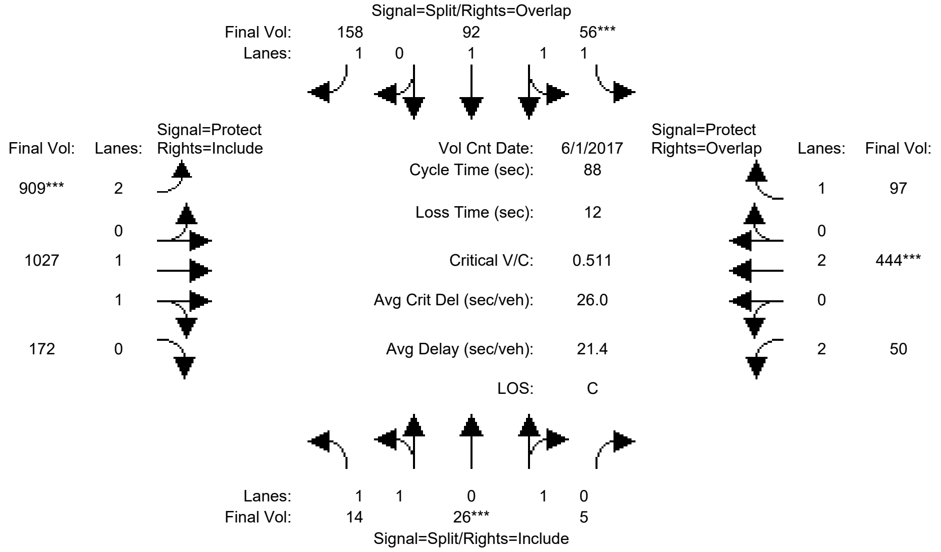
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.501
Avg Crit Del (sec/veh): 25.9
Avg Delay (sec/veh): 21.3
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      14   26     5    54   92   153   885 1008   172    50  440    90
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14   26     5    54   92   153   885 1008   172    50  440    90
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0   19     0     0    4     0
Initial Fut:   14   26     5    54   92   153   885 1027   172    50  444    90
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14   26     5    54   92   153   885 1027   172    50  444    90
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14   26     5    54   92   153   885 1027   172    50  444    90
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14   26     5    54   92   153   885 1027   172    50  444    90
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.00 1.67  0.33  1.15 1.85  1.00  2.00 1.71  0.29  2.00 2.00  1.00
Final Sat.:  1750 3103   597  2014 3432  1750  3150 3169   531  3150 3800  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.03  0.09  0.28 0.32  0.32  0.02 0.12  0.05
Crit Moves:       ****              ****        ****                   ****
Green Time:  10.0 10.0  10.0  10.0 10.0  49.6  39.6 45.0  45.0  11.0 16.4  26.4
Volume/Cap:  0.07 0.07  0.07  0.24 0.24  0.16  0.63 0.63  0.63  0.13 0.63  0.17
Delay/Veh:   34.9 34.9  34.9  35.7 35.7   9.3  19.4 16.3  16.3  34.3 34.7  22.8
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:  34.9 34.9  34.9  35.7 35.7   9.3  19.4 16.3  16.3  34.3 34.7  22.8
LOS by Move:    C    C     C     D    D     A     B    B     B     C    C     C
HCM2kAvgQ:      0    0     0     1    1     2    12   13    13     1    5     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD

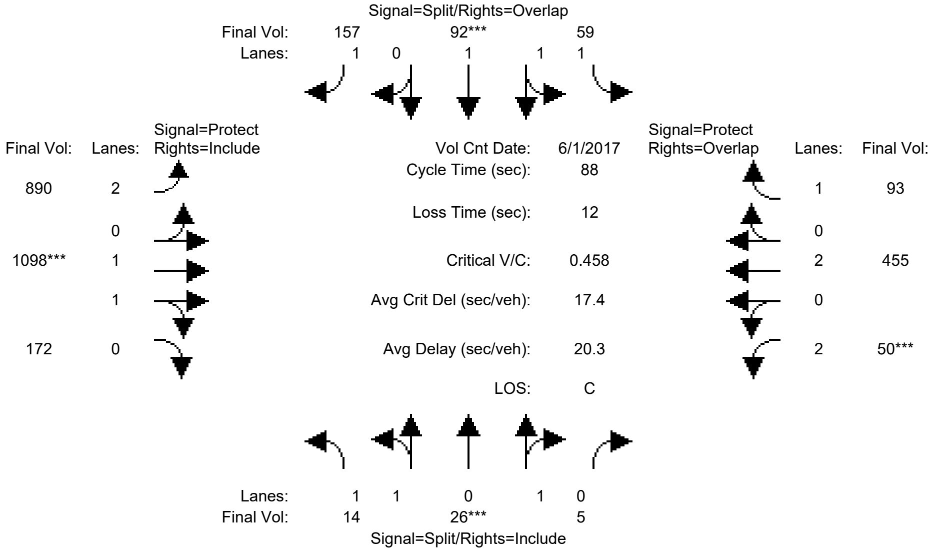

Signal=Split/Rights=Overlap
Final Vol: 158 92 56***
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
909*** 2
0
1027 1
1
172 0
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.511
Avg Crit Del (sec/veh): 26.0
Avg Delay (sec/veh): 21.4
LOS: C
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 97
0
2 444***
0
2 50
Lanes: 1 1 0 1 0
Final Vol: 14 26*** 5
Signal=Split/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      14   26     5    54   92   153   885 1008   172    50  440    90
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14   26     5    54   92   153   885 1008   172    50  440    90
Added Vol:      0    0     0     2    0     5    24    0     0     0    0     7
ATI:            0    0     0     0    0     0     0   19     0     0    4     0
Initial Fut:   14   26     5    56   92   158   909 1027   172    50  444    97
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14   26     5    56   92   158   909 1027   172    50  444    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14   26     5    56   92   158   909 1027   172    50  444    97
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14   26     5    56   92   158   909 1027   172    50  444    97
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.00 1.67  0.33  1.17 1.83  1.00  2.00 1.71  0.29  2.00 2.00  1.00
Final Sat.:  1750 3103   597  2061 3386  1750  3150 3169   531  3150 3800  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.03  0.09  0.29 0.32  0.32  0.02 0.12  0.06
Crit Moves:       ****        ****             ****                   ****
Green Time:  10.0 10.0  10.0  10.0 10.0  49.9  39.9 45.0  45.0  11.0 16.1  26.1
Volume/Cap:  0.07 0.07  0.07  0.24 0.24  0.16  0.64 0.63  0.63  0.13 0.64  0.19
Delay/Veh:   34.9 34.9  34.9  35.7 35.7   9.2  19.5 16.3  16.3  34.3 35.2  23.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.9 34.9  34.9  35.7 35.7   9.2  19.5 16.3  16.3  34.3 35.2  23.2
LOS by Move:    C    C     C     D    D     A     B    B     B     C    D     C
HCM2kAvgQ:      0    0     0     1    1     2    12   13    13     1    5     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 157 92*** 59
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
890 2
0
1098*** 1
1
172 0
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 93
0
2 455
0
2 50***
Lanes: 1 1 0 1 0
Final Vol: 14 26*** 5
Signal=Split/Rights=Include

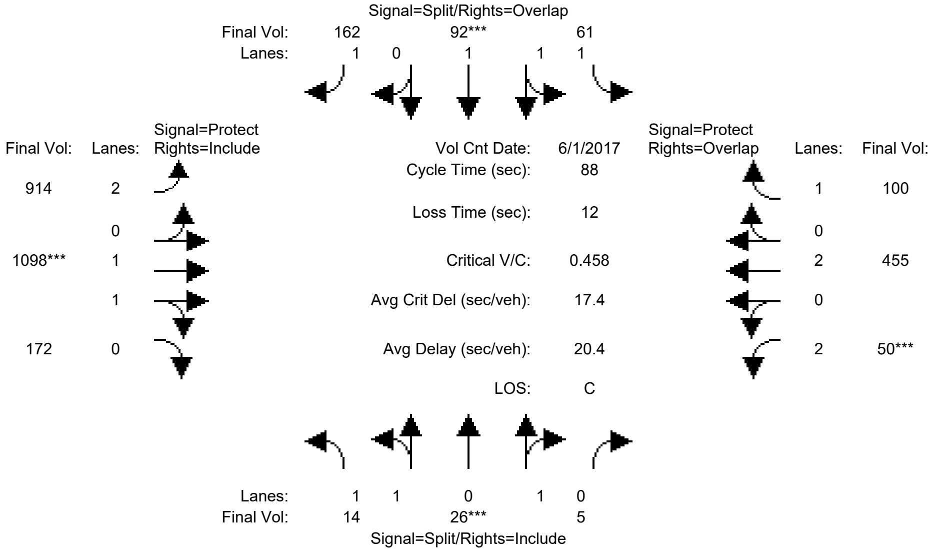
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.458
Avg Crit Del (sec/veh): 17.4
Avg Delay (sec/veh): 20.3
LOS: C

```
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     10   10    10    10   10    10     7   10    10     7   10    10
Y+R:           4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:       14   26     5    54   92   153   885 1027   172    50  444    90
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    14   26     5    54   92   153   885 1027   172    50  444    90
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
ATI:             0    0     0     5    0     4     5   71     0     0   11     3
Initial Fut:    14   26     5    59   92   157   890 1098   172    50  455    93
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     14   26     5    59   92   157   890 1098   172    50  455    93
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    14   26     5    59   92   157   890 1098   172    50  455    93
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    14   26     5    59   92   157   890 1098   172    50  455    93
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.92 0.98  0.95  0.92 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:        1.00 1.67  0.33  1.21 1.79  1.00  2.00 1.72  0.28  2.00 2.00  1.00
Final Sat.:   1750 3103   597  2128 3318  1750  3150 3199   501  3150 3800  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.01  0.01  0.03 0.03  0.09  0.28 0.34  0.34  0.02 0.12  0.05
Crit Moves:        ****              ****              ****        ****
Green Time:   10.0 10.0  10.0  10.0 10.0  49.3  39.3 49.0  49.0   7.0 16.7  26.7
Volume/Cap:   0.07 0.07  0.07  0.24 0.24  0.16  0.63 0.62  0.62  0.20 0.63  0.18
Delay/Veh:    34.9 34.9  34.9  35.8 35.8   9.4  19.7 13.7  13.7  38.3 34.7  22.7
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   34.9 34.9  34.9  35.8 35.8   9.4  19.7 13.7  13.7  38.3 34.7  22.7
LOS by Move:     C    C     C     D    D     A     B    B     B     D    C     C
HCM2kAvgQ:       0    0     0     1    1     2    12   12    12     1    6     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 162 92*** 61
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
914 2
0
1098*** 1
1
172 0
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 100
0
2 455
0
2 50***
Lanes: 1 1 0 1 0
Final Vol: 14 26*** 5
Signal=Split/Rights=Include

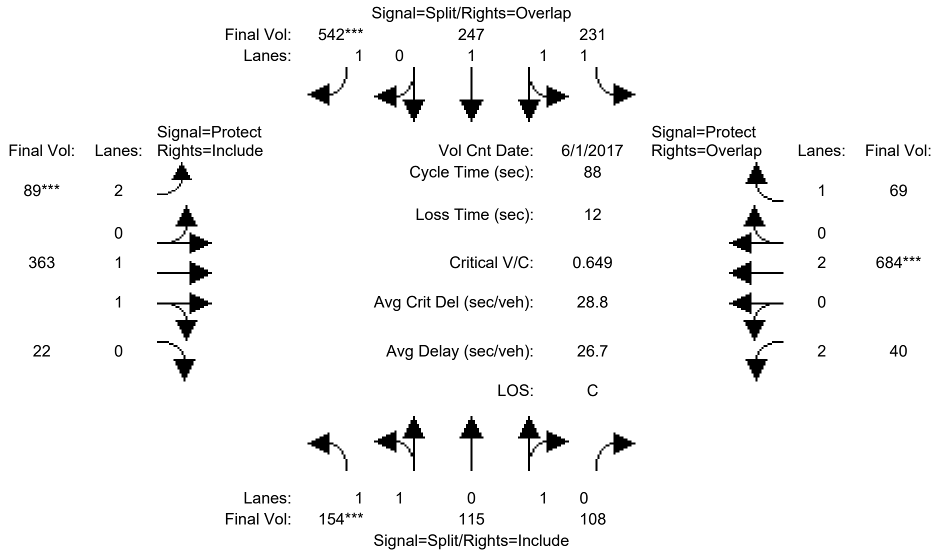
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.458
Avg Crit Del (sec/veh): 17.4
Avg Delay (sec/veh): 20.4
LOS: C

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      14   26     5    54   92   153   885 1027   172    50  444    90
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14   26     5    54   92   153   885 1027   172    50  444    90
Added Vol:      0    0     0     2    0     5    24    0     0     0    0     7
ATI:            0    0     0     5    0     4     5   71     0     0   11     3
Initial Fut:   14   26     5    61   92   162   914 1098   172    50  455   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14   26     5    61   92   162   914 1098   172    50  455   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14   26     5    61   92   162   914 1098   172    50  455   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14   26     5    61   92   162   914 1098   172    50  455   100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.93 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.00 1.67  0.33  1.23 1.77  1.00  2.00 1.72  0.28  2.00 2.00  1.00
Final Sat.:  1750 3103   597  2171 3275  1750  3150 3199   501  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.03 0.03  0.09  0.29 0.34  0.34  0.02 0.12  0.06
Crit Moves:       ****             ****             ****        ****
Green Time:  10.0 10.0  10.0  10.0 10.0  49.6  39.6 49.0  49.0   7.0 16.4  26.4
Volume/Cap:  0.07 0.07  0.07  0.25 0.25  0.16  0.64 0.62  0.62  0.20 0.64  0.19
Delay/Veh:   34.9 34.9  34.9  35.8 35.8   9.3  19.7 13.7  13.7  38.3 35.2  23.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.9 34.9  34.9  35.8 35.8   9.3  19.7 13.7  13.7  38.3 35.2  23.1
LOS by Move:    C    C     C     D    D     A     B    B     B     D    D     C
HCM2kAvgQ:      0    0     0     2    2     2    12   12    12     1    6     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 542*** 247 231
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
89*** 2
0
363 1
1
22 0
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 69
0
2 684***
0
2 40
Lanes: 1 1 0 1 0
Final Vol: 154*** 115 108
Signal=Split/Rights=Include

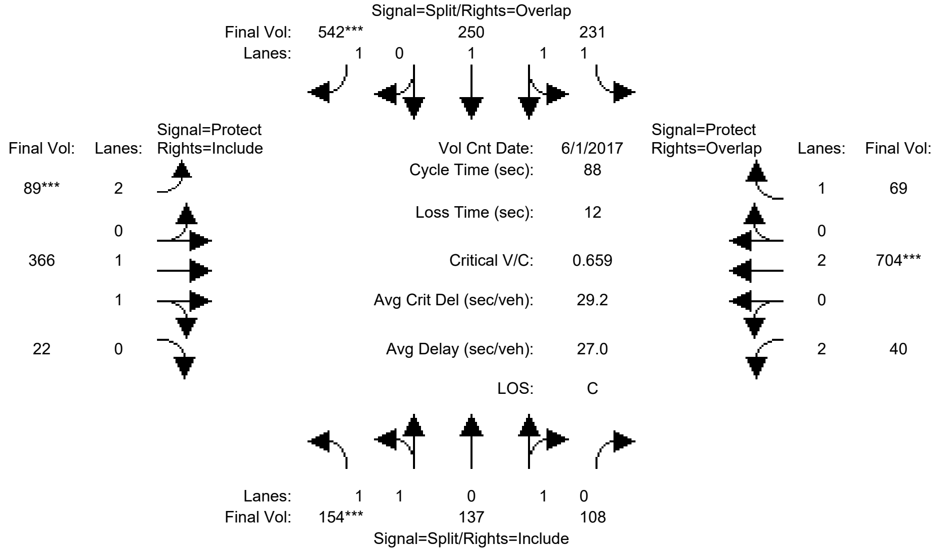
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.649
Avg Crit Del (sec/veh): 28.8
Avg Delay (sec/veh): 26.7
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:     154  115   108   231  247   542    89  363    22    40  684    69
Growth Adj:  1.00 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  115   108   231  247   542    89  363    22    40  684    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  154  115   108   231  247   542    89  363    22    40  684    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  115   108   231  247   542    89  363    22    40  684    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  115   108   231  247   542    89  363    22    40  684    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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  115   108   231  247   542    89  363    22    40  684    69
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.95  0.93 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.24 0.91  0.85  1.49 1.51  1.00  2.00 1.88  0.12  2.00 2.00  1.00
Final Sat.:  2185 1632  1532  2632 2814  1750  3150 3488   211  3150 3800  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.07  0.09 0.09  0.31  0.03 0.10  0.10  0.01 0.18  0.04
Crit Moves:  ****                        ****  ****                   ****
Green Time:  10.0 10.0  10.0  33.1 33.1  40.1   7.0 19.3  19.3  13.5 25.9  59.0
Volume/Cap:  0.62 0.62  0.62  0.23 0.23  0.68  0.36 0.47  0.47  0.08 0.61  0.06
Delay/Veh:   39.2 39.2  39.2  18.8 18.8  21.3  39.2 30.3  30.3  32.0 27.7   5.0
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:  39.2 39.2  39.2  18.8 18.8  21.3  39.2 30.3  30.3  32.0 27.7   5.0
LOS by Move:    D    D     D     B    B     C     D    C     C     C    C     A
HCM2kAvgQ:      5    5     5     3    3    13     2    5     5     1    8     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 542*** 250 231
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
89*** 2
0
366 1
1
22 0
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 69
0
2 704***
0
2 40
Lanes: 1 1 0 1 0
Final Vol: 154*** 137 108
Signal=Split/Rights=Include

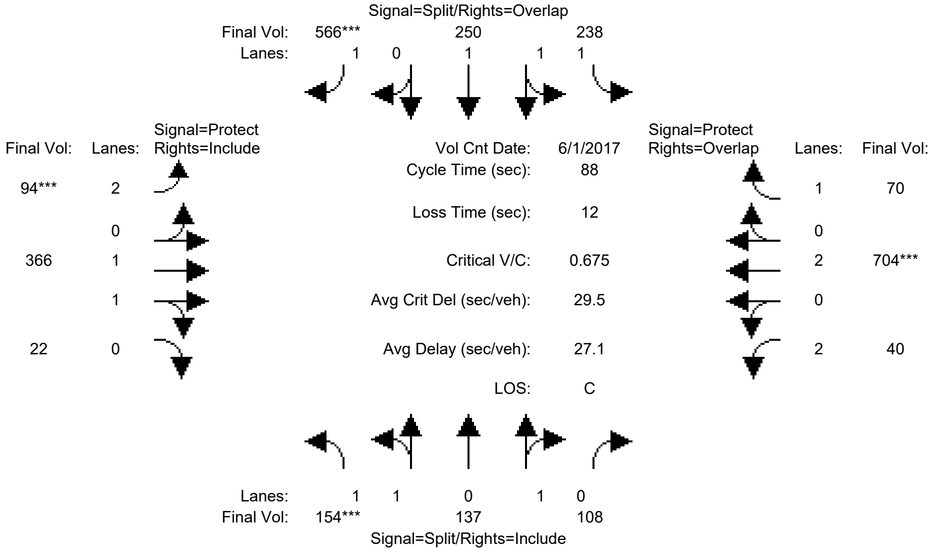
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.659
Avg Crit Del (sec/veh): 29.2
Avg Delay (sec/veh): 27.0
LOS: C

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:     154  115   108   231  247   542    89  363    22    40  684    69
Growth Adj:  1.00 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  115   108   231  247   542    89  363    22    40  684    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   22     0     0    3     0     0    3     0     0   20     0
Initial Fut:  154  137   108   231  250   542    89  366    22    40  704    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  137   108   231  250   542    89  366    22    40  704    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  137   108   231  250   542    89  366    22    40  704    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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  137   108   231  250   542    89  366    22    40  704    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.18 1.02  0.80  1.48 1.52  1.00  2.00 1.88  0.12  2.00 2.00  1.00
Final Sat.:  2065 1837  1448  2615 2831  1750  3150 3490   210  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.07  0.09 0.09  0.31  0.03 0.10  0.10  0.01 0.19  0.04
Crit Moves:  ****                        ****  ****                  ****
Green Time:  10.0 10.0  10.0  32.7 32.7  39.7   7.0 19.6  19.6  13.7 26.3  59.0
Volume/Cap:  0.66 0.66  0.66  0.24 0.24  0.69  0.36 0.47  0.47  0.08 0.62  0.06
Delay/Veh:   40.0 40.0  40.0  19.1 19.1  21.8  39.2 30.1  30.1  31.8 27.6   5.0
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:  40.0 40.0  40.0  19.1 19.1  21.8  39.2 30.1  30.1  31.8 27.6   5.0
LOS by Move:    D    D     D     B    B     C     D    C     C     C    C     A
HCM2kAvgQ:      5    5     5     3    3    14     2    5     5     1    8     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD

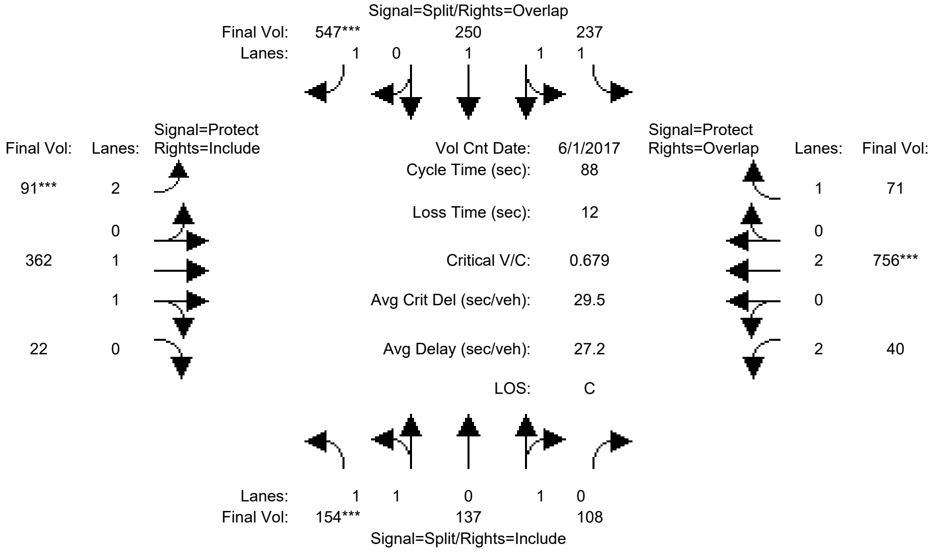

Signal=Split/Rights=Overlap
Final Vol: 566*** 250 238
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
94*** 2
0
366 1
1
22 0
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.675
Avg Crit Del (sec/veh): 29.5
Avg Delay (sec/veh): 27.1
LOS: C
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 70
0
2 704***
0
2 40
Lanes: 1 1 0 1 0
Final Vol: 154*** 137 108
Signal=Split/Rights=Include

```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:     154  115   108   231  247   542    89  363    22    40  684    69
Growth Adj:  1.00 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  115   108   231  247   542    89  363    22    40  684    69
Added Vol:      0    0     0     7    0    24     5    0     0     0    0     1
ATI:            0   22     0     0    3     0     0    3     0     0   20     0
Initial Fut:  154  137   108   238  250   566    94  366    22    40  704    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   154  137   108   238  250   566    94  366    22    40  704    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  137   108   238  250   566    94  366    22    40  704    70
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  154  137   108   238  250   566    94  366    22    40  704    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.18 1.02  0.80  1.50 1.50  1.00  2.00 1.88  0.12  2.00 2.00  1.00
Final Sat.:  2065 1837  1448  2656 2790  1750  3150 3490   210  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.07  0.09 0.09  0.32  0.03 0.10  0.10  0.01 0.19  0.04
Crit Moves:  ****                        ****  ****                   ****
Green Time:  10.0 10.0  10.0  33.5 33.5  40.5   7.0 19.1  19.1  13.4 25.5  59.0
Volume/Cap:  0.66 0.66  0.66  0.24 0.24  0.70  0.38 0.48  0.48  0.08 0.64  0.06
Delay/Veh:   40.0 40.0  40.0  18.6 18.6  21.7  39.4 30.6  30.6  32.1 28.5   5.0
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:  40.0 40.0  40.0  18.6 18.6  21.7  39.4 30.6  30.6  32.1 28.5   5.0
LOS by Move:    D    D     D     B    B     C     D    C     C     C    C     A
HCM2kAvgQ:      5    5     5     3    3    14     2    5     5     1    8     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 547*** 250 237
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
91*** 2
0
362 1
1
22 0
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 71
0
2 756***
0
2 40
Lanes: 1 1 0 1 0
Final Vol: 154*** 137 108
Signal=Split/Rights=Include

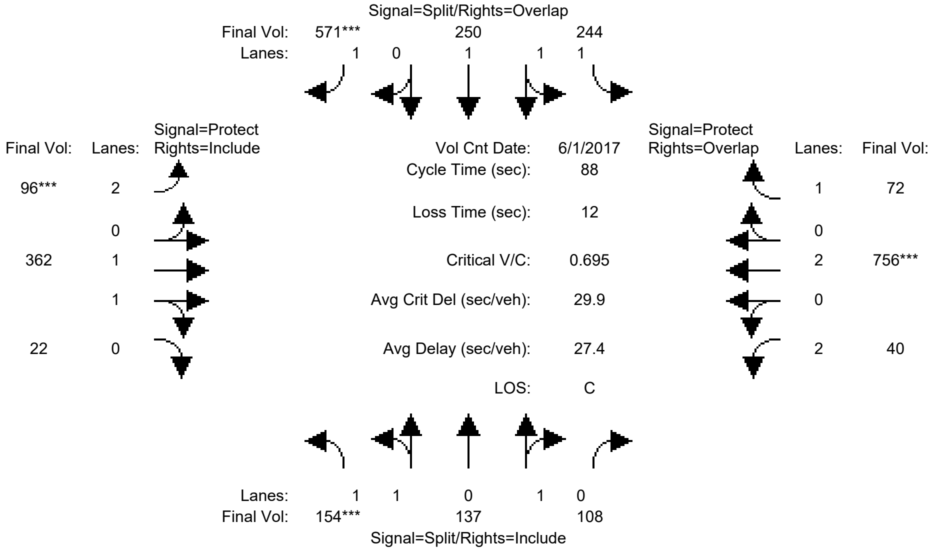
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.679
Avg Crit Del (sec/veh): 29.5
Avg Delay (sec/veh): 27.2
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:     154  137   108   231  250   542    89  366    22    40  704    69
Growth Adj:  1.00 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  137   108   231  250   542    89  366    22    40  704    69
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     6    0     5     2   -4     0     0   52     2
Initial Fut:  154  137   108   237  250   547    91  362    22    40  756    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   154  137   108   237  250   547    91  362    22    40  756    71
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  137   108   237  250   547    91  362    22    40  756    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  154  137   108   237  250   547    91  362    22    40  756    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.18 1.02  0.80  1.50 1.50  1.00  2.00 1.88  0.12  2.00 2.00  1.00
Final Sat.:  2065 1837  1448  2650 2796  1750  3150 3488   212  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.07  0.09 0.09  0.31  0.03 0.10  0.10  0.01 0.20  0.04
Crit Moves:  ****                        ****  ****                  ****
Green Time:  10.0 10.0  10.0  31.8 31.8  38.8   7.0 20.1  20.1  14.1 27.2  59.0
Volume/Cap:  0.66 0.66  0.66  0.25 0.25  0.71  0.36 0.45  0.45  0.08 0.64  0.06
Delay/Veh:   40.0 40.0  40.0  19.8 19.8  23.0  39.3 29.6  29.6  31.5 27.5   5.0
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:  40.0 40.0  40.0  19.8 19.8  23.0  39.3 29.6  29.6  31.5 27.5   5.0
LOS by Move:    D    D     D     B    B     C     D    C     C     C    C     A
HCM2kAvgQ:      5    5     5     3    3    14     2    5     5     1    9     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3564: GUADALUPE/ORCHARD


Signal=Split/Rights=Overlap
Final Vol: 571*** 250 244
Lanes: 1 0 1 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
96*** 2
0
362 1
1
22 0
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 72
0
2 756***
0
2 40
Lanes: 1 1 0 1 0
Final Vol: 154*** 137 108
Signal=Split/Rights=Include

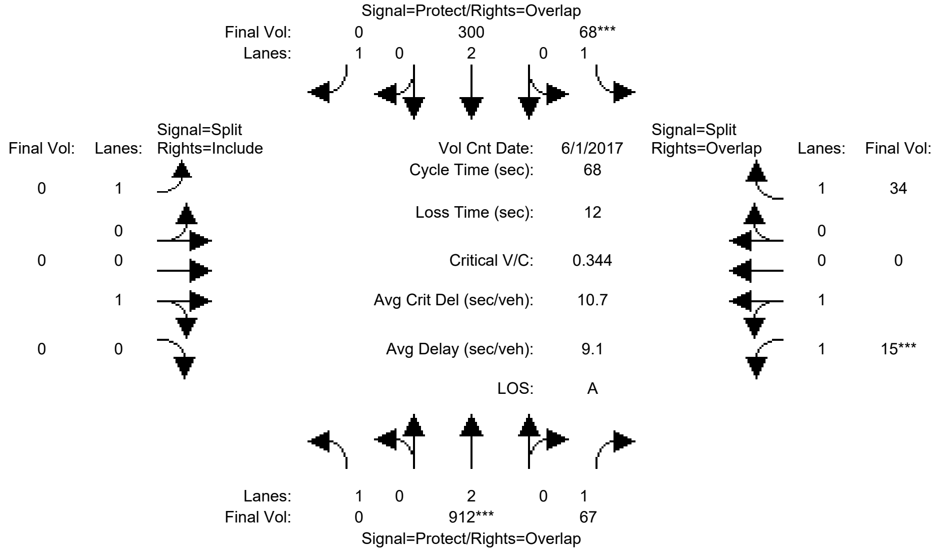
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 88
Loss Time (sec): 12
Critical V/C: 0.695
Avg Crit Del (sec/veh): 29.9
Avg Delay (sec/veh): 27.4
LOS: C

```
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:     154  137   108   231  250   542    89  366    22    40  704    69
Growth Adj:  1.00 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  137   108   231  250   542    89  366    22    40  704    69
Added Vol:      0    0     0     7    0    24     5    0     0     0    0     1
ATI:            0    0     0     6    0     5     2   -4     0     0   52     2
Initial Fut:  154  137   108   244  250   571    96  362    22    40  756    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  137   108   244  250   571    96  362    22    40  756    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154  137   108   244  250   571    96  362    22    40  756    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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  137   108   244  250   571    96  362    22    40  756    72
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.98  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       1.18 1.02  0.80  1.52 1.48  1.00  2.00 1.88  0.12  2.00 2.00  1.00
Final Sat.:  2065 1837  1448  2690 2756  1750  3150 3488   212  3150 3800  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.07  0.09 0.09  0.33  0.03 0.10  0.10  0.01 0.20  0.04
Crit Moves:  ****                          ****  ****                   ****
Green Time:  10.0 10.0  10.0  32.7 32.7  39.7   7.0 19.6  19.6  13.7 26.3  59.0
Volume/Cap:  0.66 0.66  0.66  0.24 0.24  0.72  0.38 0.47  0.47  0.08 0.66  0.06
Delay/Veh:   40.0 40.0  40.0  19.2 19.2  23.0  39.4 30.1  30.1  31.8 28.5   5.0
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:  40.0 40.0  40.0  19.2 19.2  23.0  39.4 30.1  30.1  31.8 28.5   5.0
LOS by Move:    D    D     D     B    B     C     D    C     C     C    C     A
HCM2kAvgQ:      5    5     5     3    3    15     2    5     5     1    9     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD



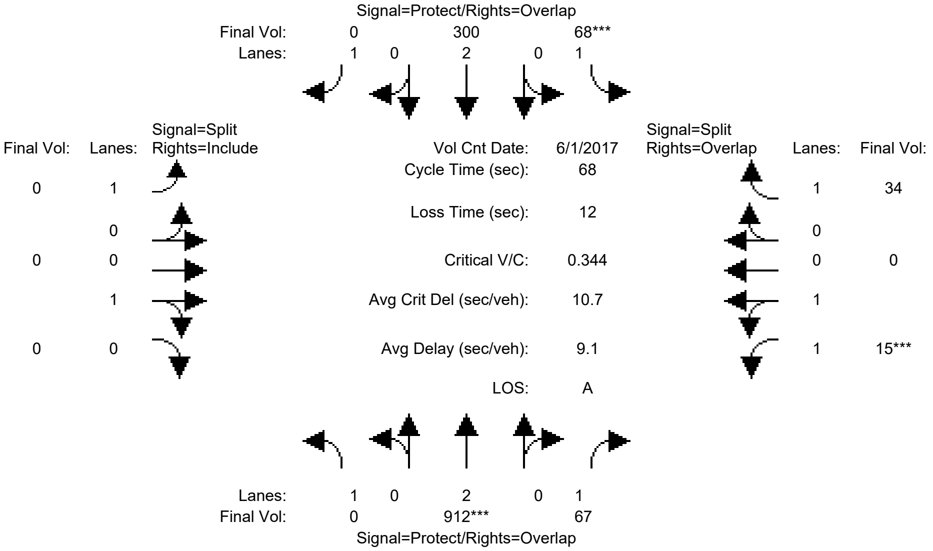
```
                          Signal=Protect/Rights=Overlap
               Final Vol:    0          300          68***
                   Lanes:    1     0     2      0    1

                 Signal=Split                                      Signal=Split
Final Vol:  Lanes:  Rights=Include     Vol Cnt Date:   6/1/2017    Rights=Overlap   Lanes:   Final Vol:
                                    Cycle Time (sec):     68
    0          1                                                                       1         34
                                     Loss Time (sec):     12
               0                                                                       0
    0          0                        Critical V/C:    0.344                         0          0
               1                Avg Crit Del (sec/veh):   10.7                         1
    0          0                   Avg Delay (sec/veh):    9.1                         1         15***
                                                 LOS:      A

                   Lanes:    1     0     2      0    1
               Final Vol:    0         912***       67
                          Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    7   10     10     7   10     10    10   10     10    10   10     10
Y+R:         4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      0  912     67    68  300      0     0    0      0    15    0     34
Growth Adj:  1.00 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  912     67    68  300      0     0    0      0    15    0     34
Added Vol:     0    0      0     0    0      0     0    0      0     0    0      0
ATI:           0    0      0     0    0      0     0    0      0     0    0      0
Initial Fut:   0  912     67    68  300      0     0    0      0    15    0     34
User Adj:    1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Volume:    0  912     67    68  300      0     0    0      0    15    0     34
Reduct Vol:    0    0      0     0    0      0     0    0      0     0    0      0
Reduced Vol:   0  912     67    68  300      0     0    0      0    15    0     34
PCE Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
MLF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
FinalVolume:   0  912     67    68  300      0     0    0      0    15    0     34
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900  1900 1900   1900  1900 1900   1900  1900 1900   1900
Adjustment:  0.92 1.00   0.92  0.92 1.00   0.92  0.92 1.00   0.92  0.93 1.00   0.92
Lanes:       1.00 2.00   1.00  1.00 2.00   1.00  1.00 1.00   0.00  2.00 0.00   1.00
Final Sat.:  1750 3800   1750  1750 3800   1750  1750 1900      0  3550    0   1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24   0.04  0.04 0.08   0.00  0.00 0.00   0.00  0.00 0.00   0.02
Crit Moves:       ****         ****                                 ****
Green Time:   0.0 39.0   49.0   7.0 46.0    0.0   0.0  0.0    0.0  10.0  0.0   17.0
Volume/Cap:  0.00 0.42   0.05  0.38 0.12   0.00  0.00 0.00   0.00  0.03 0.00   0.08
Delay/Veh:    0.0  8.7    2.8  34.4  4.0    0.0   0.0  0.0    0.0  24.9  0.0   19.9
User DelAdj: 1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
AdjDel/Veh:   0.0  8.7    2.8  34.4  4.0    0.0   0.0  0.0    0.0  24.9  0.0   19.9
LOS by Move:    A    A      A     C    A      A     A    A      A     C    A      B
HCM2kAvgQ:      0    6      0     1    1      0     0    0      0     0    0      1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD


Signal=Protect/Rights=Overlap
Final Vol: 0 300 68***
Lanes: 1 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 1
0
0 0
1
0 0
Signal=Split
Rights=Overlap
Lanes:
Final Vol:
1 34
0
0 0
1
1 15***
Lanes: 1 0 2 0 1
Final Vol: 0 912*** 67
Signal=Protect/Rights=Overlap

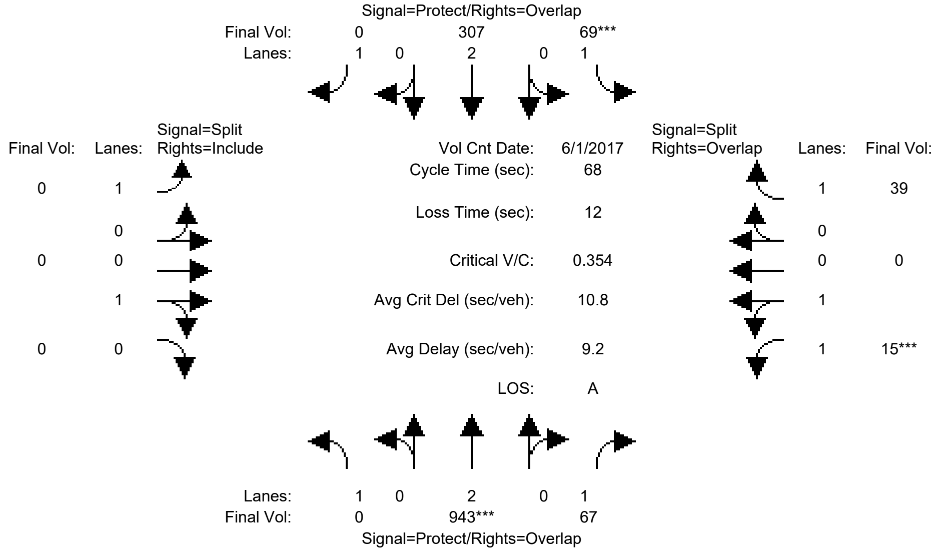
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.344
Avg Crit Del (sec/veh): 10.7
Avg Delay (sec/veh): 9.1
LOS: A

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:       0  912    67    68  300     0     0    0     0    15    0    34
Growth Adj:  1.00 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  912    67    68  300     0     0    0     0    15    0    34
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  912    67    68  300     0     0    0     0    15    0    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  912    67    68  300     0     0    0     0    15    0    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  912    67    68  300     0     0    0     0    15    0    34
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  912    67    68  300     0     0    0     0    15    0    34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.04  0.04 0.08  0.00  0.00 0.00  0.00  0.00 0.00  0.02
Crit Moves:       ****        ****                              ****
Green Time:   0.0 39.0  49.0   7.0 46.0   0.0   0.0  0.0   0.0  10.0  0.0  17.0
Volume/Cap:  0.00 0.42  0.05  0.38 0.12  0.00  0.00 0.00  0.00  0.03 0.00  0.08
Delay/Veh:    0.0  8.7   2.8  34.4  4.0   0.0   0.0  0.0   0.0  24.9  0.0  19.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.7   2.8  34.4  4.0   0.0   0.0  0.0   0.0  24.9  0.0  19.9
LOS by Move:    A    A     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    6     0     1    1     0     0    0     0     0    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD



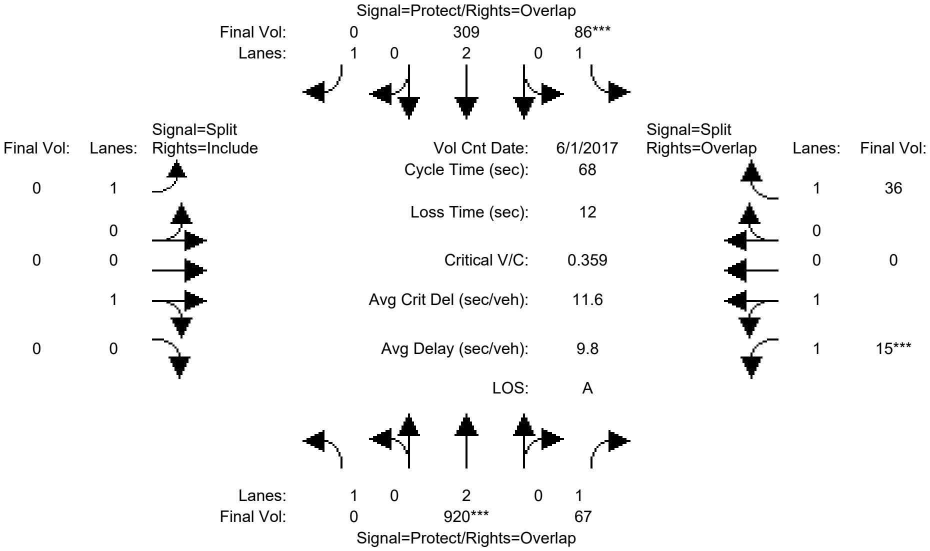
```
                         Signal=Protect/Rights=Overlap
              Final Vol:     0          307          69***
                  Lanes:     1     0     2      0     1

               Signal=Split                                  Signal=Split
Final Vol:  Lanes:  Rights=Include     Vol Cnt Date:   6/1/2017   Rights=Overlap   Lanes:   Final Vol:
    0          1                   Cycle Time (sec):      68                       1          39
               0                    Loss Time (sec):      12                       0
    0          0                      Critical V/C:    0.354                       0           0
               1                Avg Crit Del (sec/veh):  10.8                      1
    0          0                   Avg Delay (sec/veh):   9.2                      1          15***
                                                LOS:       A

                  Lanes:     1     0     2      0     1
              Final Vol:     0         943***         67
                         Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:       0  912    67    68  300     0     0    0     0    15    0    34
Growth Adj:  1.00 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  912    67    68  300     0     0    0     0    15    0    34
Added Vol:      0   31     0     1    7     0     0    0     0     0    0     5
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  943    67    69  307     0     0    0     0    15    0    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  943    67    69  307     0     0    0     0    15    0    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  943    67    69  307     0     0    0     0    15    0    39
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  943    67    69  307     0     0    0     0    15    0    39
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.04  0.04 0.08  0.00  0.00 0.00  0.00  0.00 0.00  0.02
Crit Moves:       ****        ****                                ****
Green Time:   0.0 39.0  49.0   7.0 46.0   0.0   0.0  0.0   0.0  10.0  0.0  17.0
Volume/Cap:  0.00 0.43  0.05  0.38 0.12  0.00  0.00 0.00  0.00  0.03 0.00  0.09
Delay/Veh:    0.0  8.9   2.8  34.6  4.0   0.0   0.0  0.0   0.0  24.9  0.0  20.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.9   2.8  34.6  4.0   0.0   0.0  0.0   0.0  24.9  0.0  20.0
LOS by Move:    A    A     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    6     0     2    1     0     0    0     0     0    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3843: COMPONENT/ORCHARD


Signal=Protect/Rights=Overlap
Final Vol: 0 309 86***
Lanes: 1 0 2 0 1
Signal=Split
Rights=Include
Final Vol: Lanes:
0 1
0
0 0
1
0 0
Signal=Split
Rights=Overlap
Lanes: Final Vol:
1 36
0
0 0
1
1 15***
Lanes: 1 0 2 0 1
Final Vol: 0 920*** 67
Signal=Protect/Rights=Overlap

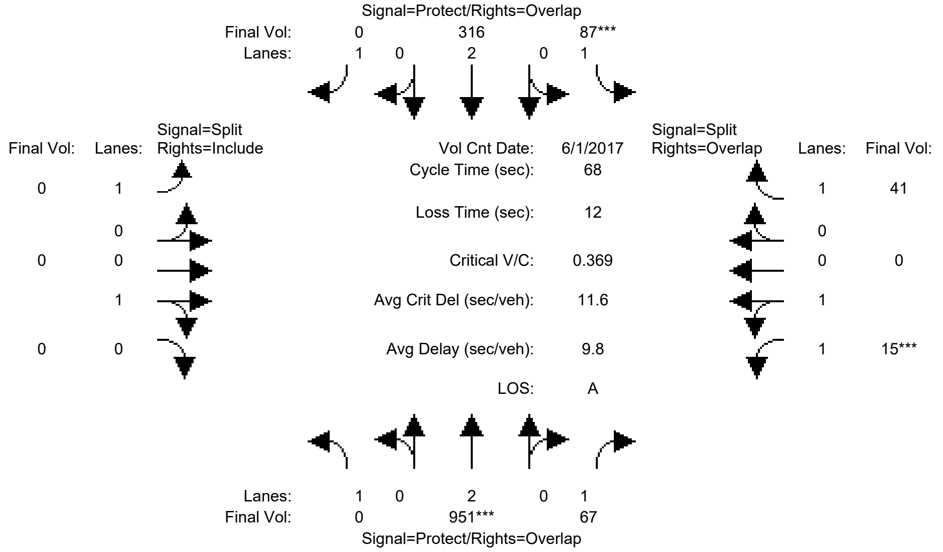
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.359
Avg Crit Del (sec/veh): 11.6
Avg Delay (sec/veh): 9.8
LOS: A

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:       0  912    67    68  300     0     0    0     0    15    0    34
Growth Adj:  1.00 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  912    67    68  300     0     0    0     0    15    0    34
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    8     0    18    9     0     0    0     0     0    0     2
Initial Fut:    0  920    67    86  309     0     0    0     0    15    0    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  920    67    86  309     0     0    0     0    15    0    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  920    67    86  309     0     0    0     0    15    0    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  920    67    86  309     0     0    0     0    15    0    36
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.04  0.05 0.08  0.00  0.00 0.00  0.00  0.00 0.00  0.02
Crit Moves:       ****        ****                                ****
Green Time:   0.0 38.2  48.2   7.8 46.0   0.0   0.0  0.0   0.0  10.0  0.0  17.8
Volume/Cap:  0.00 0.43  0.05  0.43 0.12  0.00  0.00 0.00  0.00  0.03 0.00  0.08
Delay/Veh:    0.0  9.2   3.1  34.7  4.0   0.0   0.0  0.0   0.0  24.9  0.0  19.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  9.2   3.1  34.7  4.0   0.0   0.0  0.0   0.0  24.9  0.0  19.3
LOS by Move:    A    A     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    6     0     2    1     0     0    0     0     0    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD

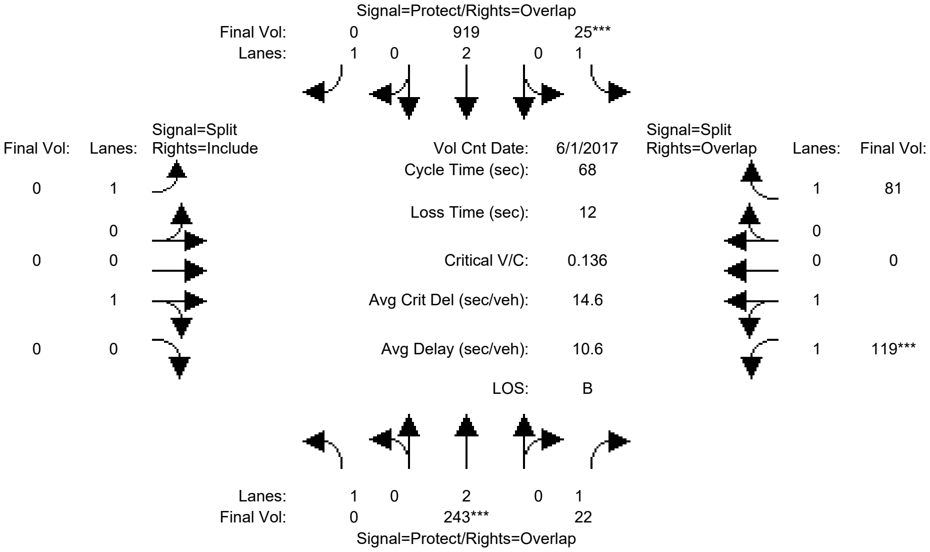

Signal=Protect/Rights=Overlap
Final Vol: 0 316 87***
Lanes: 1 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 1
0
0 0
1
0 0
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.369
Avg Crit Del (sec/veh): 11.6
Avg Delay (sec/veh): 9.8
LOS: A
Signal=Split
Rights=Overlap
Lanes: Final Vol:
1 41
0
0 0
1
1 15***
Lanes: 1 0 2 0 1
Final Vol: 0 951*** 67
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:      7   10    10     7   10    10    10   10    10    10   10    10
Y+R:           4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:        0  912    67    68  300     0     0    0     0    15    0    34
Growth Adj:   1.00 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  912    67    68  300     0     0    0     0    15    0    34
Added Vol:       0   31     0     1    7     0     0    0     0     0    0     5
ATI:             0    8     0    18    9     0     0    0     0     0    0     2
Initial Fut:     0  951    67    87  316     0     0    0     0    15    0    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:      0  951    67    87  316     0     0    0     0    15    0    41
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  951    67    87  316     0     0    0     0    15    0    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:     0  951    67    87  316     0     0    0     0    15    0    41
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:        1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:   1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.25  0.04  0.05 0.08  0.00  0.00 0.00  0.00  0.00 0.00  0.02
Crit Moves:        ****        ****                                ****
Green Time:    0.0 38.4  48.4   7.6 46.0   0.0   0.0  0.0   0.0  10.0  0.0  17.6
Volume/Cap:   0.00 0.44  0.05  0.44 0.12  0.00  0.00 0.00  0.00  0.03 0.00  0.09
Delay/Veh:     0.0  9.3   3.0  35.3  4.0   0.0   0.0  0.0   0.0  24.9  0.0  19.5
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:    0.0  9.3   3.0  35.3  4.0   0.0   0.0  0.0   0.0  24.9  0.0  19.5
LOS by Move:     A    A     A     D    A     A     A    A     A     C    A     B
HCM2kAvgQ:       0    6     0     2    1     0     0    0     0     0    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD

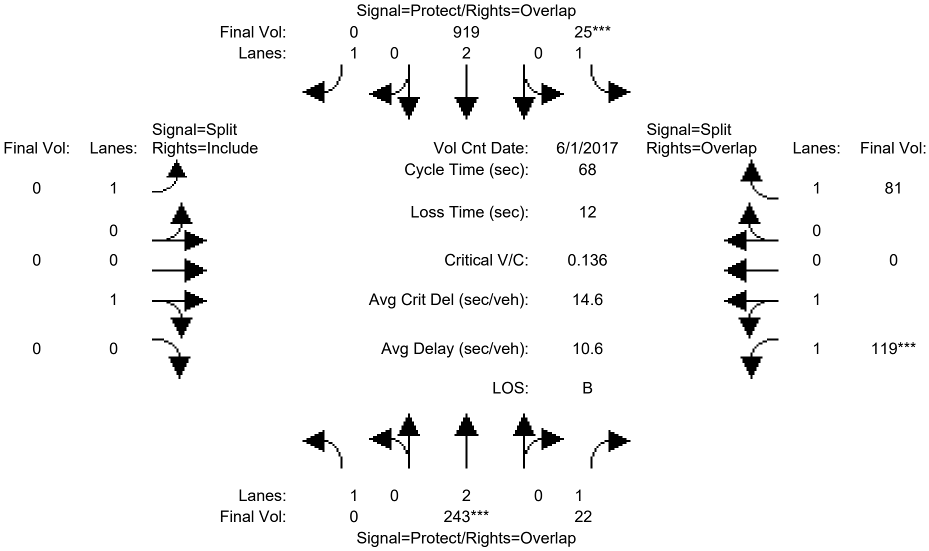

Signal=Protect/Rights=Overlap
Final Vol: 0 919 25***
Lanes: 1 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 1
0
0 0
1
0 0
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.136
Avg Crit Del (sec/veh): 14.6
Avg Delay (sec/veh): 10.6
LOS: B
Signal=Split
Rights=Overlap
Lanes: Final Vol:
1 81
0
0 0
1
1 119***
Lanes: 1 0 2 0 1
Final Vol: 0 243*** 22
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       0  243    22    25  919     0     0    0     0   119    0    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  243    22    25  919     0     0    0     0   119    0    81
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  243    22    25  919     0     0    0     0   119    0    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  243    22    25  919     0     0    0     0   119    0    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  243    22    25  919     0     0    0     0   119    0    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  243    22    25  919     0     0    0     0   119    0    81
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.06  0.01  0.01 0.24  0.00  0.00 0.00  0.00  0.03 0.00  0.05
Crit Moves:       ****        ****                              ****
Green Time:   0.0 32.0  48.8   7.2 39.2   0.0   0.0  0.0   0.0  16.8  0.0  24.0
Volume/Cap:  0.00 0.14  0.02  0.14 0.42  0.00  0.00 0.00  0.00  0.14 0.00  0.13
Delay/Veh:    0.0 10.3   2.8  29.1  8.6   0.0   0.0  0.0   0.0  20.3  0.0  15.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 10.3   2.8  29.1  8.6   0.0   0.0  0.0   0.0  20.3  0.0  15.4
LOS by Move:    A    B     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    1     0     1    6     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD



Signal=Protect/Rights=Overlap
Final Vol: 0 919 25***
Lanes: 1 0 2 0 1

Signal=Split
Rights=Include
Final Vol: 0, 0, 0
Lanes: 1, 0, 0, 1, 0

Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.136
Avg Crit Del (sec/veh): 14.6
Avg Delay (sec/veh): 10.6
LOS: B

Signal=Split
Rights=Overlap
Lanes: 1, 0, 0, 1, 1
Final Vol: 81, 0, 119***

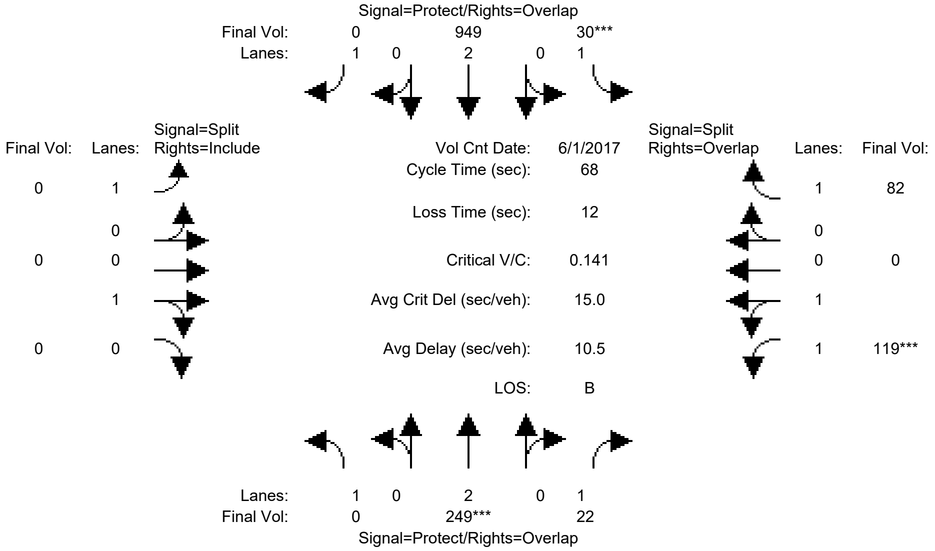
Lanes: 1 0 2 0 1
Final Vol: 0 243*** 22
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       0  243    22    25  919     0     0    0     0   119    0    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  243    22    25  919     0     0    0     0   119    0    81
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  243    22    25  919     0     0    0     0   119    0    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  243    22    25  919     0     0    0     0   119    0    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  243    22    25  919     0     0    0     0   119    0    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  243    22    25  919     0     0    0     0   119    0    81
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.06  0.01  0.01 0.24  0.00  0.00 0.00  0.00  0.03 0.00  0.05
Crit Moves:       ****        ****                                ****
Green Time:   0.0 32.0  48.8   7.2 39.2   0.0   0.0  0.0   0.0  16.8  0.0  24.0
Volume/Cap:  0.00 0.14  0.02  0.14 0.42  0.00  0.00 0.00  0.00  0.14 0.00  0.13
Delay/Veh:    0.0 10.3   2.8  29.1  8.6   0.0   0.0  0.0   0.0  20.3  0.0  15.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 10.3   2.8  29.1  8.6   0.0   0.0  0.0   0.0  20.3  0.0  15.4
LOS by Move:    A    B     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    1     0     1    6     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD



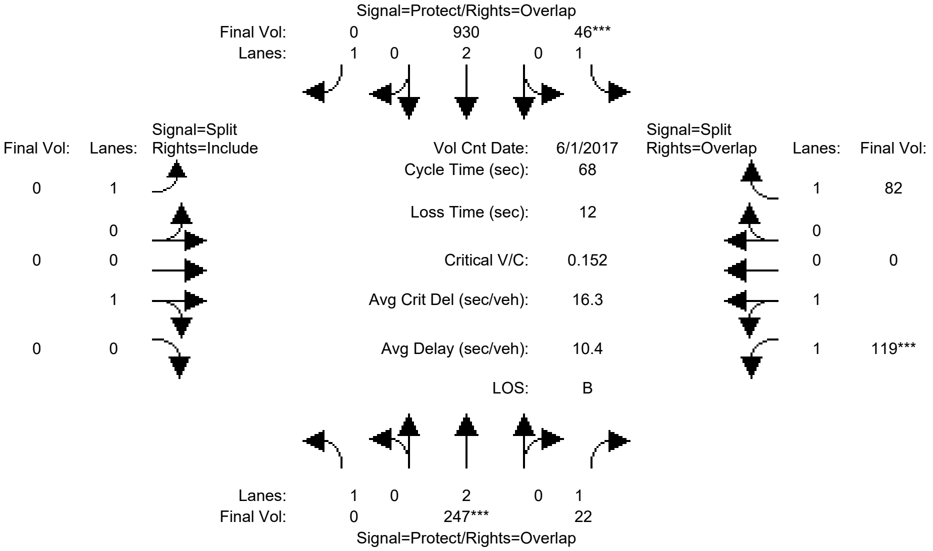
```
                         Signal=Protect/Rights=Overlap
              Final Vol:     0         949          30***
                  Lanes:     1    0     2      0    1

                Signal=Split                             Signal=Split
 Final Vol:  Lanes:  Rights=Include    Vol Cnt Date:  6/1/2017   Rights=Overlap   Lanes:   Final Vol:
                                    Cycle Time (sec):    68
     0         1                                                                    1         82
                                     Loss Time (sec):    12
               0                                                                    0
     0         0                         Critical V/C:   0.141                      0          0
               1                Avg Crit Del (sec/veh):  15.0                       1
     0         0                   Avg Delay (sec/veh):  10.5                       1        119***
                                                 LOS:    B

                  Lanes:     1    0     2      0    1
              Final Vol:     0         249***       22
                         Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       0  243    22    25  919     0     0    0     0   119    0    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  243    22    25  919     0     0    0     0   119    0    81
Added Vol:      0    6     0     5   30     0     0    0     0     0    0     1
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  249    22    30  949     0     0    0     0   119    0    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  249    22    30  949     0     0    0     0   119    0    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  249    22    30  949     0     0    0     0   119    0    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  249    22    30  949     0     0    0     0   119    0    82
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.07  0.01  0.02 0.25  0.00  0.00 0.00  0.00  0.03 0.00  0.05
Crit Moves:       ****        ****                              ****
Green Time:   0.0 31.6  47.7   8.3 39.8   0.0   0.0  0.0   0.0  16.2  0.0  24.4
Volume/Cap:  0.00 0.14  0.02  0.14 0.43  0.00  0.00 0.00  0.00  0.14 0.00  0.13
Delay/Veh:    0.0 10.6   3.1  28.1  8.4   0.0   0.0  0.0   0.0  20.8  0.0  15.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 10.6   3.1  28.1  8.4   0.0   0.0  0.0   0.0  20.8  0.0  15.1
LOS by Move:    A    B     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    2     0     1    6     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3843: COMPONENT/ORCHARD


Signal=Protect/Rights=Overlap
Final Vol: 0 930 46***
Lanes: 1 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 1
0
0 0
1
0 0
Signal=Split
Rights=Overlap
Lanes:
Final Vol:
1 82
0
0 0
1
1 119***
Lanes: 1 0 2 0 1
Final Vol: 0 247*** 22
Signal=Protect/Rights=Overlap

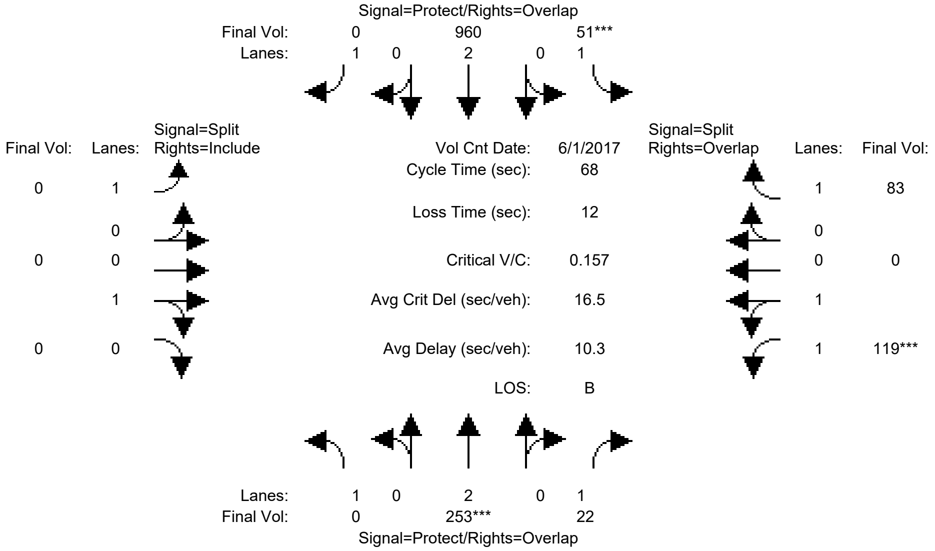
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.152
Avg Crit Del (sec/veh): 16.3
Avg Delay (sec/veh): 10.4
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:      7   10    10      7   10    10     10   10    10     10   10    10
Y+R:           4.0  4.0   4.0    4.0  4.0   4.0    4.0  4.0   4.0    4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:        0  243    22     25  919     0      0    0     0    119    0    81
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:     0  243    22     25  919     0      0    0     0    119    0    81
Added Vol:       0    0     0      0    0     0      0    0     0      0    0     0
ATI:             0    4     0     21   11     0      0    0     0      0    0     1
Initial Fut:     0  247    22     46  930     0      0    0     0    119    0    82
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:      0  247    22     46  930     0      0    0     0    119    0    82
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:     0  247    22     46  930     0      0    0     0    119    0    82
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
FinalVolume:     0  247    22     46  930     0      0    0     0    119    0    82
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900   1900 1900  1900   1900 1900  1900   1900 1900  1900
Adjustment:   0.92 1.00  0.92   0.92 1.00  0.92   0.92 1.00  0.92   0.93 1.00  0.92
Lanes:        1.00 2.00  1.00   1.00 2.00  1.00   1.00 1.00  0.00   2.00 0.00  1.00
Final Sat.:   1750 3800  1750   1750 3800  1750   1750 1900     0   3550    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.07  0.01   0.03 0.24  0.00   0.00 0.00  0.00   0.03 0.00  0.05
Crit Moves:        ****         ****                                ****
Green Time:    0.0 29.2  44.2   11.8 41.0   0.0    0.0  0.0   0.0   15.0  0.0  26.8
Volume/Cap:   0.00 0.15  0.02   0.15 0.41  0.00   0.00 0.00  0.00   0.15 0.00  0.12
Delay/Veh:     0.0 12.1   4.2   24.9  7.7   0.0    0.0  0.0   0.0   21.7  0.0  13.4
User DelAdj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
AdjDel/Veh:    0.0 12.1   4.2   24.9  7.7   0.0    0.0  0.0   0.0   21.7  0.0  13.4
LOS by Move:     A    B     A      C    A     A      A    A     A      C    A     B
HCM2kAvgQ:       0    2     0      1    5     0      0    0     0      1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3843: COMPONENT/ORCHARD

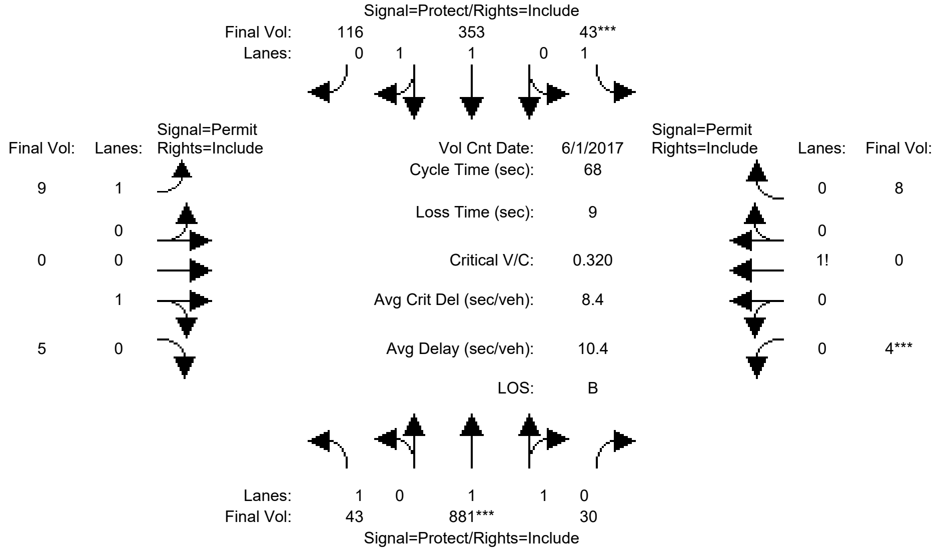

Signal=Protect/Rights=Overlap
Final Vol: 0 960 51***
Lanes: 1 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 1
0
0 0
1
0 0
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 12
Critical V/C: 0.157
Avg Crit Del (sec/veh): 16.5
Avg Delay (sec/veh): 10.3
LOS: B
Signal=Split
Rights=Overlap
Lanes: Final Vol:
1 83
0
0 0
1
1 119***
Lanes: 1 0 2 0 1
Final Vol: 0 253*** 22
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       0  243    22    25  919     0     0    0     0   119    0    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  243    22    25  919     0     0    0     0   119    0    81
Added Vol:      0    6     0     5   30     0     0    0     0     0    0     1
ATI:            0    4     0    21   11     0     0    0     0     0    0     1
Initial Fut:    0  253    22    51  960     0     0    0     0   119    0    83
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  253    22    51  960     0     0    0     0   119    0    83
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  253    22    51  960     0     0    0     0   119    0    83
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  253    22    51  960     0     0    0     0   119    0    83
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.93 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  0.00  2.00 0.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900     0  3550    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.07  0.01  0.03 0.25  0.00  0.00 0.00  0.00  0.03 0.00  0.05
Crit Moves:       ****        ****                              ****
Green Time:   0.0 28.8  43.4  12.6 41.5   0.0   0.0  0.0   0.0  14.5  0.0  27.2
Volume/Cap:  0.00 0.16  0.02  0.16 0.41  0.00  0.00 0.00  0.00  0.16 0.00  0.12
Delay/Veh:    0.0 12.3   4.5  24.3  7.5   0.0   0.0  0.0   0.0  22.2  0.0  13.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 12.3   4.5  24.3  7.5   0.0   0.0  0.0   0.0  22.2  0.0  13.2
LOS by Move:    A    B     A     C    A     A     A    A     A     C    A     B
HCM2kAvgQ:      0    2     0     1    5     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway



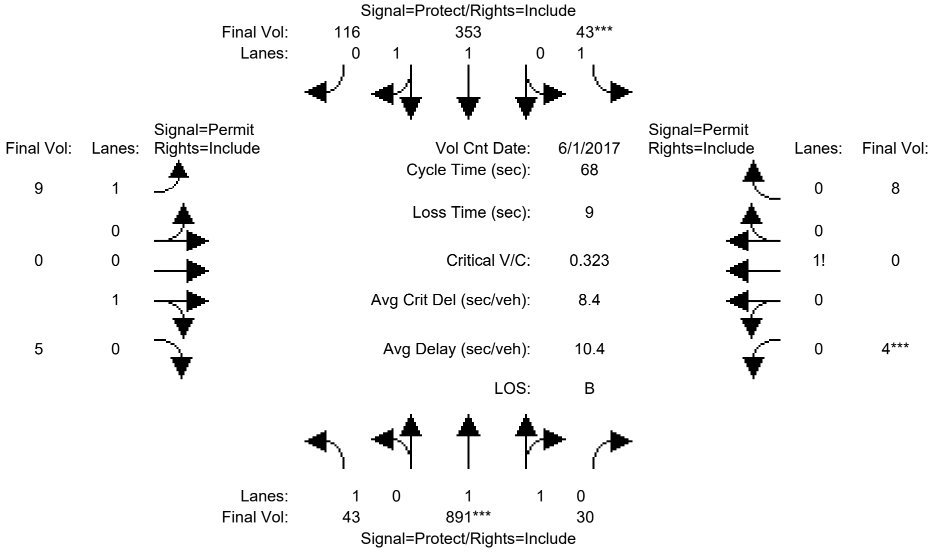
```
                   Signal=Protect/Rights=Include
         Final Vol:   116          353         43***
            Lanes:      0    1       1      0    1

              Signal=Permit                                   Signal=Permit
Final Vol:  Lanes:  Rights=Include   Vol Cnt Date:    6/1/2017   Rights=Include   Lanes:  Final Vol:
                                     Cycle Time (sec):   68
   9          1                                                                     0        8
                                     Loss Time (sec):     9
              0                                                                     0
   0          0                      Critical V/C:     0.320                       1!        0
              1                      Avg Crit Del (sec/veh):  8.4                   0
   5          0                      Avg Delay (sec/veh):    10.4                   0        4***
                                     LOS:                 B

            Lanes:      1    0       1      1    0
         Final Vol:    43          881***          30
                   Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      43  881    30    43  353   116     9    0     5     4    0     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43  881    30    43  353   116     9    0     5     4    0     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43  881    30    43  353   116     9    0     5     4    0     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43  881    30    43  353   116     9    0     5     4    0     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43  881    30    43  353   116     9    0     5     4    0     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   43  881    30    43  353   116     9    0     5     4    0     8
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.93  0.07  1.00 1.49  0.51  1.00 0.00  1.00  0.33 0.00  0.67
Final Sat.:  1750 3578   122  1750 2784   915  1750    0  1800   583    0  1167
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.25  0.02 0.13  0.13  0.01 0.00  0.00  0.01 0.00  0.01
Crit Moves:       ****        ****                                ****
Green Time:  20.2 42.0  42.0   7.0 28.8  28.8  10.0  0.0  10.0  10.0  0.0  10.0
Volume/Cap:  0.08 0.40  0.40  0.24 0.30  0.30  0.03 0.00  0.02  0.05 0.00  0.05
Delay/Veh:   17.6  7.1   7.1  31.2 13.4  13.4  25.1  0.0  24.9  25.2  0.0  25.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  17.6  7.1   7.1  31.2 13.4  13.4  25.1  0.0  24.9  25.2  0.0  25.2
LOS by Move:    B    A     A     C    B     B     C    A     C     C    A     C
HCM2kAvgQ:      1    5     5     1    3     3     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway


Signal=Protect/Rights=Include
Final Vol: 116 353 43***
Lanes: 0 1 1 0 1
Signal=Permit
Final Vol: Lanes: Rights=Include
9 1
0
0 0
1
5 0
Signal=Permit
Rights=Include Lanes: Final Vol:
0 8
0
1! 0
0
0 4***
Lanes: 1 0 1 1 0
Final Vol: 43 891*** 30
Signal=Protect/Rights=Include

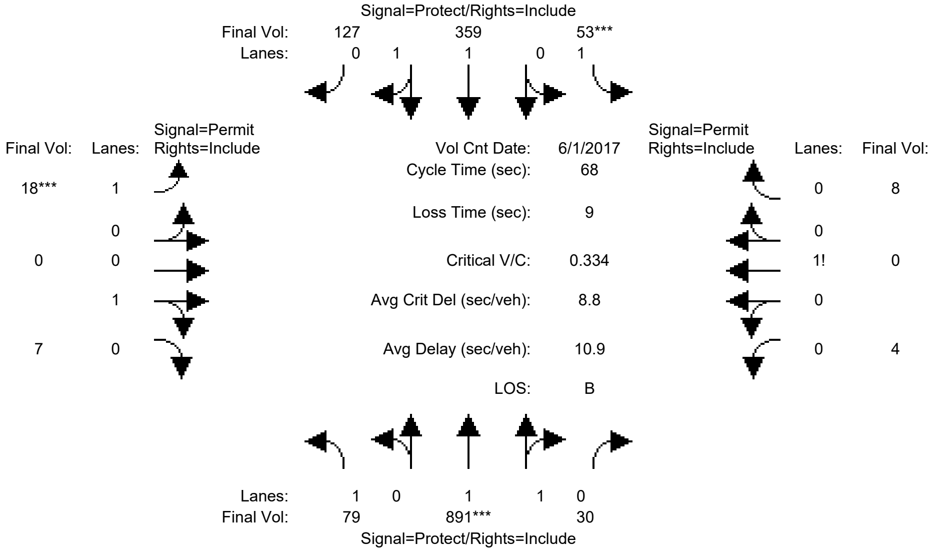
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 9
Critical V/C: 0.323
Avg Crit Del (sec/veh): 8.4
Avg Delay (sec/veh): 10.4
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      43  881    30    43  353   116     9    0     5     4    0     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43  881    30    43  353   116     9    0     5     4    0     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   10     0     0    0     0     0    0     0     0    0     0
Initial Fut:   43  891    30    43  353   116     9    0     5     4    0     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43  891    30    43  353   116     9    0     5     4    0     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43  891    30    43  353   116     9    0     5     4    0     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   43  891    30    43  353   116     9    0     5     4    0     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.93  0.07  1.00 1.49  0.51  1.00 0.00  1.00  0.33 0.00  0.67
Final Sat.:  1750 3579   121  1750 2784   915  1750    0  1800   583    0  1167
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.25  0.02 0.13  0.13  0.01 0.00  0.00  0.01 0.00  0.01
Crit Moves:       ****        ****                               ****
Green Time:  20.2 42.0  42.0   7.0 28.8  28.8  10.0  0.0  10.0  10.0  0.0  10.0
Volume/Cap:  0.08 0.40  0.40  0.24 0.30  0.30  0.03 0.00  0.02  0.05 0.00  0.05
Delay/Veh:   17.6  7.1   7.1  31.2 13.4  13.4  25.1  0.0  24.9  25.2  0.0  25.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  17.6  7.1   7.1  31.2 13.4  13.4  25.1  0.0  24.9  25.2  0.0  25.2
LOS by Move:    B    A     A     C    B     B     C    A     C     C    A     C
HCM2kAvgQ:      1    5     5     1    3     3     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway


Signal=Protect/Rights=Include
Final Vol: 127 359 53***
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol: Lanes:
18*** 1
0
0 0
1
7 0
Signal=Permit
Rights=Include
Lanes: Final Vol:
0 8
0
1! 0
0
0 4
Lanes: 1 0 1 1 0
Final Vol: 79 891*** 30
Signal=Protect/Rights=Include

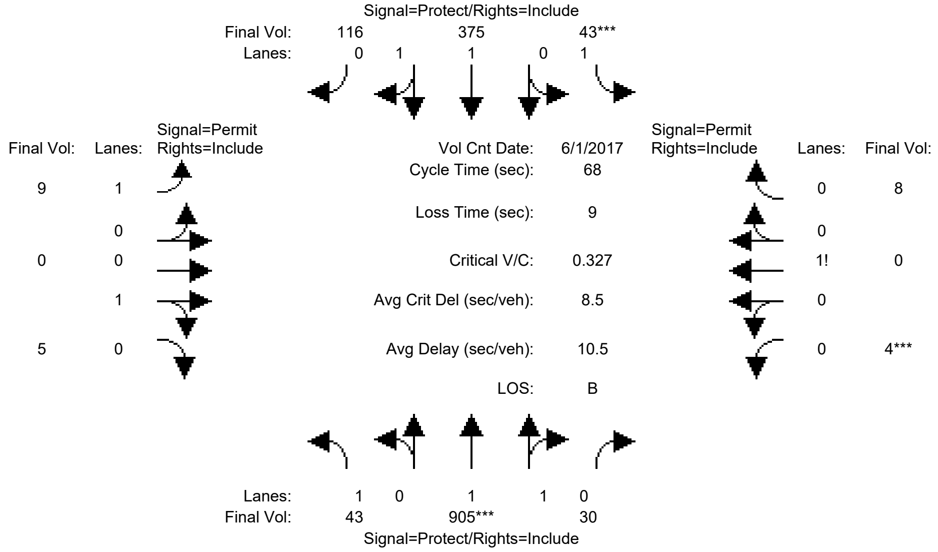
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 9
Critical V/C: 0.334
Avg Crit Del (sec/veh): 8.8
Avg Delay (sec/veh): 10.9
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      43  881    30    43  353   116     9    0     5     4    0     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43  881    30    43  353   116     9    0     5     4    0     8
Added Vol:     36    0     0    10    6    11     9    0     2     0    0     0
ATI:            0   10     0     0    0     0     0    0     0     0    0     0
Initial Fut:   79  891    30    53  359   127    18    0     7     4    0     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79  891    30    53  359   127    18    0     7     4    0     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79  891    30    53  359   127    18    0     7     4    0     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79  891    30    53  359   127    18    0     7     4    0     8
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.93  0.07  1.00 1.46  0.54  1.00 0.00  1.00  0.33 0.00  0.67
Final Sat.:  1750 3579   121  1750 2732   967  1750    0  1800   583    0  1167
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25  0.25  0.03 0.13  0.13  0.01 0.00  0.00  0.01 0.00  0.01
Crit Moves:       ****        ****              ****
Green Time:  20.2 42.0  42.0   7.0 28.8  28.8  10.0  0.0  10.0  10.0  0.0  10.0
Volume/Cap:  0.15 0.40  0.40  0.29 0.31  0.31  0.07 0.00  0.03  0.05 0.00  0.05
Delay/Veh:   18.2  7.1   7.1  32.3 13.5  13.5  25.5  0.0  25.0  25.2  0.0  25.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  18.2  7.1   7.1  32.3 13.5  13.5  25.5  0.0  25.0  25.2  0.0  25.2
LOS by Move:    B    A     A     C    B     B     C    A     C     C    A     C
HCM2kAvgQ:      1    5     5     1    4     4     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3962: Orchard Parkway and Project Driveway

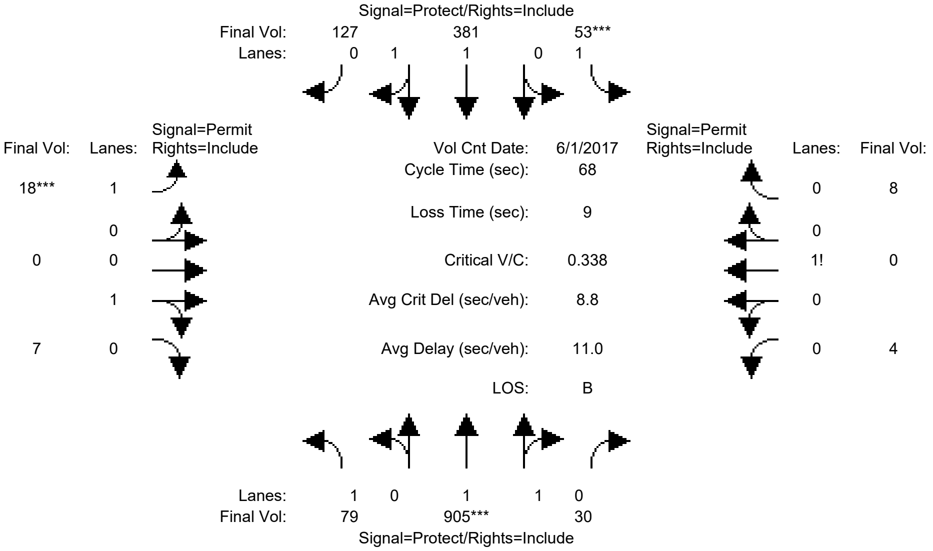

Signal=Protect/Rights=Include
Final Vol: 116 375 43***
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
9 1
0
0 0
1
5 0
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 9
Critical V/C: 0.327
Avg Crit Del (sec/veh): 8.5
Avg Delay (sec/veh): 10.5
LOS: B
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 8
0
1! 0
0
0 4***
Lanes: 1 0 1 1 0
Final Vol: 43 905*** 30
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      43  891    30    43  353   116     9    0     5     4    0     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43  891    30    43  353   116     9    0     5     4    0     8
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:   43  905    30    43  375   116     9    0     5     4    0     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43  905    30    43  375   116     9    0     5     4    0     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43  905    30    43  375   116     9    0     5     4    0     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   43  905    30    43  375   116     9    0     5     4    0     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.93  0.07  1.00 1.51  0.49  1.00 0.00  1.00  0.33 0.00  0.67
Final Sat.:  1750 3581   119  1750 2825   874  1750    0  1800   583    0  1167
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.25  0.02 0.13  0.13  0.01 0.00  0.00  0.01 0.00  0.01
Crit Moves:       ****        ****                                ****
Green Time:  20.2 42.0  42.0   7.0 28.8  28.8  10.0  0.0  10.0  10.0  0.0  10.0
Volume/Cap:  0.08 0.41  0.41  0.24 0.31  0.31  0.03 0.00  0.02  0.05 0.00  0.05
Delay/Veh:   17.6  7.2   7.2  31.2 13.5  13.5  25.1  0.0  24.9  25.2  0.0  25.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  17.6  7.2   7.2  31.2 13.5  13.5  25.1  0.0  24.9  25.2  0.0  25.2
LOS by Move:    B    A     A     C    B     B     C    A     C     C    A     C
HCM2kAvgQ:      1    5     5     1    4     4     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway



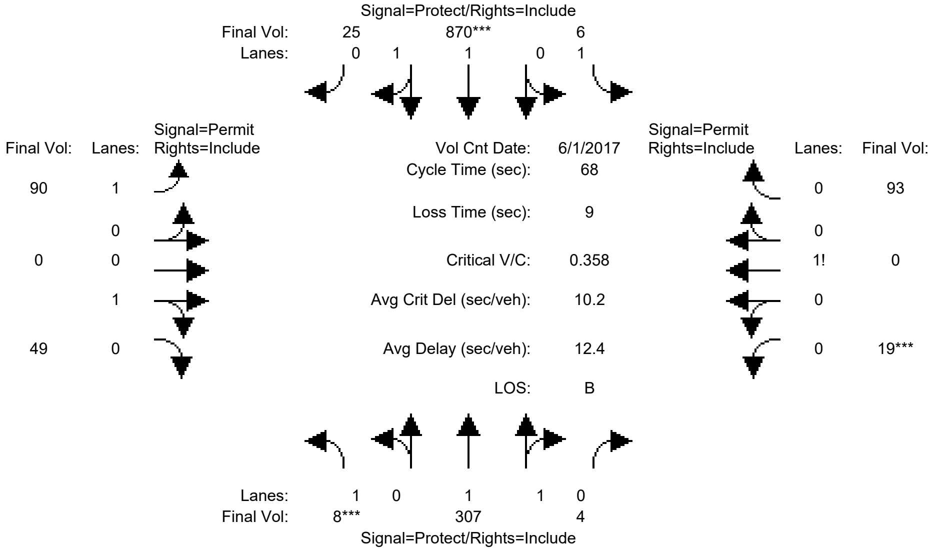
```
                        Signal=Protect/Rights=Include
           Final Vol:     127        381         53***
               Lanes:       0    1     1      0    1

                Signal=Permit                                  Signal=Permit
Final Vol:  Lanes:  Rights=Include        Vol Cnt Date:   6/1/2017  Rights=Include   Lanes:  Final Vol:
                                      Cycle Time (sec):       68
  18***        1                                                                        0        8
                                       Loss Time (sec):        9
               0                                                                        0
    0          0                          Critical V/C:    0.338                        1!       0
               1                  Avg Crit Del (sec/veh):      8.8                       0
    7          0                      Avg Delay (sec/veh):     11.0                     0        4
                                                   LOS:        B

               Lanes:       1    0     1      1    0
           Final Vol:      79        905***        30
                        Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10     10     7   10     10    10   10     10    10   10     10
Y+R:          4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 8:00-9:00
Base Vol:      43  891     30    43  353    116     9    0      5     4    0      8
Growth Adj:  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
Initial Bse:   43  891     30    43  353    116     9    0      5     4    0      8
Added Vol:     36    0      0    10    6     11     9    0      2     0    0      0
ATI:            0   14      0     0   22      0     0    0      0     0    0      0
Initial Fut:   79  905     30    53  381    127    18    0      7     4    0      8
User Adj:    1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Volume:    79  905     30    53  381    127    18    0      7     4    0      8
Reduct Vol:     0    0      0     0    0      0     0    0      0     0    0      0
Reduced Vol:   79  905     30    53  381    127    18    0      7     4    0      8
PCE Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
MLF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
FinalVolume:   79  905     30    53  381    127    18    0      7     4    0      8
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900  1900 1900   1900  1900 1900   1900  1900 1900   1900
Adjustment:  0.92 0.97   0.95  0.92 0.98   0.95  0.92 1.00   0.95  0.92 0.92   0.92
Lanes:       1.00 1.93   0.07  1.00 1.49   0.51  1.00 0.00   1.00  0.33 0.00   0.67
Final Sat.:  1750 3581    119  1750 2774    925  1750    0   1800   583    0   1167
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.25   0.25  0.03 0.14   0.14  0.01 0.00   0.00  0.01 0.00   0.01
Crit Moves:       ****         ****              ****
Green Time:  20.2 42.0   42.0   7.0 28.8   28.8  10.0  0.0   10.0  10.0  0.0   10.0
Volume/Cap:  0.15 0.41   0.41  0.29 0.32   0.32  0.07 0.00   0.03  0.05 0.00   0.05
Delay/Veh:   18.2  7.2    7.2  32.3 13.6   13.6  25.5  0.0   25.0  25.2  0.0   25.2
User DelAdj: 1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
AdjDel/Veh:  18.2  7.2    7.2  32.3 13.6   13.6  25.5  0.0   25.0  25.2  0.0   25.2
LOS by Move:    B    A      A     C    B      B     C    A      C     C    A      C
HCM2kAvgQ:      1    5      5     1    4      4     0    0      0     0    0      0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway


Signal=Protect/Rights=Include
Final Vol: 25 870*** 6
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
90 1
0
0 0
1
49 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 93
0
1! 0
0
0 19***
Lanes: 1 0 1 1 0
Final Vol: 8*** 307 4
Signal=Protect/Rights=Include

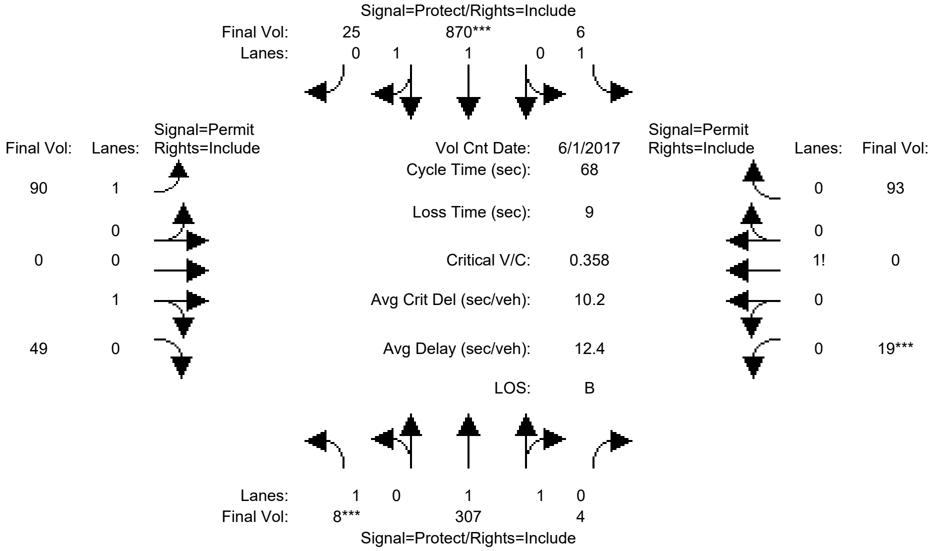
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 9
Critical V/C: 0.358
Avg Crit Del (sec/veh): 10.2
Avg Delay (sec/veh): 12.4
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       8  307     4     6  870    25    90    0    49    19    0    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  307     4     6  870    25    90    0    49    19    0    93
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  307     4     6  870    25    90    0    49    19    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  307     4     6  870    25    90    0    49    19    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  307     4     6  870    25    90    0    49    19    0    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8  307     4     6  870    25    90    0    49    19    0    93
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.97  0.03  1.00 1.94  0.06  1.00 0.00  1.00  0.17 0.00  0.83
Final Sat.:  1750 3652    48  1750 3597   103  1750    0  1800   297    0  1453
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.08  0.08  0.00 0.24  0.24  0.05 0.00  0.03  0.06 0.00  0.06
Crit Moves:  ****                  ****                           ****
Green Time:   7.0 28.3  28.3  19.8 41.1  41.1  10.9  0.0  10.9  10.9  0.0  10.9
Volume/Cap:  0.04 0.20  0.20  0.01 0.40  0.40  0.32 0.00  0.17  0.40 0.00  0.40
Delay/Veh:   27.9 12.9  12.9  17.2  7.5   7.5  28.3  0.0  25.9  29.9  0.0  29.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  27.9 12.9  12.9  17.2  7.5   7.5  28.3  0.0  25.9  29.9  0.0  29.9
LOS by Move:    C    B     B     B    A     A     C    A     C     C    A     C
HCM2kAvgQ:      0    2     2     0    5     5     2    0     1     3    0     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway



Signal=Protect/Rights=Include
Final Vol: 25 870*** 6
Lanes: 0 1 1 0 1

Signal=Permit
Rights=Include
Final Vol: Lanes:
90 1
0
0 0
1
49 0

Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 9
Critical V/C: 0.358
Avg Crit Del (sec/veh): 10.2
Avg Delay (sec/veh): 12.4
LOS: B

Signal=Permit
Rights=Include
Lanes: Final Vol:
0 93
0
1! 0
0
0 19***

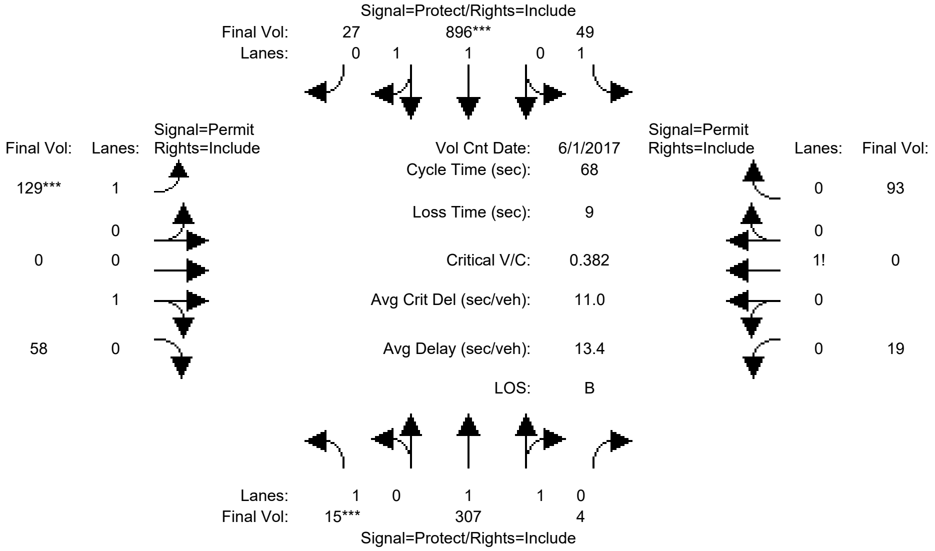
Lanes: 1 0 1 1 0
Final Vol: 8*** 307 4
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       8  307     4     6  870    25    90    0    49    19    0    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  307     4     6  870    25    90    0    49    19    0    93
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    8  307     4     6  870    25    90    0    49    19    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  307     4     6  870    25    90    0    49    19    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  307     4     6  870    25    90    0    49    19    0    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8  307     4     6  870    25    90    0    49    19    0    93
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.97  0.03  1.00 1.94  0.06  1.00 0.00  1.00  0.17 0.00  0.83
Final Sat.:  1750 3652    48  1750 3597   103  1750    0  1800   297    0  1453
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.08  0.08  0.00 0.24  0.24  0.05 0.00  0.03  0.06 0.00  0.06
Crit Moves:  ****                   ****                          ****
Green Time:   7.0 28.3  28.3  19.8 41.1  41.1  10.9  0.0  10.9  10.9  0.0  10.9
Volume/Cap:  0.04 0.20  0.20  0.01 0.40  0.40  0.32 0.00  0.17  0.40 0.00  0.40
Delay/Veh:   27.9 12.9  12.9  17.2  7.5   7.5  28.3  0.0  25.9  29.9  0.0  29.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  27.9 12.9  12.9  17.2  7.5   7.5  28.3  0.0  25.9  29.9  0.0  29.9
LOS by Move:    C    B     B     B    A     A     C    A     C     C    A     C
HCM2kAvgQ:      0    2     2     0    5     5     2    0     1     3    0     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway



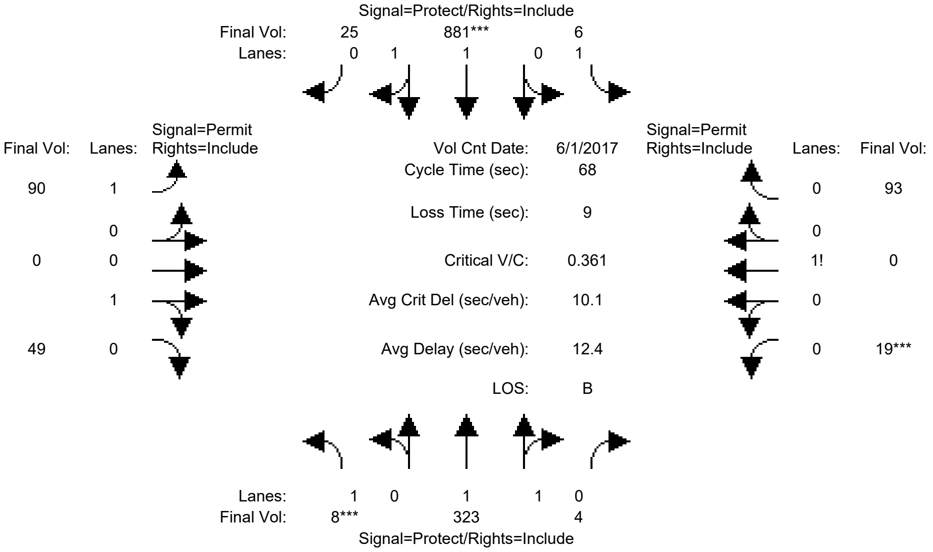
```
                    Signal=Protect/Rights=Include
           Final Vol:    27       896***       49
              Lanes:   0    1       1     0    1

                Signal=Permit                              Signal=Permit
Final Vol:  Lanes:  Rights=Include      Vol Cnt Date:   6/1/2017   Rights=Include   Lanes:   Final Vol:
                                      Cycle Time (sec):     68
  129***      1                                                                      0         93
                                       Loss Time (sec):      9
              0                                                                      0
    0         0                           Critical V/C:  0.382                       1!         0
              1                   Avg Crit Del (sec/veh):   11.0                     0
   58         0                      Avg Delay (sec/veh):   13.4                     0         19
                                                   LOS:      B

              Lanes:   1    0       1     1    0
           Final Vol:  15***       307         4
                    Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       8  307     4     6  870    25    90    0    49    19    0    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  307     4     6  870    25    90    0    49    19    0    93
Added Vol:      7    0     0    43   26     2    39    0     9     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15  307     4    49  896    27   129    0    58    19    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  307     4    49  896    27   129    0    58    19    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  307     4    49  896    27   129    0    58    19    0    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15  307     4    49  896    27   129    0    58    19    0    93
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.97  0.03  1.00 1.94  0.06  1.00 0.00  1.00  0.17 0.00  0.83
Final Sat.:  1750 3652    48  1750 3592   108  1750    0  1800   297    0  1453
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.08  0.08  0.03 0.25  0.25  0.07 0.00  0.03  0.06 0.00  0.06
Crit Moves:  ****                  ****        ****
Green Time:   7.0 27.7  27.7  19.4 40.1  40.1  11.9  0.0  11.9  11.9  0.0  11.9
Volume/Cap:  0.08 0.21  0.21  0.10 0.42  0.42  0.42 0.00  0.18  0.37 0.00  0.37
Delay/Veh:   28.5 13.3  13.3  18.3  8.2   8.2  29.3  0.0  25.2  28.1  0.0  28.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  28.5 13.3  13.3  18.3  8.2   8.2  29.3  0.0  25.2  28.1  0.0  28.1
LOS by Move:    C    B     B     B    A     A     C    A     C     C    A     C
HCM2kAvgQ:      0    2     2     1    6     6     3    0     1     3    0     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3962: Orchard Parkway and Project Driveway



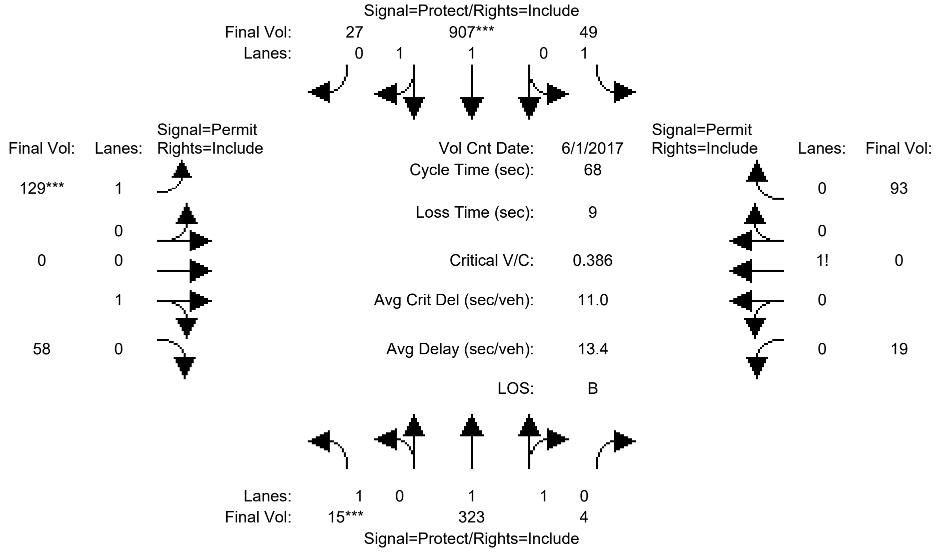
```
                    Signal=Protect/Rights=Include
          Final Vol:   25          881***        6
             Lanes:     0    1       1      0    1

                Signal=Permit                                      Signal=Permit
Final Vol:  Lanes:  Rights=Include     Vol Cnt Date:   6/1/2017   Rights=Include   Lanes:  Final Vol:
                                     Cycle Time (sec):    68
   90          1                                                                      0        93
                                      Loss Time (sec):     9
               0                                                                      0
    0          0                        Critical V/C:    0.361                        1!        0
               1                   Avg Crit Del (sec/veh):  10.1                      0
   49          0                      Avg Delay (sec/veh):  12.4                      0        19***
                                                   LOS:     B

             Lanes:     1    0       1      1    0
          Final Vol:   8***         323          4
                    Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       8  307     4     6  870    25    90    0    49    19    0    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  307     4     6  870    25    90    0    49    19    0    93
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   16     0     0   11     0     0    0     0     0    0     0
Initial Fut:    8  323     4     6  881    25    90    0    49    19    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     8  323     4     6  881    25    90    0    49    19    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8  323     4     6  881    25    90    0    49    19    0    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8  323     4     6  881    25    90    0    49    19    0    93
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.97  0.03  1.00 1.94  0.06  1.00 0.00  1.00  0.17 0.00  0.83
Final Sat.:  1750 3655    45  1750 3598   102  1750    0  1800   297    0  1453
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.09  0.09  0.00 0.24  0.24  0.05 0.00  0.03  0.06 0.00  0.06
Crit Moves:  ****                  ****                            ****
Green Time:   7.0 28.4  28.4  19.9 41.2  41.2  10.8  0.0  10.8  10.8  0.0  10.8
Volume/Cap:  0.04 0.21  0.21  0.01 0.40  0.40  0.32 0.00  0.17  0.40 0.00  0.40
Delay/Veh:   27.9 13.0  13.0  17.1  7.5   7.5  28.5  0.0  26.1  30.1  0.0  30.1
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:  27.9 13.0  13.0  17.1  7.5   7.5  28.5  0.0  26.1  30.1  0.0  30.1
LOS by Move:    C    B     B     B    A     A     C    A     C     C    A     C
HCM2kAvgQ:      0    2     2     0    5     5     2    0     1     3    0     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3962: Orchard Parkway and Project Driveway


Signal=Protect/Rights=Include
Final Vol: 27 907*** 49
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol: Lanes:
129*** 1
0
0 0
1
58 0
Signal=Permit
Rights=Include
Lanes: Final Vol:
0 93
0
1! 0
0
0 19
Lanes: 1 0 1 1 0
Final Vol: 15*** 323 4
Signal=Protect/Rights=Include

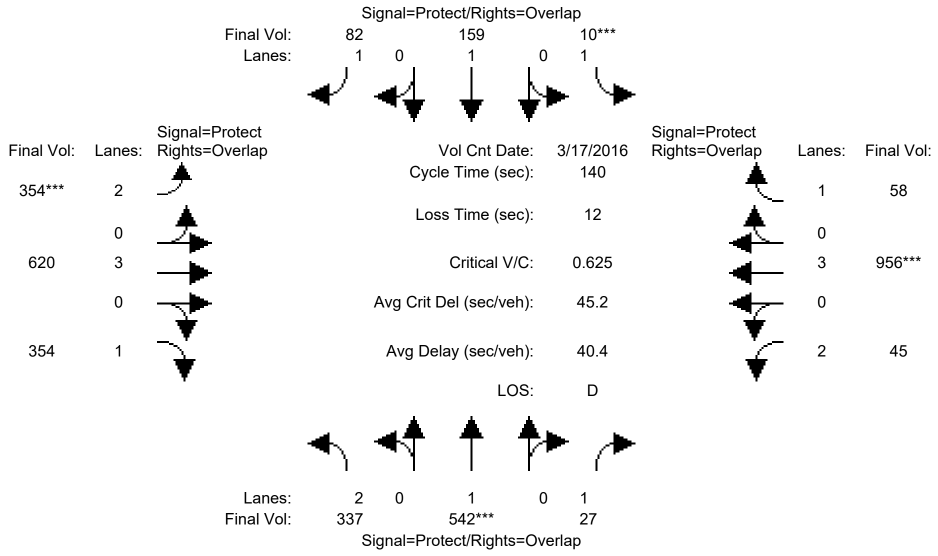
Vol Cnt Date: 6/1/2017
Cycle Time (sec): 68
Loss Time (sec): 9
Critical V/C: 0.386
Avg Crit Del (sec/veh): 11.0
Avg Delay (sec/veh): 13.4
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 1 Jun 2017 << 4:45-5:45
Base Vol:       8  307     4     6  870    25    90    0    49    19    0    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8  307     4     6  870    25    90    0    49    19    0    93
Added Vol:      7    0     0    43   26     2    39    0     9     0    0     0
ATI:            0   16     0     0   11     0     0    0     0     0    0     0
Initial Fut:   15  323     4    49  907    27   129    0    58    19    0    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    15  323     4    49  907    27   129    0    58    19    0    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  323     4    49  907    27   129    0    58    19    0    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   15  323     4    49  907    27   129    0    58    19    0    93
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 1.00  0.95  0.92 0.92  0.92
Lanes:       1.00 1.97  0.03  1.00 1.94  0.06  1.00 0.00  1.00  0.17 0.00  0.83
Final Sat.:  1750 3655    45  1750 3593   107  1750    0  1800   297    0  1453
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.09  0.09  0.03 0.25  0.25  0.07 0.00  0.03  0.06 0.00  0.06
Crit Moves:  ****                  ****        ****
Green Time:   7.0 27.8  27.8  19.5 40.2  40.2  11.8  0.0  11.8  11.8  0.0  11.8
Volume/Cap:  0.08 0.22  0.22  0.10 0.43  0.43  0.43 0.00  0.19  0.37 0.00  0.37
Delay/Veh:   28.5 13.4  13.4  18.2  8.2   8.2  29.5  0.0  25.4  28.3  0.0  28.3
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:  28.5 13.4  13.4  18.2  8.2   8.2  29.5  0.0  25.4  28.3  0.0  28.3
LOS by Move:    C    B     B     B    A     A     C    A     C     C    A     C
HCM2kAvgQ:      0    2     2     1    6     6     3    0     1     3    0     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE

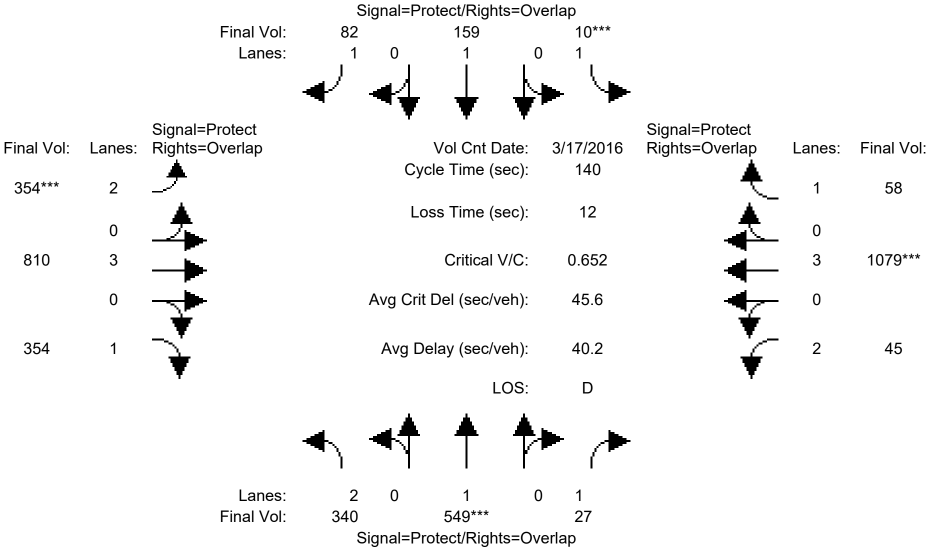


```
                         Signal=Protect/Rights=Overlap
                Final Vol:   82        159        10***
                   Lanes:     1    0    1    0    1

            Signal=Protect                                   Signal=Protect
Final Vol: Lanes: Rights=Overlap     Vol Cnt Date:  3/17/2016  Rights=Overlap   Lanes:  Final Vol:
                                  Cycle Time (sec):    140
 354***     2                                                                     1       58
                                   Loss Time (sec):     12
            0                                                                     0
 620        3                          Critical V/C:   0.625                      3      956***
            0                   Avg Crit Del (sec/veh):  45.2                     0
 354        1                      Avg Delay (sec/veh):  40.4                     2       45
                                                LOS:     D

                   Lanes:     2    0    1    0    1
                Final Vol:  337       542***      27
                         Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 8:00-9:00
Base Vol:     337  542    27    10  159    82   354  620   354    45  956    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  542    27    10  159    82   354  620   354    45  956    58
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  337  542    27    10  159    82   354  620   354    45  956    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   337  542    27    10  159    82   354  620   354    45  956    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  337  542    27    10  159    82   354  620   354    45  956    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  337  542    27    10  159    82   354  620   354    45  956    58
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.29  0.02  0.01 0.08  0.05  0.11 0.11  0.20  0.01 0.17  0.03
Crit Moves:       ****        ****             ****                   ****
Green Time:  38.2 61.1  79.9   7.0 29.9  53.9  24.1 41.1  79.3  18.9 35.9  42.9
Volume/Cap:  0.39 0.65  0.03  0.11 0.39  0.12  0.65 0.37  0.36  0.11 0.65  0.11
Delay/Veh:   41.8 33.0  13.1  64.1 47.9  27.8  57.0 39.4  16.7  53.3 47.6  34.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  41.8 33.0  13.1  64.1 47.9  27.8  57.0 39.4  16.7  53.3 47.6  34.9
LOS by Move:    D    C     B     E    D     C     E    D     B     D    D     C
HCM2kAvgQ:      7   18     1     1    6     2     9    7     9     1   13     2
Note: Queue reported is the number of cars per lane.
```

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

Intersection #3728: ORCHARD/TRIMBLE


Signal=Protect/Rights=Overlap
Final Vol: 82 159 10***
Lanes: 1 0 1 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
354*** 2
0
810 3
0
354 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 58
0
3 1079***
0
2 45
Lanes: 2 0 1 0 1
Final Vol: 340 549*** 27
Signal=Protect/Rights=Overlap

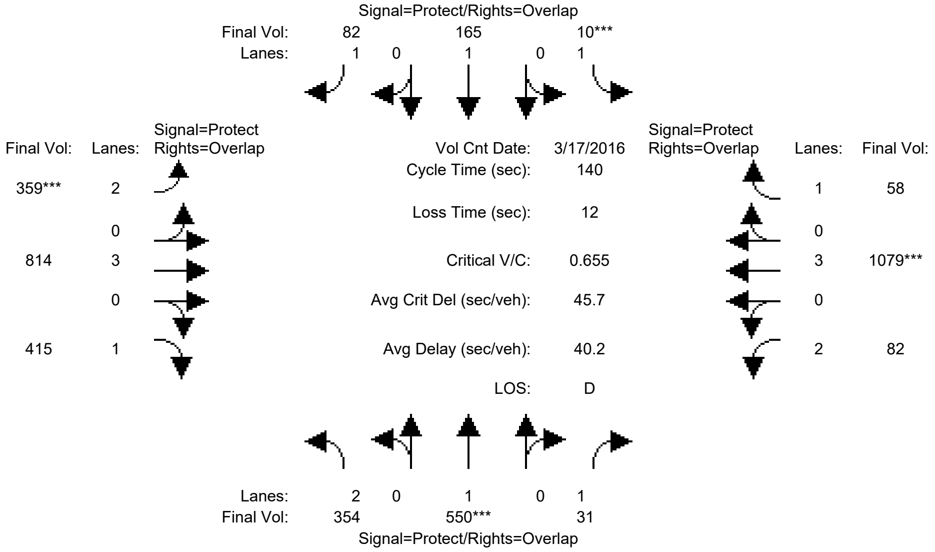
Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.652
Avg Crit Del (sec/veh): 45.6
Avg Delay (sec/veh): 40.2
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Mar 2016 << 8:00-9:00
Base Vol:     337  542    27    10  159    82   354  620   354    45  956    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  542    27    10  159    82   354  620   354    45  956    58
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            3    7     0     0    0     0     0  190     0     0  123     0
Initial Fut:  340  549    27    10  159    82   354  810   354    45 1079    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   340  549    27    10  159    82   354  810   354    45 1079    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  340  549    27    10  159    82   354  810   354    45 1079    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  340  549    27    10  159    82   354  810   354    45 1079    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.29  0.02  0.01 0.08  0.05  0.11 0.14  0.20  0.01 0.19  0.03
Crit Moves:       ****        ****             ****                   ****
Green Time:  37.3 59.2  75.3   7.0 28.9  51.9  23.0 45.7  83.0  16.1 38.8  45.8
Volume/Cap:  0.41 0.68  0.03  0.11 0.41  0.13  0.68 0.44  0.34  0.12 0.68  0.10
Delay/Veh:   42.6 35.2  15.2  64.1 48.8  29.1  58.8 37.2  14.7  55.8 46.4  32.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  42.6 35.2  15.2  64.1 48.8  29.1  58.8 37.2  14.7  55.8 46.4  32.9
LOS by Move:    D    D     B     E    D     C     E    D     B     E    D     C
HCM2kAvgQ:      7   19     1     1    6     2    10    9     8     1   14     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE



Signal=Protect/Rights=Overlap
Final Vol: 82 165 10***
Lanes: 1 0 1 0 1

Signal=Protect
Rights=Overlap
Final Vol: Lanes:
359*** 2
0
814 3
0
415 1

Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.655
Avg Crit Del (sec/veh): 45.7
Avg Delay (sec/veh): 40.2
LOS: D

Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 58
0
3 1079***
0
2 82

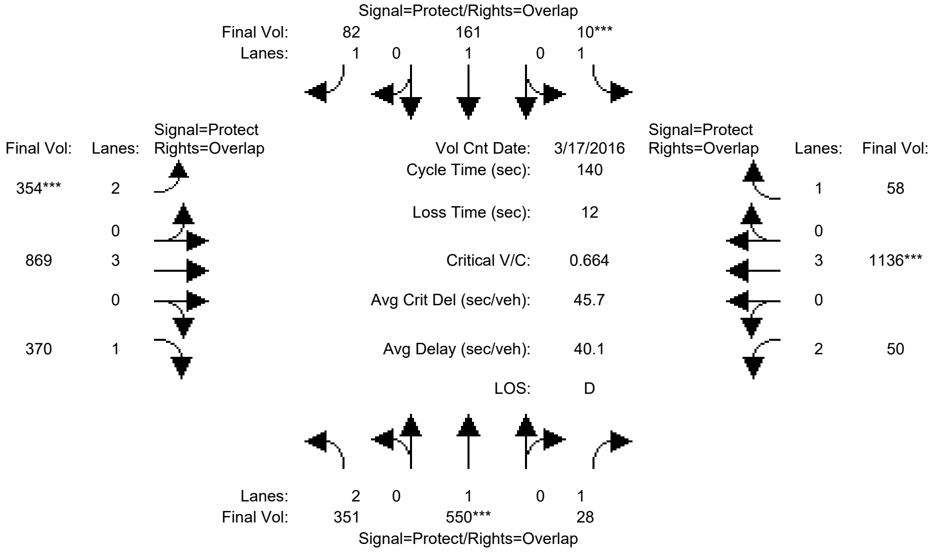
Lanes: 2 0 1 0 1
Final Vol: 354 550*** 31
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 8:00-9:00
Base Vol:     337  542    27    10  159    82   354  620   354    45  956    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  337  542    27    10  159    82   354  620   354    45  956    58
Added Vol:     14    1     4     0    6     0     5    4    61    37    0     0
ATI:            3    7     0     0    0     0     0  190     0     0  123     0
Initial Fut:  354  550    31    10  165    82   359  814   415    82 1079    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   354  550    31    10  165    82   359  814   415    82 1079    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  354  550    31    10  165    82   359  814   415    82 1079    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  354  550    31    10  165    82   359  814   415    82 1079    58
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.29  0.02  0.01 0.09  0.05  0.11 0.14  0.24  0.03 0.19  0.03
Crit Moves:       ****        ****             ****                   ****
Green Time:  37.3 59.1  75.1   7.0 28.8  52.1  23.3 45.9  83.1  16.1 38.6  45.6
Volume/Cap:  0.42 0.69  0.03  0.11 0.42  0.13  0.69 0.44  0.40  0.23 0.69  0.10
Delay/Veh:   42.8 35.4  15.3  64.1 49.1  29.1  58.7 37.1  15.4  56.7 46.5  33.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  42.8 35.4  15.3  64.1 49.1  29.1  58.7 37.1  15.4  56.7 46.5  33.0
LOS by Move:    D    D     B     E    D     C     E    D     B     E    D     C
HCM2kAvgQ:      8   19     1     1    6     2    10    9    10     2   14     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3728: ORCHARD/TRIMBLE

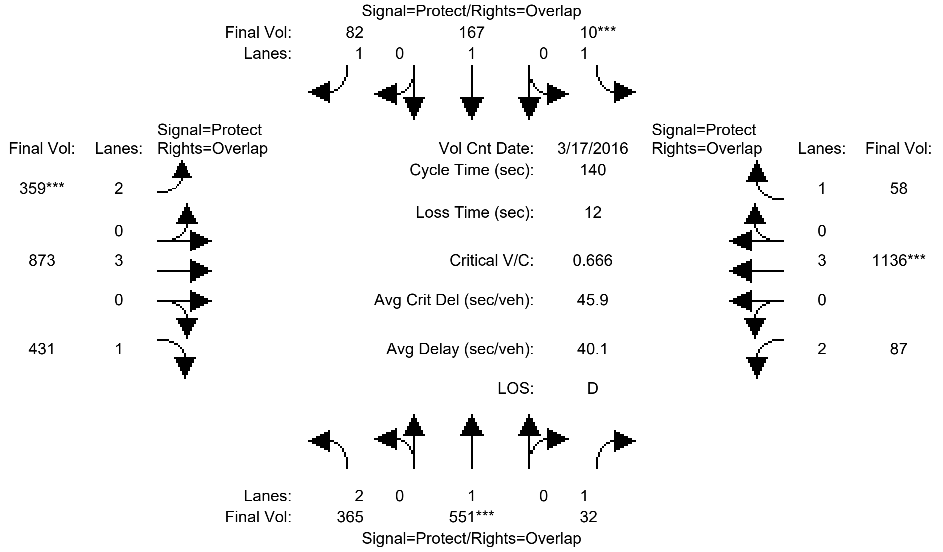

Signal=Protect/Rights=Overlap
Final Vol: 82 161 10***
Lanes: 1 0 1 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
354*** 2
0
869 3
0
370 1
Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.664
Avg Crit Del (sec/veh): 45.7
Avg Delay (sec/veh): 40.1
LOS: D
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 58
0
3 1136***
0
2 50
Lanes: 2 0 1 0 1
Final Vol: 351 550*** 28
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    7   10    10     7   10    10     7   10    10     7   10    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 8:00-9:00
Base Vol:     340  549    27    10  159    82   354  810   354    45 1079    58
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  340  549    27    10  159    82   354  810   354    45 1079    58
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           11    1     1     0    2     0     0   59    16     5   57     0
Initial Fut:  351  550    28    10  161    82   354  869   370    50 1136    58
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   351  550    28    10  161    82   354  869   370    50 1136    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  351  550    28    10  161    82   354  869   370    50 1136    58
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  351  550    28    10  161    82   354  869   370    50 1136    58
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.29  0.02  0.01 0.08  0.05  0.11 0.15  0.21  0.02 0.20  0.03
Crit Moves:       ****        ****             ****                   ****
Green Time:  37.1 58.3  73.8   7.0 28.2  50.8  22.6 47.2  84.3  15.5 40.1  47.1
Volume/Cap:  0.42 0.70  0.03  0.11 0.42  0.13  0.70 0.45  0.35  0.14 0.70  0.10
Delay/Veh:   42.9 36.3  15.9  64.1 49.5  29.9  59.6 36.4  14.2  56.4 45.8  31.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  42.9 36.3  15.9  64.1 49.5  29.9  59.6 36.4  14.2  56.4 45.8  31.9
LOS by Move:    D    D     B     E    D     C     E    D     B     E    D     C
HCM2kAvgQ:      8   20     1     1    6     2    10   10     8     1   15     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE


Signal=Protect/Rights=Overlap
Final Vol: 82 167 10***
Lanes: 1 0 1 0 1
Final Vol:
Lanes:
Signal=Protect
Rights=Overlap
359*** 2
0
873 3
0
431 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 58
0
3 1136***
0
2 87
Lanes: 2 0 1 0 1
Final Vol: 365 551*** 32
Signal=Protect/Rights=Overlap

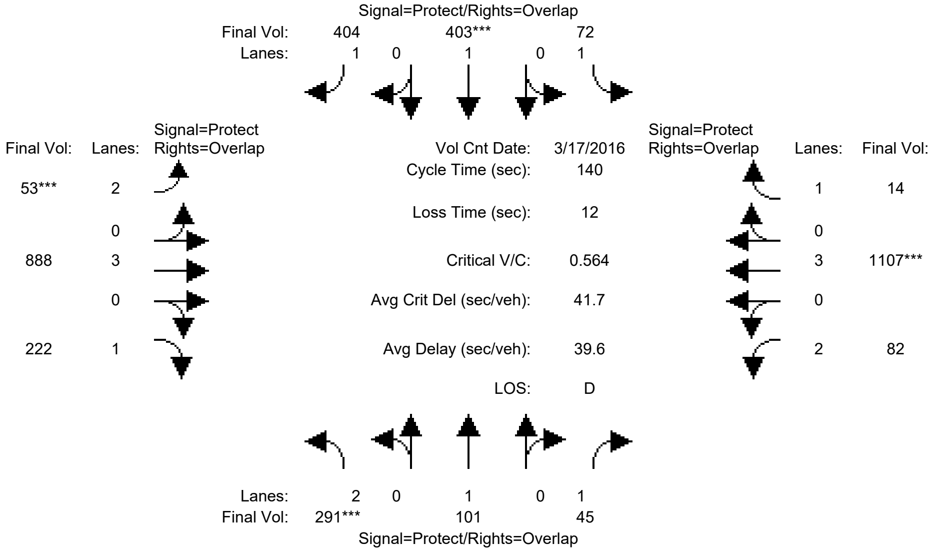
Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.666
Avg Crit Del (sec/veh): 45.9
Avg Delay (sec/veh): 40.1
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10     10     7   10     10     7   10     10     7   10     10
Y+R:          4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 8:00-9:00
Base Vol:     340  549     27    10  159     82   354  810    354    45 1079     58
Growth Adj:  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
Initial Bse:  340  549     27    10  159     82   354  810    354    45 1079     58
Added Vol:     14    1      4     0    6      0     5    4     61    37    0      0
ATI:           11    1      1     0    2      0     0   59     16     5   57      0
Initial Fut:  365  551     32    10  167     82   359  873    431    87 1136     58
User Adj:    1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Volume:   365  551     32    10  167     82   359  873    431    87 1136     58
Reduct Vol:     0    0      0     0    0      0     0    0      0     0    0      0
Reduced Vol:  365  551     32    10  167     82   359  873    431    87 1136     58
PCE Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
MLF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
FinalVolume:  365  551     32    10  167     82   359  873    431    87 1136     58
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900  1900 1900   1900  1900 1900   1900  1900 1900   1900
Adjustment:  0.83 1.00   0.92  0.92 1.00   0.92  0.83 1.00   0.92  0.83 1.00   0.92
Lanes:       2.00 1.00   1.00  1.00 1.00   1.00  2.00 3.00   1.00  2.00 3.00   1.00
Final Sat.:  3150 1900   1750  1750 1900   1750  3150 5700   1750  3150 5700   1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.29   0.02  0.01 0.09   0.05  0.11 0.15   0.25  0.03 0.20   0.03
Crit Moves:       ****         ****              ****                    ****
Green Time:  37.1 58.2   73.6   7.0 28.1   51.0  22.9 47.4   84.4  15.5 40.0   47.0
Volume/Cap:  0.44 0.70   0.03  0.11 0.44   0.13  0.70 0.45   0.41  0.25 0.70   0.10
Delay/Veh:   43.2 36.5   16.0  64.1 49.8   29.8  59.5 36.4   14.9  57.3 46.0   32.0
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:  43.2 36.5   16.0  64.1 49.8   29.8  59.5 36.4   14.9  57.3 46.0   32.0
LOS by Move:    D    D      B     E    D      C     E    D      B     E    D      C
HCM2kAvgQ:      8   20      1     1    6      2    10   10     10     2   15      2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE


Signal=Protect/Rights=Overlap
Final Vol: 404 403*** 72
Lanes: 1 0 1 0 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
53*** 2
0
888 3
0
222 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 14
0
3 1107***
0
2 82
Lanes: 2 0 1 0 1
Final Vol: 291*** 101 45
Signal=Protect/Rights=Overlap

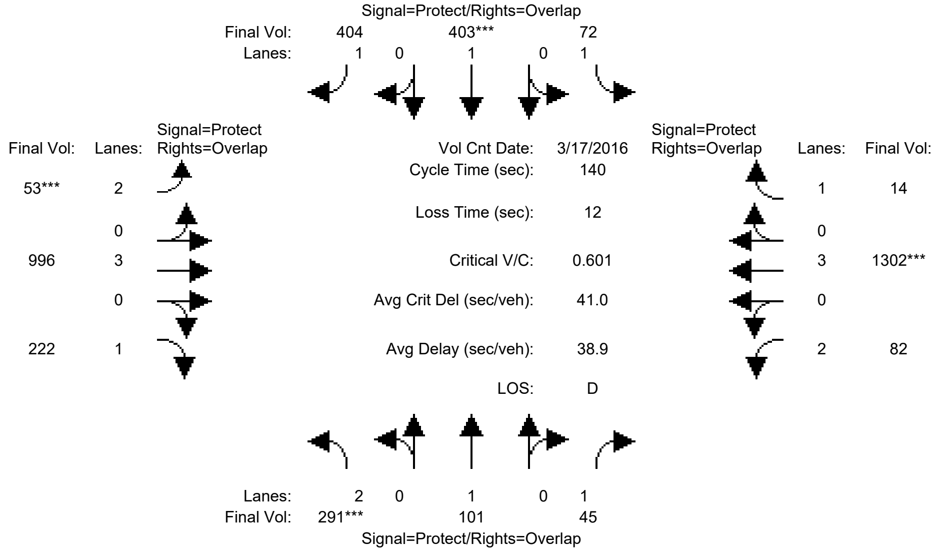
Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.564
Avg Crit Del (sec/veh): 41.7
Avg Delay (sec/veh): 39.6
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Mar 2016 << 4:45-5:45
Base Vol:     291  101    45    72  403   404    53  888   222    82 1107    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:  291  101    45    72  403   404    53  888   222    82 1107    14
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  291  101    45    72  403   404    53  888   222    82 1107    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:   291  101    45    72  403   404    53  888   222    82 1107    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  291  101    45    72  403   404    53  888   222    82 1107    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:  291  101    45    72  403   404    53  888   222    82 1107    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.05  0.03  0.04 0.21  0.23  0.02 0.16  0.13  0.03 0.19  0.01
Crit Moves:  ****                  ****        ****                   ****
Green Time:  22.4 43.5  56.6  30.4 51.5  58.5   7.0 41.0  63.4  13.1 47.1  77.5
Volume/Cap:  0.58 0.17  0.06  0.19 0.58  0.55  0.34 0.53  0.28  0.28 0.58  0.01
Delay/Veh:   56.1 35.3  25.5  45.0 36.7  31.8  65.5 41.8  24.2  59.5 38.7  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:  56.1 35.3  25.5  45.0 36.7  31.8  65.5 41.8  24.2  59.5 38.7  14.1
LOS by Move:    E    D     C     D    D     C     E    D     C     E    D     B
HCM2kAvgQ:      8    3     1     3   14    14     2   11     6     2   13     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE



Signal=Protect/Rights=Overlap
Final Vol: 404 403*** 72
Lanes: 1 0 1 0 1

Final Vol: Lanes: Signal=Protect Rights=Overlap
53*** 2
0
996 3
0
222 1

Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.601
Avg Crit Del (sec/veh): 41.0
Avg Delay (sec/veh): 38.9
LOS: D

Signal=Protect Rights=Overlap Lanes: Final Vol:
1 14
0
3 1302***
0
2 82

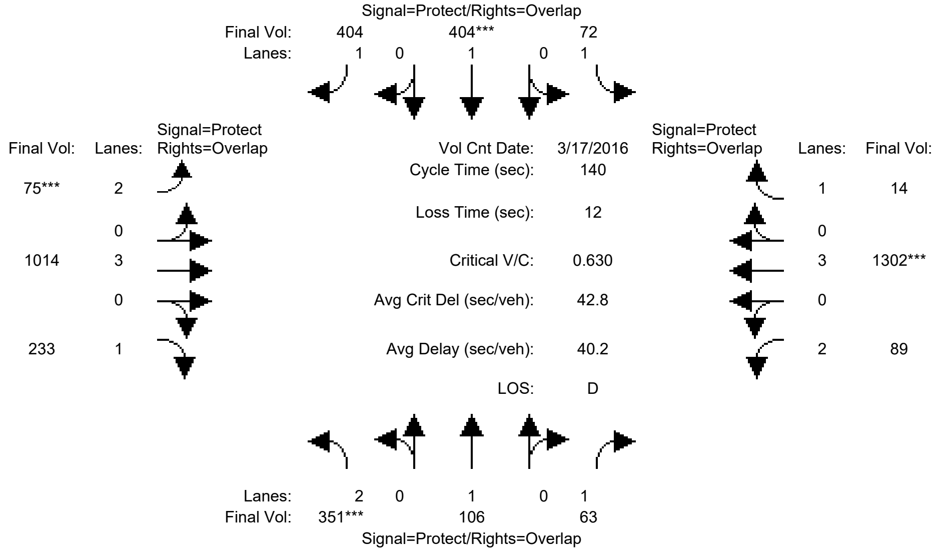
Lanes: 2 0 1 0 1
Final Vol: 291*** 101 45
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 4:45-5:45
Base Vol:     291  101    45    72  403   404    53  888   222    82 1107    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:  291  101    45    72  403   404    53  888   222    82 1107    14
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0  108     0     0  195     0
Initial Fut:  291  101    45    72  403   404    53  996   222    82 1302    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:   291  101    45    72  403   404    53  996   222    82 1302    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  291  101    45    72  403   404    53  996   222    82 1302    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:  291  101    45    72  403   404    53  996   222    82 1302    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.05  0.03  0.04 0.21  0.23  0.02 0.17  0.13  0.03 0.23  0.01
Crit Moves:  ****                  ****        ****                   ****
Green Time:  21.0 40.7  53.8  28.5 48.2  55.2   7.0 45.8  66.7  13.1 51.9  80.3
Volume/Cap:  0.62 0.18  0.07  0.20 0.62  0.59  0.34 0.53  0.27  0.28 0.62  0.01
Delay/Veh:   58.2 37.4  27.3  46.6 40.0  34.7  65.5 38.7  22.1  59.6 36.5  12.8
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:  58.2 37.4  27.3  46.6 40.0  34.7  65.5 38.7  22.1  59.6 36.5  12.8
LOS by Move:    E    D     C     D    D     C     E    D     C     E    D     B
HCM2kAvgQ:      8    3     1     3   15    15     2   12     6     2   15     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE



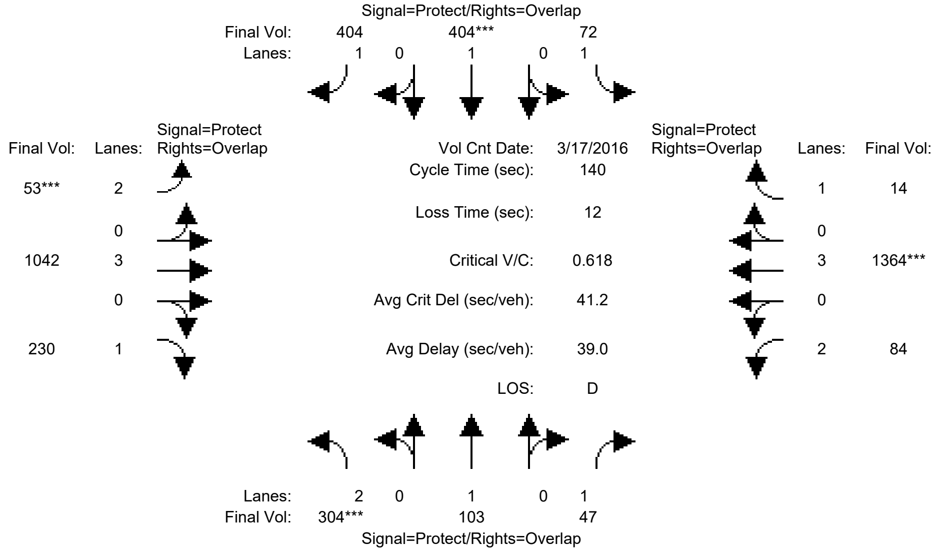
```
                         Signal=Protect/Rights=Overlap
          Final Vol:    404         404***        72
              Lanes:      1    0      1      0     1

          Signal=Protect                                       Signal=Protect
Final Vol: Lanes: Rights=Overlap   Vol Cnt Date:   3/17/2016  Rights=Overlap   Lanes:  Final Vol:
                                Cycle Time (sec):     140
  75***     2                                                                    1        14
                                 Loss Time (sec):      12
            0                                                                    0
  1014      3                       Critical V/C:   0.630                        3      1302***
            0                 Avg Crit Del (sec/veh):  42.8                      0
  233       1                   Avg Delay (sec/veh):   40.2                      2        89
                                                LOS:      D

              Lanes:      2    0      1      0     1
          Final Vol:  351***        106           63
                         Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10     10     7   10     10     7   10     10     7   10     10
Y+R:          4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 4:45-5:45
Base Vol:     291  101     45    72  403    404    53  888    222    82 1107     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:  291  101     45    72  403    404    53  888    222    82 1107     14
Added Vol:     60    5     18     0    1      0    22   18     11     7    0      0
ATI:            0    0      0     0    0      0     0  108      0     0  195      0
Initial Fut:  351  106     63    72  404    404    75 1014    233    89 1302     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:   351  106     63    72  404    404    75 1014    233    89 1302     14
Reduct Vol:     0    0      0     0    0      0     0    0      0     0    0      0
Reduced Vol:  351  106     63    72  404    404    75 1014    233    89 1302     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:  351  106     63    72  404    404    75 1014    233    89 1302     14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900  1900 1900   1900  1900 1900   1900  1900 1900   1900
Adjustment:  0.83 1.00   0.92  0.92 1.00   0.92  0.83 1.00   0.92  0.83 1.00   0.92
Lanes:       2.00 1.00   1.00  1.00 1.00   1.00  2.00 3.00   1.00  2.00 3.00   1.00
Final Sat.:  3150 1900   1750  1750 1900   1750  3150 5700   1750  3150 5700   1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.06   0.04  0.04 0.21   0.23  0.02 0.18   0.13  0.03 0.23   0.01
Crit Moves:  ****                   ****         ****                   ****
Green Time:  24.4 41.7   54.3  29.2 46.6   53.6   7.0 44.5   68.9  12.5 50.0   79.3
Volume/Cap:  0.64 0.19   0.09  0.20 0.64   0.60  0.48 0.56   0.27  0.32 0.64   0.01
Delay/Veh:   56.2 36.7   27.3  46.0 41.8   36.2  67.0 40.0   21.0  60.4 38.2   13.3
User DelAdj: 1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
AdjDel/Veh:  56.2 36.7   27.3  46.0 41.8   36.2  67.0 40.0   21.0  60.4 38.2   13.3
LOS by Move:    E    D      C     D    D      D     E    D      C     E    D      B
HCM2kAvgQ:      9    3      2     3   15     15     3   12      6     2   16      0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3728: ORCHARD/TRIMBLE



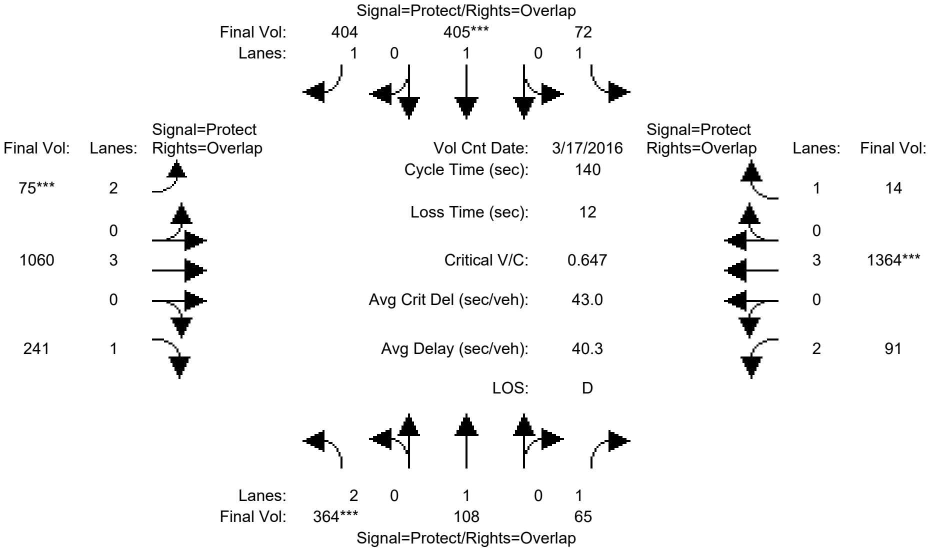
```
                      Signal=Protect/Rights=Overlap
          Final Vol:     404          404***          72
             Lanes:         1     0      1      0      1

          Signal=Protect                                        Signal=Protect
Final Vol: Lanes: Rights=Overlap     Vol Cnt Date:   3/17/2016  Rights=Overlap   Lanes:  Final Vol:
                                   Cycle Time (sec):    140
  53***     2                                                                      1        14
                                    Loss Time (sec):     12
            0                                                                      0
  1042      3                          Critical V/C:   0.618                       3      1364***
            0                      Avg Crit Del (sec/veh):  41.2                   0
  230       1                        Avg Delay (sec/veh):  39.0                    2        84
                                                LOS:      D

             Lanes:         2     0      1      0      1
          Final Vol:   304***           103             47
                      Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10      7   10    10      7   10    10      7   10    10
Y+R:          4.0  4.0   4.0    4.0  4.0   4.0    4.0  4.0   4.0    4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 4:45-5:45
Base Vol:     291  101    45     72  403   404     53  996   222     82 1302    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:  291  101    45     72  403   404     53  996   222     82 1302    14
Added Vol:      0    0     0      0    0     0      0    0     0      0    0     0
ATI:           13    2     2      0    1     0      0   46     8      2   62     0
Initial Fut:  304  103    47     72  404   404     53 1042   230     84 1364    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:   304  103    47     72  404   404     53 1042   230     84 1364    14
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  304  103    47     72  404   404     53 1042   230     84 1364    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:  304  103    47     72  404   404     53 1042   230     84 1364    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900   1900 1900  1900   1900 1900  1900
Adjustment:  0.83 1.00  0.92   0.92 1.00  0.92   0.83 1.00  0.92   0.83 1.00  0.92
Lanes:       2.00 1.00  1.00   1.00 1.00  1.00   2.00 3.00  1.00   2.00 3.00  1.00
Final Sat.:  3150 1900  1750   1750 1900  1750   3150 5700  1750   3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.05  0.03   0.04 0.21  0.23   0.02 0.18  0.13   0.03 0.24  0.01
Crit Moves:  ****                   ****         ****                   ****
Green Time:  21.3 40.1  53.0   28.1 46.9  53.9    7.0 47.0  68.2   12.8 52.8  80.9
Volume/Cap:  0.63 0.19  0.07   0.21 0.63  0.60   0.34 0.55  0.27   0.29 0.63  0.01
Delay/Veh:   58.5 37.8  27.8   46.9 41.4  35.9   65.5 38.2  21.3   59.9 36.3  12.6
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:  58.5 37.8  27.8   46.9 41.4  35.9   65.5 38.2  21.3   59.9 36.3  12.6
LOS by Move:    E    D     C      D    D     D      E    D     C      E    D     B
HCM2kAvgQ:      8    3     1      3   15    15      2   12     6      2   16     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3728: ORCHARD/TRIMBLE


Signal=Protect/Rights=Overlap
Final Vol: 404 405*** 72
Lanes: 1 0 1 0 1
Signal=Protect
Rights=Overlap
Final Vol: Lanes:
75*** 2
0
1060 3
0
241 1
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 14
0
3 1364***
0
2 91
Lanes: 2 0 1 0 1
Final Vol: 364*** 108 65
Signal=Protect/Rights=Overlap

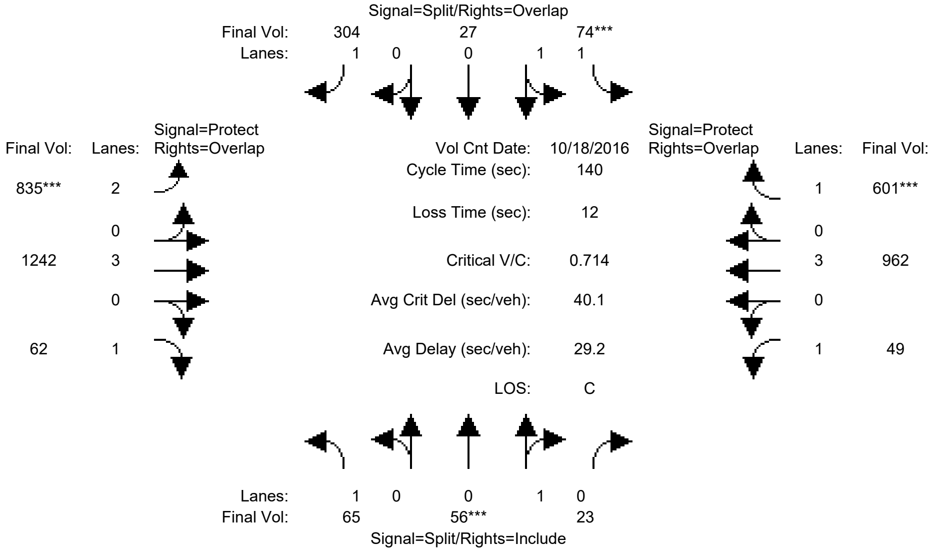
Vol Cnt Date: 3/17/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.647
Avg Crit Del (sec/veh): 43.0
Avg Delay (sec/veh): 40.3
LOS: D

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 17 Mar 2016 << 4:45-5:45
Base Vol:     291  101    45    72  403   404    53  996   222    82 1302    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:  291  101    45    72  403   404    53  996   222    82 1302    14
Added Vol:     60    5    18     0    1     0    22   18    11     7    0     0
ATI:           13    2     2     0    1     0     0   46     8     2   62     0
Initial Fut:  364  108    65    72  405   404    75 1060   241    91 1364    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:   364  108    65    72  405   404    75 1060   241    91 1364    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  364  108    65    72  405   404    75 1060   241    91 1364    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:  364  108    65    72  405   404    75 1060   241    91 1364    14
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 1.00  1.00  1.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  3150 1900  1750  1750 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.06  0.04  0.04 0.21  0.23  0.02 0.19  0.14  0.03 0.24  0.01
Crit Moves:  ****                  ****        ****                    ****
Green Time:  24.6 41.2  53.5  28.8 45.4  52.4   7.0 45.7  70.3  12.3 51.0  79.8
Volume/Cap:  0.66 0.19  0.10  0.20 0.66  0.62  0.48 0.57  0.27  0.33 0.66  0.01
Delay/Veh:   56.6 37.1  27.8  46.3 43.2  37.4  67.0 39.4  20.3  60.7 38.0  13.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  56.6 37.1  27.8  46.3 43.2  37.4  67.0 39.4  20.3  60.7 38.0  13.0
LOS by Move:    E    D     C     D    D     D     E    D     C     E    D     B
HCM2kAvgQ:     10    3     2     3   15    15     3   13     6     2   17     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE


Signal=Split/Rights=Overlap
Final Vol: 304 27 74***
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
835*** 2
0
1242 3
0
62 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 601***
0
3 962
0
1 49
Lanes: 1 0 0 1 0
Final Vol: 65 56*** 23
Signal=Split/Rights=Include

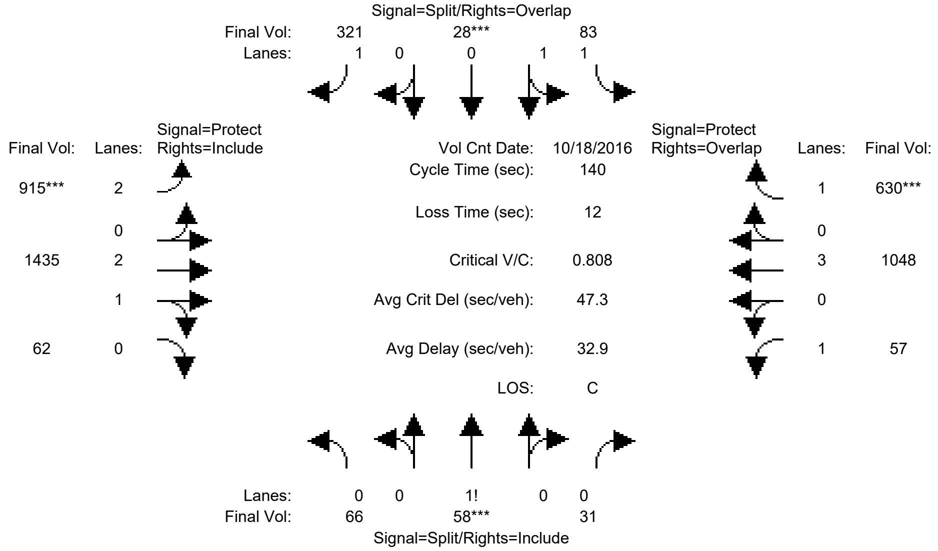
Vol Cnt Date: 10/18/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.714
Avg Crit Del (sec/veh): 40.1
Avg Delay (sec/veh): 29.2
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 18 Oct 2016 << 8:00-9:00
Base Vol:      65   56    23    74   27   304   835 1242    62    49  962   601
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   65   56    23    74   27   304   835 1242    62    49  962   601
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   65   56    23    74   27   304   835 1242    62    49  962   601
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    65   56    23    74   27   304   835 1242    62    49  962   601
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   65   56    23    74   27   304   835 1242    62    49  962   601
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   65   56    23    74   27   304   835 1242    62    49  962   601
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.95  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 0.71  0.29  1.47 0.53  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1276   524  2601  949  1750  3150 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.03 0.03  0.17  0.27 0.22  0.04  0.03 0.17  0.34
Crit Moves:       ****        ****             ****                         ****
Green Time:  10.0 10.0  10.0  10.0 10.0  63.3  53.3 87.8  97.8  20.2 54.7  64.7
Volume/Cap:  0.52 0.61  0.61  0.40 0.40  0.38  0.70 0.35  0.05  0.19 0.43  0.74
Delay/Veh:   66.5 71.7  71.7  63.2 63.2  25.7  38.3 12.5   6.6  53.2 31.4  34.6
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:  66.5 71.7  71.7  63.2 63.2  25.7  38.3 12.5   6.6  53.2 31.4  34.6
LOS by Move:    E    E     E     E    E     C     D    B     A     D    C     C
HCM2kAvgQ:      4    4     4     3    3     9    17    8     1     2   10    23
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE

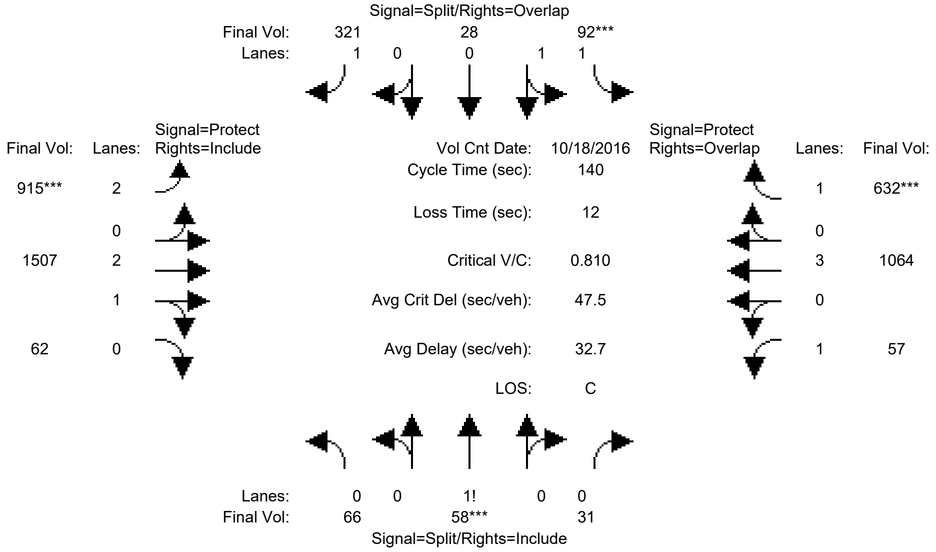

Signal=Split/Rights=Overlap
Final Vol: 321 28*** 83
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
915*** 2
0
1435 2
1
62 0
Vol Cnt Date: 10/18/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.808
Avg Crit Del (sec/veh): 47.3
Avg Delay (sec/veh): 32.9
LOS: C
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 630***
0
3 1048
0
1 57
Lanes: 0 0 1! 0 0
Final Vol: 66 58*** 31
Signal=Split/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 18 Oct 2016 << 8:00-9:00
Base Vol:      65   56    23    74   27   304   835 1242    62    49  962   601
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   65   56    23    74   27   304   835 1242    62    49  962   601
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            1    2     8     9    1    17    80  193     0     8   86    29
Initial Fut:   66   58    31    83   28   321   915 1435    62    57 1048   630
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66   58    31    83   28   321   915 1435    62    57 1048   630
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66   58    31    83   28   321   915 1435    62    57 1048   630
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   66   58    31    83   28   321   915 1435    62    57 1048   630
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.43 0.37  0.20  1.50 0.50  1.00  2.00 2.87  0.13  1.00 3.00  1.00
Final Sat.:   745  655   350  2654  895  1750  3150 5368   232  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.03 0.03  0.18  0.29 0.27  0.27  0.03 0.18  0.36
Crit Moves:       ****             ****        ****                         ****
Green Time:  15.7 15.7  15.7  10.0 10.0  61.3  51.3 86.2  86.2  16.1 51.0  61.0
Volume/Cap:  0.79 0.79  0.79  0.44 0.44  0.42  0.79 0.43  0.43  0.28 0.50  0.83
Delay/Veh:   80.0 80.0  80.0  63.5 63.5  27.4  43.4 14.2  14.2  57.4 34.9  42.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  80.0 80.0  80.0  63.5 63.5  27.4  43.4 14.2  14.2  57.4 34.9  42.2
LOS by Move:    F    F     F     E    E     C     D    B     B     E    C     D
HCM2kAvgQ:      9    9     9     3    3    10    20   11    11     2   11    26
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE


Signal=Split/Rights=Overlap
Final Vol: 321 28 92***
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
915*** 2
0
1507 2
1
62 0
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 632***
0
3 1064
0
1 57
Lanes: 0 0 1! 0 0
Final Vol: 66 58*** 31
Signal=Split/Rights=Include

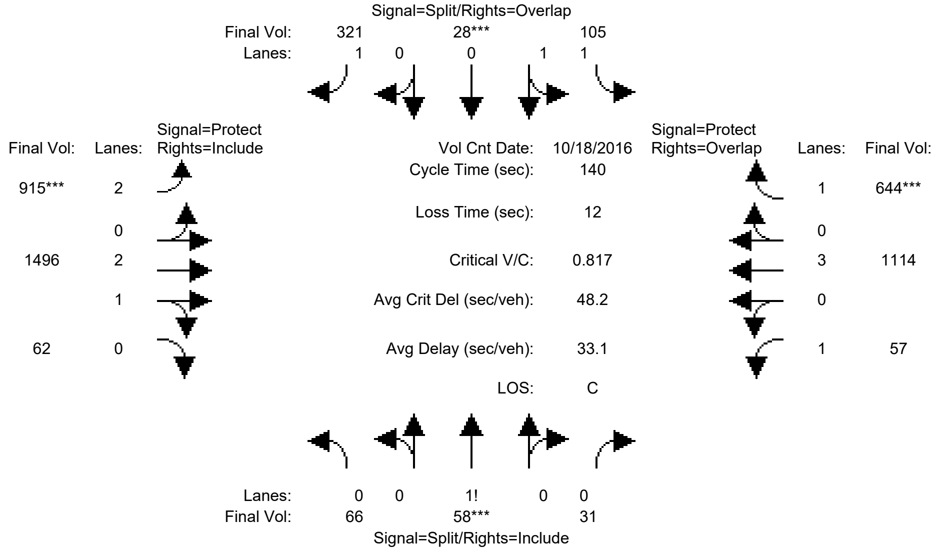
Vol Cnt Date: 10/18/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.810
Avg Crit Del (sec/veh): 47.5
Avg Delay (sec/veh): 32.7
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Oct 2016 << 8:00-9:00
Base Vol:      65   56    23    74   27   304   835 1242    62    49  962   601
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   65   56    23    74   27   304   835 1242    62    49  962   601
Added Vol:      0    0     0     9    0     0     0   72     0     0   16     2
ATI:            1    2     8     9    1    17    80  193     0     8   86    29
Initial Fut:   66   58    31    92   28   321   915 1507    62    57 1064   632
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66   58    31    92   28   321   915 1507    62    57 1064   632
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66   58    31    92   28   321   915 1507    62    57 1064   632
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   66   58    31    92   28   321   915 1507    62    57 1064   632
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.43 0.37  0.20  1.54 0.46  1.00  2.00 2.88  0.12  1.00 3.00  1.00
Final Sat.:   745  655   350  2722  828  1750  3150 5378   221  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.03 0.03  0.18  0.29 0.28  0.28  0.03 0.19  0.36
Crit Moves:       ****        ****              ****                        ****
Green Time:  15.6 15.6  15.6  10.0 10.0  61.3  51.3 86.9  86.9  15.5 51.1  61.1
Volume/Cap:  0.79 0.79  0.79  0.47 0.47  0.42  0.79 0.45  0.45  0.29 0.51  0.83
Delay/Veh:   80.2 80.2  80.2  63.9 63.9  27.5  43.5 14.1  14.1  58.1 34.9  42.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  80.2 80.2  80.2  63.9 63.9  27.5  43.5 14.1  14.1  58.1 34.9  42.2
LOS by Move:    F    F     F     E    E     C     D    B     B     E    C     D
HCM2kAvgQ:      9    9     9     3    3    10    20   11    11     2   11    26
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3096: DE LA CRUZ/TRIMBLE



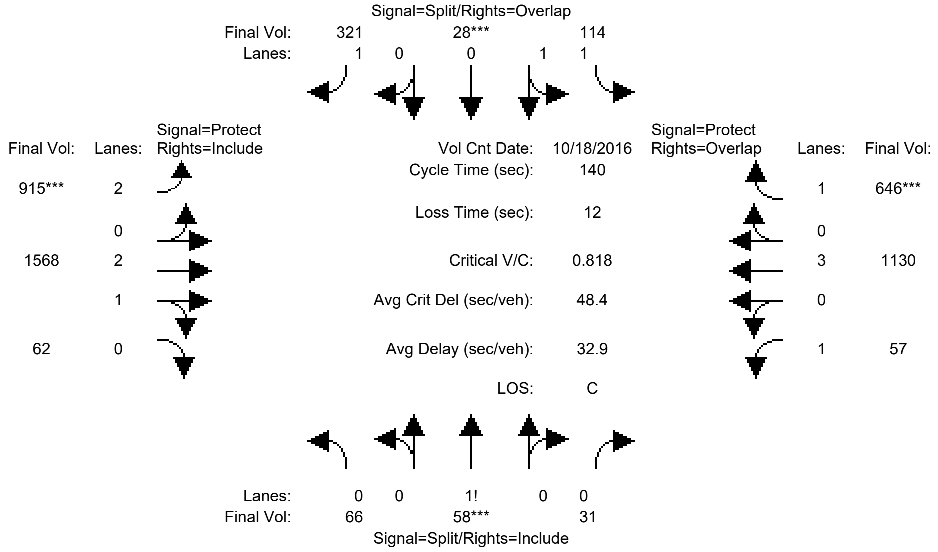
```
                          Signal=Split/Rights=Overlap
             Final Vol:    321          28***          105
                 Lanes:      1     0       0       1     1

                Signal=Protect                                  Signal=Protect
Final Vol:  Lanes:  Rights=Include     Vol Cnt Date:  10/18/2016  Rights=Overlap   Lanes:  Final Vol:
                                     Cycle Time (sec):     140
  915***      2                                                                   1      644***
                                      Loss Time (sec):      12
              0                                                                   0
   1496       2                           Critical V/C:   0.817                   3       1114
              1                    Avg Crit Del (sec/veh):  48.2                   0
     62       0                       Avg Delay (sec/veh):  33.1                   1        57
                                                    LOS:     C

                 Lanes:      0     0      1!       0     0
             Final Vol:     66          58***           31
                          Signal=Split/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10     10    10   10     10     7   10     10     7   10     10
Y+R:          4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0   4.0  4.0    4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 18 Oct 2016 << 8:00-9:00
Base Vol:      66   58     31    83   28    321   915 1435     62    57 1048    630
Growth Adj:  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
Initial Bse:   66   58     31    83   28    321   915 1435     62    57 1048    630
Added Vol:      0    0      0     0    0      0     0    0      0     0    0      0
ATI:            0    0      0    22    0      0     0   61      0     0   66     14
Initial Fut:   66   58     31   105   28    321   915 1496     62    57 1114    644
User Adj:    1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Volume:    66   58     31   105   28    321   915 1496     62    57 1114    644
Reduct Vol:     0    0      0     0    0      0     0    0      0     0    0      0
Reduced Vol:   66   58     31   105   28    321   915 1496     62    57 1114    644
PCE Adj:     1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
MLF Adj:     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:   66   58     31   105   28    321   915 1496     62    57 1114    644
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900   1900  1900 1900   1900  1900 1900   1900  1900 1900   1900
Adjustment:  0.92 0.92   0.92  0.93 0.95   0.92  0.83 0.98   0.95  0.92 1.00   0.92
Lanes:       0.43 0.37   0.20  1.58 0.42   1.00  2.00 2.88   0.12  1.00 3.00   1.00
Final Sat.:   745  655    350  2802  747   1750  3150 5377    223  1750 5700   1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09   0.09  0.04 0.04   0.18  0.29 0.28   0.28  0.03 0.20   0.37
Crit Moves:       ****               ****        ****                             ****
Green Time:  15.5 15.5   15.5  10.0 10.0   60.7  50.7 86.9   86.9  15.6 51.8   61.8
Volume/Cap:  0.80 0.80   0.80  0.52 0.52   0.42  0.80 0.45   0.45  0.29 0.53   0.83
Delay/Veh:   81.6 81.6   81.6  64.7 64.7   27.9  44.3 14.0   14.0  57.9 34.8   42.3
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:  81.6 81.6   81.6  64.7 64.7   27.9  44.3 14.0   14.0  57.9 34.8   42.3
LOS by Move:    F    F      F     E    E      C     D    B      B     E    C      D
HCM2kAvgQ:      9    9      9     4    4     10    20   11     11     2   12     26
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE

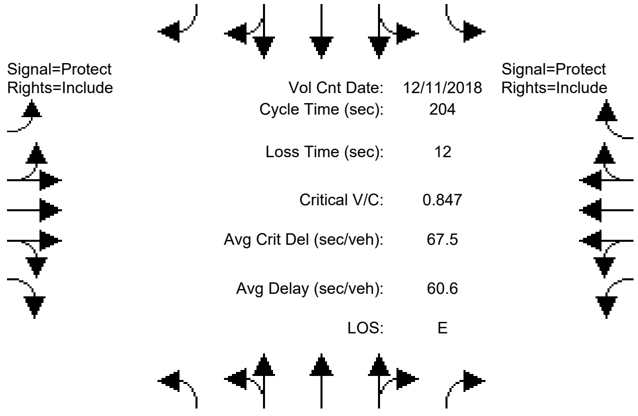

Signal=Split/Rights=Overlap
Final Vol: 321 28*** 114
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
915*** 2
0
1568 2
1
62 0
Vol Cnt Date: 10/18/2016
Cycle Time (sec): 140
Loss Time (sec): 12
Critical V/C: 0.818
Avg Crit Del (sec/veh): 48.4
Avg Delay (sec/veh): 32.9
LOS: C
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 646***
0
3 1130
0
1 57
Lanes: 0 0 1! 0 0
Final Vol: 66 58*** 31
Signal=Split/Rights=Include

```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 18 Oct 2016 << 8:00-9:00
Base Vol:      66   58    31    83   28   321   915 1435    62    57 1048   630
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66   58    31    83   28   321   915 1435    62    57 1048   630
Added Vol:      0    0     0     9    0     0     0   72     0     0   16     2
ATI:            0    0     0    22    0     0     0   61     0     0   66    14
Initial Fut:   66   58    31   114   28   321   915 1568    62    57 1130   646
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66   58    31   114   28   321   915 1568    62    57 1130   646
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66   58    31   114   28   321   915 1568    62    57 1130   646
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   66   58    31   114   28   321   915 1568    62    57 1130   646
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.43 0.37  0.20  1.61 0.39  1.00  2.00 2.88  0.12  1.00 3.00  1.00
Final Sat.:   745  655   350  2850  700  1750  3150 5387   213  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.04 0.04  0.18  0.29 0.29  0.29  0.03 0.20  0.37
Crit Moves:       ****             ****        ****                          ****
Green Time:  15.4 15.4  15.4  10.0 10.0  60.6  50.6 87.5  87.5  15.0 51.9  61.9
Volume/Cap:  0.80 0.80  0.80  0.56 0.56  0.42  0.80 0.47  0.47  0.30 0.53  0.83
Delay/Veh:   81.8 81.8  81.8  65.7 65.7  27.9  44.4 14.0  14.0  58.6 34.8  42.3
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:  81.8 81.8  81.8  65.7 65.7  27.9  44.4 14.0  14.0  58.6 34.8  42.3
LOS by Move:    F    F     F     E    E     C     D    B     B     E    C     D
HCM2kAvgQ:      9    9     9     4    4    10    20   12    12     2   12    26
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE



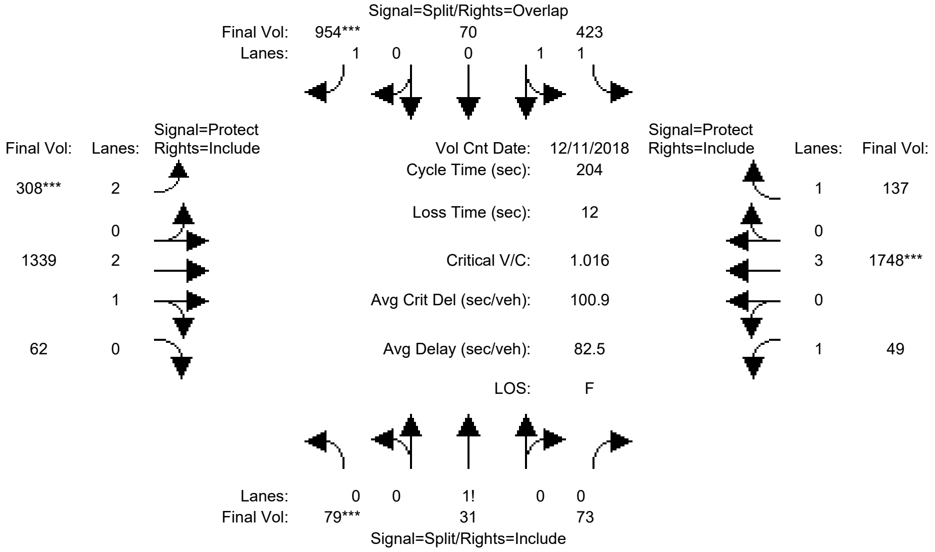
```
                          Signal=Split/Rights=Overlap
            Final Vol:  826***         66          423
                Lanes:      1    0      0      1    1

                  Signal=Protect                                 Signal=Protect
Final Vol:  Lanes:  Rights=Include     Vol Cnt Date:  12/11/2018  Rights=Include    Lanes:   Final Vol:
                                     Cycle Time (sec):    204
  292***      2                                                                     1        127
                                      Loss Time (sec):    12
              0                                                                     0
  1238        3                          Critical V/C:    0.847                     3        1566***
              0                  Avg Crit Del (sec/veh):  67.5                      0
   55         1                      Avg Delay (sec/veh): 60.6                      1        46
                                                  LOS:    E

                Lanes:      1    0      0      1    0
            Final Vol:     79         25***        66
                          Signal=Split/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM
Base Vol:      79   25    66   423   66   826   292 1238    55    46 1566   127
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79   25    66   423   66   826   292 1238    55    46 1566   127
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   79   25    66   423   66   826   292 1238    55    46 1566   127
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79   25    66   423   66   826   292 1238    55    46 1566   127
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79   25    66   423   66   826   292 1238    55    46 1566   127
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79   25    66   423   66   826   292 1238    55    46 1566   127
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.95  0.93 0.95  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 0.27  0.73  1.73 0.27  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750  495  1305  3071  479  1750  3150 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.05  0.14 0.14  0.47  0.09 0.22  0.03  0.03 0.27  0.07
Crit Moves:       ****                   ****  ****                    ****
Green Time:  12.2 12.2  12.2  91.3 91.3 113.7  22.3 76.4  76.4  12.1 66.2  66.2
Volume/Cap:  0.76 0.85  0.85  0.31 0.31  0.85  0.85 0.58  0.08  0.44 0.85  0.22
Delay/Veh:  121.1  138 138.1  36.2 36.2  44.9 106.6 51.4  41.2  95.7 68.1  50.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 121.1  138 138.1  36.2 36.2  44.9 106.6 51.4  41.2  95.7 68.1  50.4
LOS by Move:    F    F     F     D    D     D     F    D     D     F    E     D
HCM2kAvgQ:      7    8     8    10   10    47    11   20     2     3   31     6
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE


Signal=Split/Rights=Overlap
Final Vol: 954*** 70 423
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
308*** 2
0
1339 2
1
62 0
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 137
0
3 1748***
0
1 49
Lanes: 0 0 1! 0 0
Final Vol: 79*** 31 73
Signal=Split/Rights=Include

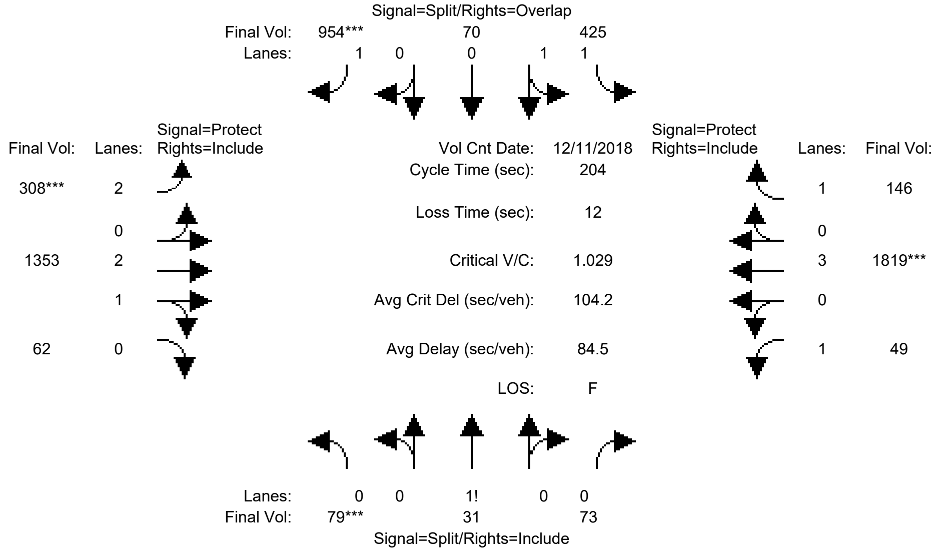
Vol Cnt Date: 12/11/2018
Cycle Time (sec): 204
Loss Time (sec): 12
Critical V/C: 1.016
Avg Crit Del (sec/veh): 100.9
Avg Delay (sec/veh): 82.5
LOS: F

```
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM
Base Vol:      79   25    66   423   66   826   292 1238    55    46 1566   127
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79   25    66   423   66   826   292 1238    55    46 1566   127
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    6     7     0    4   128    16  101     7     3  182    10
Initial Fut:   79   31    73   423   70   954   308 1339    62    49 1748   137
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79   31    73   423   70   954   308 1339    62    49 1748   137
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79   31    73   423   70   954   308 1339    62    49 1748   137
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79   31    73   423   70   954   308 1339    62    49 1748   137
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.43 0.17  0.40  1.72 0.28  1.00  2.00 2.86  0.14  1.00 3.00  1.00
Final Sat.:   755  296   698  3046  504  1750  3150 5352   248  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.14 0.14  0.55  0.10 0.25  0.25  0.03 0.31  0.08
Crit Moves:  ****                        ****  ****                   ****
Green Time:  21.0 21.0  21.0  89.8 89.8 109.4  19.6 71.4  71.4   9.8 61.6  61.6
Volume/Cap:  1.02 1.02  1.02  0.32 0.32  1.02  1.02 0.71  0.71  0.58 1.02  0.26
Delay/Veh:  162.8  163 162.8  37.2 37.2  80.7 148.1 58.8  58.8 105.2 97.0  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: 162.8  163 162.8  37.2 37.2  80.7 148.1 58.8  58.8 105.2 97.0  54.2
LOS by Move:    F    F     F     D    D     F     F    E     E     F    F     D
HCM2kAvgQ:     16   16    16    10   10    71    14   25    25     3   41     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Signal=Split/Rights=Overlap
Final Vol: 954*** 70 425
Lanes: 1 0 0 1 1

Signal=Protect
Rights=Include
Final Vol: Lanes:
308*** 2
0
1353 2
1
62 0

Vol Cnt Date: 12/11/2018
Cycle Time (sec): 204
Loss Time (sec): 12
Critical V/C: 1.029
Avg Crit Del (sec/veh): 104.2
Avg Delay (sec/veh): 84.5
LOS: F

Signal=Protect
Rights=Include
Lanes: Final Vol:
1 146
0
3 1819***
0
1 49

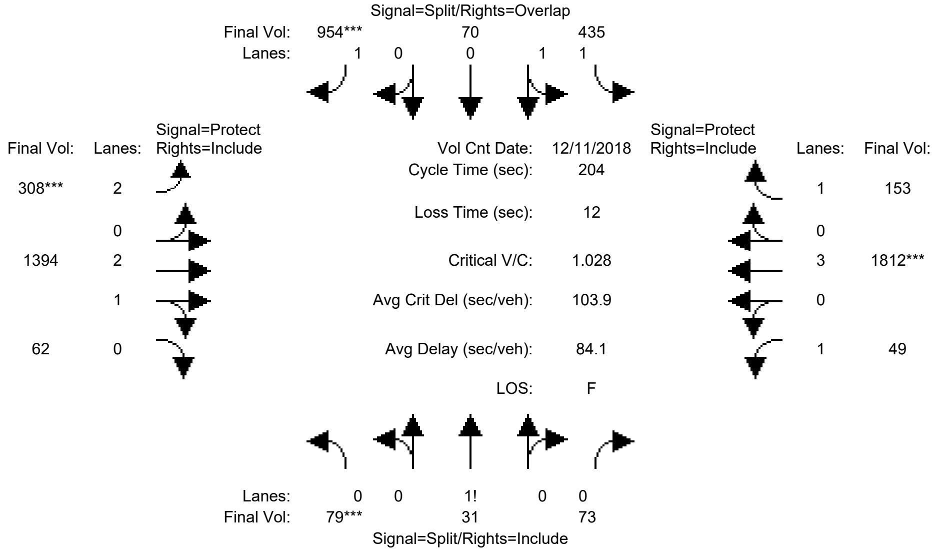
Lanes: 0 0 1! 0 0
Final Vol: 79*** 31 73
Signal=Split/Rights=Include

```
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM
Base Vol:      79   25    66   423   66   826   292 1238    55    46 1566   127
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79   25    66   423   66   826   292 1238    55    46 1566   127
Added Vol:      0    0     0     2    0     0     0   14     0     0   71     9
ATI:            0    6     7     0    4   128    16  101     7     3  182    10
Initial Fut:   79   31    73   425   70   954   308 1353    62    49 1819   146
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79   31    73   425   70   954   308 1353    62    49 1819   146
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79   31    73   425   70   954   308 1353    62    49 1819   146
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79   31    73   425   70   954   308 1353    62    49 1819   146
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.43 0.17  0.40  1.72 0.28  1.00  2.00 2.86  0.14  1.00 3.00  1.00
Final Sat.:   755  296   698  3048  502  1750  3150 5354   245  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.14 0.14  0.55  0.10 0.25  0.25  0.03 0.32  0.08
Crit Moves:  ****                        ****  ****                    ****
Green Time:  20.7 20.7  20.7  88.7 88.7 108.0  19.4 72.7  72.7   9.9 63.2  63.2
Volume/Cap:  1.03 1.03  1.03  0.32 0.32  1.03  1.03 0.71  0.71  0.58 1.03  0.27
Delay/Veh:  167.1  167 167.1  38.0 38.0  85.3 152.1 57.7  57.7 104.6 99.7  53.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 167.1  167 167.1  38.0 38.0  85.3 152.1 57.7  57.7 104.6 99.7  53.2
LOS by Move:    F    F     F     D    D     F     F    E     E     F    F     D
HCM2kAvgQ:     17   17    17    10   10    72    14   25    25     3   43     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3096: DE LA CRUZ/TRIMBLE


Signal=Split/Rights=Overlap
Final Vol: 954*** 70 435
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
308*** 2
0
1394 2
1
62 0
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 153
0
3 1812***
0
1 49
Lanes: 0 0 1! 0 0
Final Vol: 79*** 31 73
Signal=Split/Rights=Include

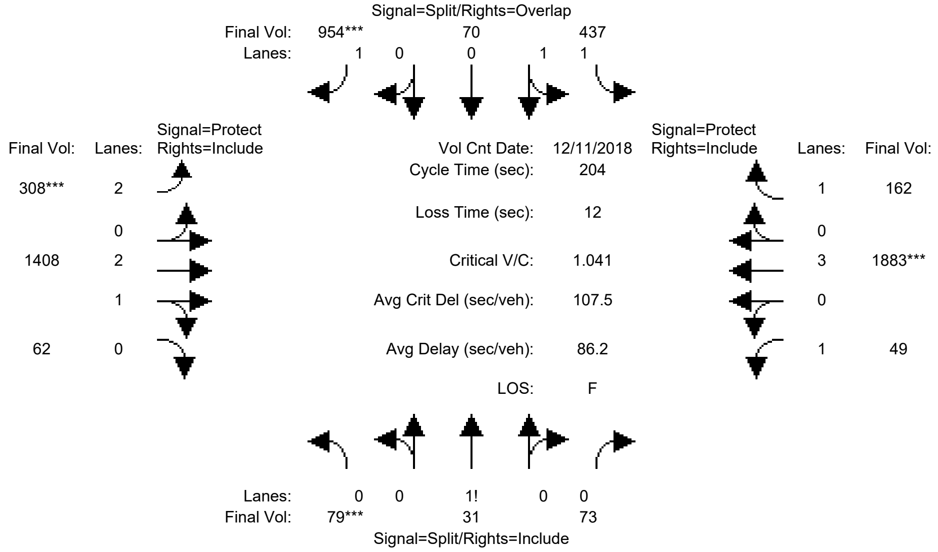
Vol Cnt Date: 12/11/2018
Cycle Time (sec): 204
Loss Time (sec): 12
Critical V/C: 1.028
Avg Crit Del (sec/veh): 103.9
Avg Delay (sec/veh): 84.1
LOS: F

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     10   10    10    10   10    10      7   10    10      7   10    10
Y+R:           4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM
Base Vol:       79   31    73   423   70   954   308 1339    62    49 1748   137
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    79   31    73   423   70   954   308 1339    62    49 1748   137
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
ATI:             0    0     0    12    0     0     0   55     0     0   64    16
Initial Fut:    79   31    73   435   70   954   308 1394    62    49 1812   153
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     79   31    73   435   70   954   308 1394    62    49 1812   153
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    79   31    73   435   70   954   308 1394    62    49 1812   153
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    79   31    73   435   70   954   308 1394    62    49 1812   153
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:        0.43 0.17  0.40  1.73 0.27  1.00  2.00 2.87  0.13  1.00 3.00  1.00
Final Sat.:    755  296   698  3058  492  1750  3150 5361   238  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.10 0.10  0.10  0.14 0.14  0.55  0.10 0.26  0.26  0.03 0.32  0.09
Crit Moves:   ****                        ****  ****                    ****
Green Time:   20.7 20.7  20.7  88.8 88.8 108.2  19.4 72.9  72.9   9.6 63.1  63.1
Volume/Cap:   1.03 1.03  1.03  0.33 0.33  1.03  1.03 0.73  0.73  0.59 1.03  0.28
Delay/Veh:   166.6  167 166.6  38.1 38.1  84.8 151.7 58.3  58.3 106.4 99.4  53.6
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: 166.6  167 166.6  38.1 38.1  84.8 151.7 58.3  58.3 106.4 99.4  53.6
LOS by Move:     F    F     F     D    D     F     F    E     E     F    F     D
HCM2kAvgQ:      17   17    17    11   11    72    14   26    26     3   42     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3096: DE LA CRUZ/TRIMBLE


Signal=Split/Rights=Overlap
Final Vol: 954*** 70 437
Lanes: 1 0 0 1 1
Signal=Protect
Rights=Include
Final Vol: Lanes:
308*** 2
0
1408 2
1
62 0
Signal=Protect
Rights=Include
Lanes: Final Vol:
1 162
0
3 1883***
0
1 49
Lanes: 0 0 1! 0 0
Final Vol: 79*** 31 73
Signal=Split/Rights=Include

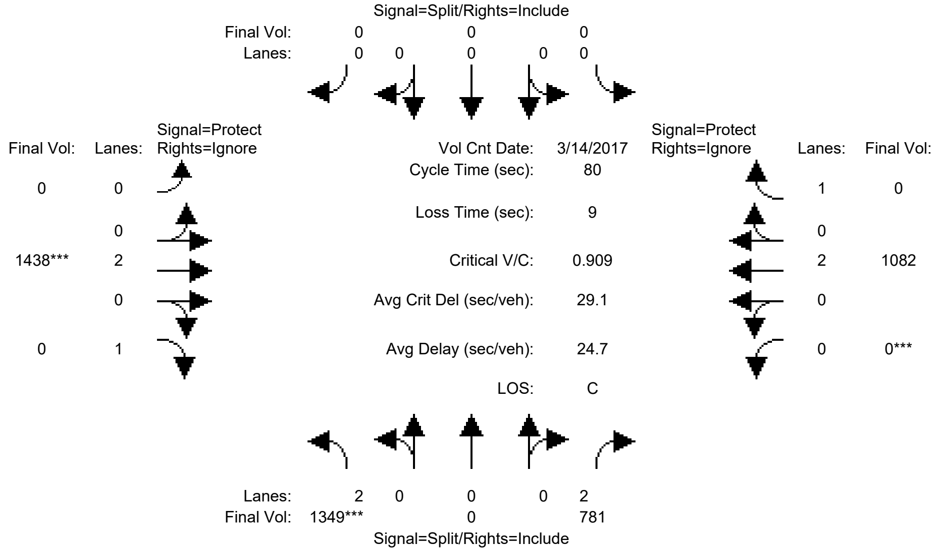
Vol Cnt Date: 12/11/2018
Cycle Time (sec): 204
Loss Time (sec): 12
Critical V/C: 1.041
Avg Crit Del (sec/veh): 107.5
Avg Delay (sec/veh): 86.2
LOS: F

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM
Base Vol:      79   31    73   423   70   954   308 1339    62    49 1748   137
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79   31    73   423   70   954   308 1339    62    49 1748   137
Added Vol:      0    0     0     2    0     0     0   14     0     0   71     9
ATI:            0    0     0    12    0     0     0   55     0     0   64    16
Initial Fut:   79   31    73   437   70   954   308 1408    62    49 1883   162
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79   31    73   437   70   954   308 1408    62    49 1883   162
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79   31    73   437   70   954   308 1408    62    49 1883   162
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   79   31    73   437   70   954   308 1408    62    49 1883   162
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.93 0.95  0.92  0.83 0.98  0.95  0.92 1.00  0.92
Lanes:       0.43 0.17  0.40  1.73 0.27  1.00  2.00 2.87  0.13  1.00 3.00  1.00
Final Sat.:   755  296   698  3060  490  1750  3150 5363   236  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.14 0.14  0.55  0.10 0.26  0.26  0.03 0.33  0.09
Crit Moves:  ****                        ****  ****                    ****
Green Time:  20.5 20.5  20.5  87.6 87.6 106.8  19.2 74.2  74.2   9.7 64.7  64.7
Volume/Cap:  1.04 1.04  1.04  0.33 0.33  1.04  1.04 0.72  0.72  0.59 1.04  0.29
Delay/Veh:  171.0  171 171.0  38.8 38.8  89.6 155.9 57.3  57.3 105.8  102  52.7
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: 171.0  171 171.0  38.8 38.8  89.6 155.9 57.3  57.3 105.8  102  52.7
LOS by Move:    F    F     F     D    D     F     F    E     E     F    F     D
HCM2kAvgQ:     17   17    17    11   11    73    14   26    26     3   45     8
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)

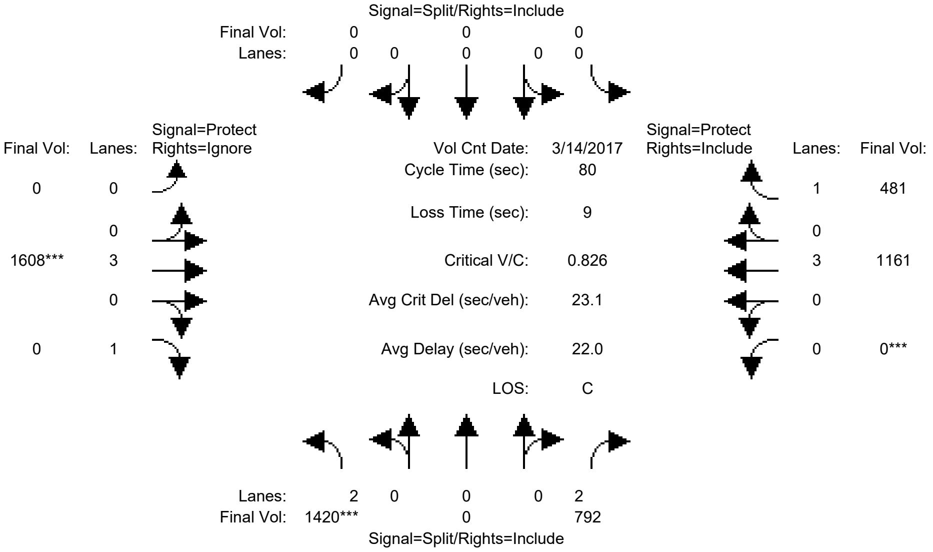

Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol:
Lanes:
0 0
0
1438*** 2
0
0 1
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.909
Avg Crit Del (sec/veh): 29.1
Avg Delay (sec/veh): 24.7
LOS: C
Signal=Protect
Rights=Ignore
Lanes:
Final Vol:
1 0
0
2 1082
0
0 0***
Lanes: 2 0 0 0 2
Final Vol: 1349*** 0 781
Signal=Split/Rights=Include

```
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10    0    10      0    0     0      0   10    10      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: >> Count Date: 14 Mar 2017 << 8:00-9:00
Base Vol:    1349    0   781      0    0     0      0 1438     0      0 1082   477
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse: 1349    0   781      0    0     0      0 1438     0      0 1082   477
Added Vol:      0    0     0      0    0     0      0    0     0      0    0     0
ATI:            0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut: 1349    0   781      0    0     0      0 1438     0      0 1082   477
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:  1349    0   781      0    0     0      0 1438     0      0 1082     0
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol: 1349    0   781      0    0     0      0 1438     0      0 1082     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: 1349    0   781      0    0     0      0 1438     0      0 1082     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900   1900 1900  1900   1900 1900  1900
Adjustment:  0.83 1.00  0.83   0.92 1.00  0.92   0.92 1.00  0.92   0.92 1.00  0.92
Lanes:       2.00 0.00  2.00   0.00 0.00  0.00   0.00 2.00  1.00   0.00 2.00  1.00
Final Sat.:  3150    0  3150      0    0     0      0 3800  1750      0 3800  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.00  0.25   0.00 0.00  0.00   0.00 0.38  0.00   0.00 0.28  0.00
Crit Moves:  ****                                     ****         ****
Green Time:  37.7  0.0  37.7    0.0  0.0   0.0    0.0 33.3   0.0    0.0 33.3   0.0
Volume/Cap:  0.91 0.00  0.53   0.00 0.00  0.00   0.00 0.91  0.00   0.00 0.68  0.00
Delay/Veh:   28.1  0.0  15.2    0.0  0.0   0.0    0.0 30.0   0.0    0.0 20.3   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:  28.1  0.0  15.2    0.0  0.0   0.0    0.0 30.0   0.0    0.0 20.3   0.0
LOS by Move:    C    A     B      A    A     A      A    C     A      A    C     A
HCM2kAvgQ:     23    0     8      0    0     0      0   19     0      0   11     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)


Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol: Lanes:
0 0
0
1608*** 3
0
0 1
Signal=Protect
Rights=Include
Lanes: Final Vol:
1 481
0
3 1161
0
0 0***
Lanes: 2 0 0 0 2
Final Vol: 1420*** 0 792
Signal=Split/Rights=Include

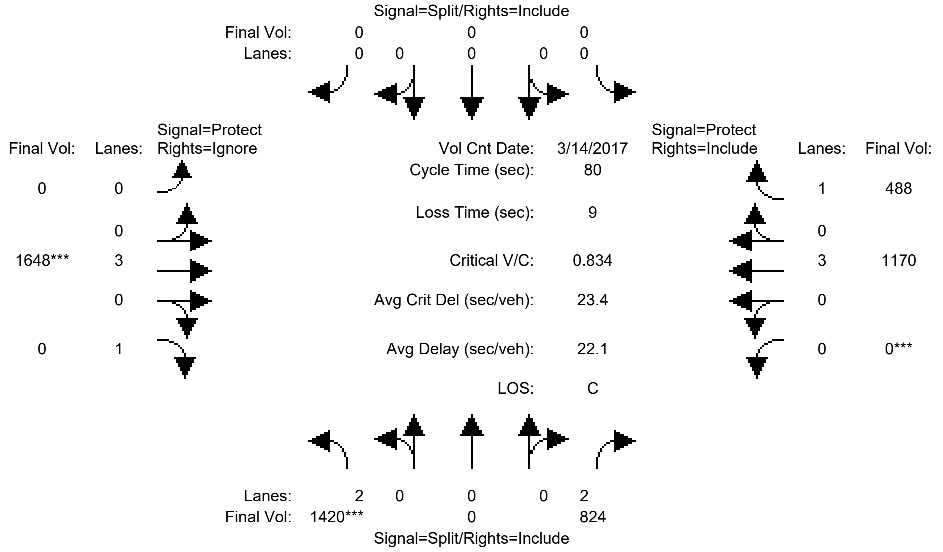
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.826
Avg Crit Del (sec/veh): 23.1
Avg Delay (sec/veh): 22.0
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 8:00-9:00
Base Vol:    1349    0   781     0    0     0     0 1438     0     0 1082   477
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1349    0   781     0    0     0     0 1438     0     0 1082   477
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           71    0    11     0    0     0     0  170     0     0   79     4
Initial Fut: 1420    0   792     0    0     0     0 1608     0     0 1161   481
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:  1420    0   792     0    0     0     0 1608     0     0 1161   481
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1420    0   792     0    0     0     0 1608     0     0 1161   481
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: 1420    0   792     0    0     0     0 1608     0     0 1161   481
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.45 0.00  0.25  0.00 0.00  0.00  0.00 0.28  0.00  0.00 0.20  0.27
Crit Moves:  ****                                   ****        ****
Green Time:  43.7  0.0  43.7   0.0  0.0   0.0   0.0 27.3   0.0   0.0 27.3  27.3
Volume/Cap:  0.83 0.00  0.46  0.00 0.00  0.00  0.00 0.83  0.00  0.00 0.60  0.80
Delay/Veh:   18.4  0.0  11.2   0.0  0.0   0.0   0.0 27.2   0.0   0.0 22.3  31.7
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:  18.4  0.0  11.2   0.0  0.0   0.0   0.0 27.2   0.0   0.0 22.3  31.7
LOS by Move:    B    A     B     A    A     A     A    C     A     A    C     C
HCM2kAvgQ:     20    0     7     0    0     0     0   13     0     0    8    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)


Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol:
Lanes:
0 0
0
1648*** 3
0
0 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 488
0
3 1170
0
0 0***
Lanes: 2 0 0 0 2
Final Vol: 1420*** 0 824
Signal=Split/Rights=Include

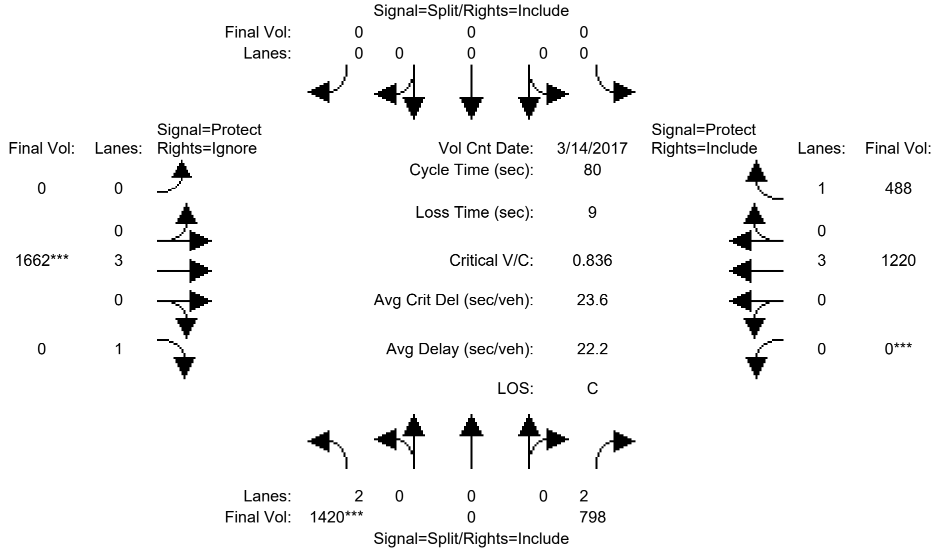
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.834
Avg Crit Del (sec/veh): 23.4
Avg Delay (sec/veh): 22.1
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 8:00-9:00
Base Vol:     1349    0   781     0    0     0     0 1438     0     0 1082   477
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  1349    0   781     0    0     0     0 1438     0     0 1082   477
Added Vol:       0    0    32     0    0     0     0   40     0     0    9     7
ATI:            71    0    11     0    0     0     0  170     0     0   79     4
Initial Fut:  1420    0   824     0    0     0     0 1648     0     0 1170   488
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:   1420    0   824     0    0     0     0 1648     0     0 1170   488
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  1420    0   824     0    0     0     0 1648     0     0 1170   488
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:  1420    0   824     0    0     0     0 1648     0     0 1170   488
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:        2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:   3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.45 0.00  0.26  0.00 0.00  0.00  0.00 0.29  0.00  0.00 0.21  0.28
Crit Moves:   ****                                   ****        ****
Green Time:   43.3  0.0  43.3   0.0  0.0   0.0   0.0 27.7   0.0   0.0 27.7  27.7
Volume/Cap:   0.83 0.00  0.48  0.00 0.00  0.00  0.00 0.83  0.00  0.00 0.59  0.80
Delay/Veh:    19.1  0.0  11.6   0.0  0.0   0.0   0.0 27.2   0.0   0.0 22.0  31.4
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:   19.1  0.0  11.6   0.0  0.0   0.0   0.0 27.2   0.0   0.0 22.0  31.4
LOS by Move:     B    A     B     A    A     A     A    C     A     A    C     C
HCM2kAvgQ:      20    0     8     0    0     0     0   13     0     0    8    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #4069: 101/TRIMBLE (E)



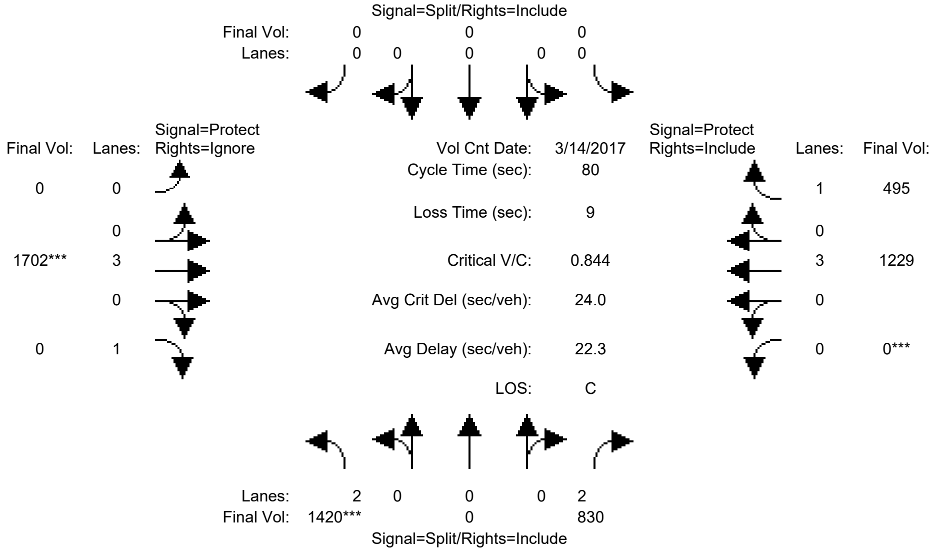
```
                                   Signal=Split/Rights=Include
                    Final Vol:    0           0          0
                        Lanes:    0    0      0     0    0

                  Signal=Protect                                         Signal=Protect
Final Vol:  Lanes: Rights=Ignore            Vol Cnt Date:   3/14/2017   Rights=Include   Lanes:  Final Vol:
                                         Cycle Time (sec):    80
    0         0                                                                           1       488
                                          Loss Time (sec):     9
              0                                                                           0
 1662***      3                              Critical V/C:    0.836                       3      1220
              0                     Avg Crit Del (sec/veh):   23.6                        0
    0         1                         Avg Delay (sec/veh):   22.2                       0       0***
                                                     LOS:     C

                        Lanes:    2    0      0     0    2
                    Final Vol: 1420***        0         798
                                   Signal=Split/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 8:00-9:00
Base Vol:    1420    0   792     0    0     0     0 1608     0     0 1161   481
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1420    0   792     0    0     0     0 1608     0     0 1161   481
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     6     0    0     0     0   54     0     0   59     7
Initial Fut: 1420    0   798     0    0     0     0 1662     0     0 1220   488
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:  1420    0   798     0    0     0     0 1662     0     0 1220   488
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1420    0   798     0    0     0     0 1662     0     0 1220   488
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: 1420    0   798     0    0     0     0 1662     0     0 1220   488
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.45 0.00  0.25  0.00 0.00  0.00  0.00 0.29  0.00  0.00 0.21  0.28
Crit Moves:  ****                                   ****        ****
Green Time:  43.1  0.0  43.1   0.0  0.0   0.0   0.0 27.9   0.0   0.0 27.9  27.9
Volume/Cap:  0.84 0.00  0.47  0.00 0.00  0.00  0.00 0.84  0.00  0.00 0.61  0.80
Delay/Veh:   19.3  0.0  11.6   0.0  0.0   0.0   0.0 27.2   0.0   0.0 22.2  31.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  19.3  0.0  11.6   0.0  0.0   0.0   0.0 27.2   0.0   0.0 22.2  31.0
LOS by Move:    B    A     B     A    A     A     A    C     A     A    C     C
HCM2kAvgQ:     20    0     7     0    0     0     0   14     0     0    8    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)

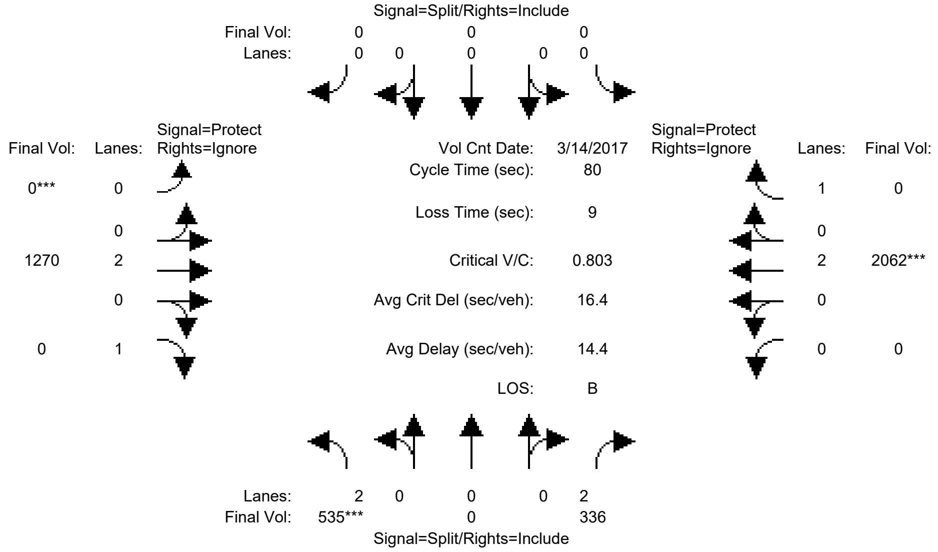

Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol:
Lanes:
0 0
0
1702*** 3
0
0 1
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.844
Avg Crit Del (sec/veh): 24.0
Avg Delay (sec/veh): 22.3
LOS: C
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 495
0
3 1229
0
0 0***
Lanes: 2 0 0 0 2
Final Vol: 1420*** 0 830
Signal=Split/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 8:00-9:00
Base Vol:    1420    0   792     0    0     0     0 1608     0     0 1161   481
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1420    0   792     0    0     0     0 1608     0     0 1161   481
Added Vol:      0    0    32     0    0     0     0   40     0     0    9     7
ATI:            0    0     6     0    0     0     0   54     0     0   59     7
Initial Fut: 1420    0   830     0    0     0     0 1702     0     0 1229   495
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:  1420    0   830     0    0     0     0 1702     0     0 1229   495
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1420    0   830     0    0     0     0 1702     0     0 1229   495
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: 1420    0   830     0    0     0     0 1702     0     0 1229   495
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.45 0.00  0.26  0.00 0.00  0.00  0.00 0.30  0.00  0.00 0.22  0.28
Crit Moves:  ****                                   ****        ****
Green Time:  42.7  0.0  42.7   0.0  0.0   0.0   0.0 28.3   0.0   0.0 28.3  28.3
Volume/Cap:  0.84 0.00  0.49  0.00 0.00  0.00  0.00 0.84  0.00  0.00 0.61  0.80
Delay/Veh:   19.9  0.0  12.0   0.0  0.0   0.0   0.0 27.3   0.0   0.0 21.9  30.6
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:  19.9  0.0  12.0   0.0  0.0   0.0   0.0 27.3   0.0   0.0 21.9  30.6
LOS by Move:    B    A     B     A    A     A     A    C     A     A    C     C
HCM2kAvgQ:     21    0     8     0    0     0     0   14     0     0    8    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)


Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol:
Lanes:
0***
0
0
1270
2
0
0
0
1
Signal=Protect
Rights=Ignore
Lanes:
Final Vol:
1
0
0
2
2062***
0
0
0
Lanes: 2 0 0 0 2
Final Vol: 535*** 0 336
Signal=Split/Rights=Include

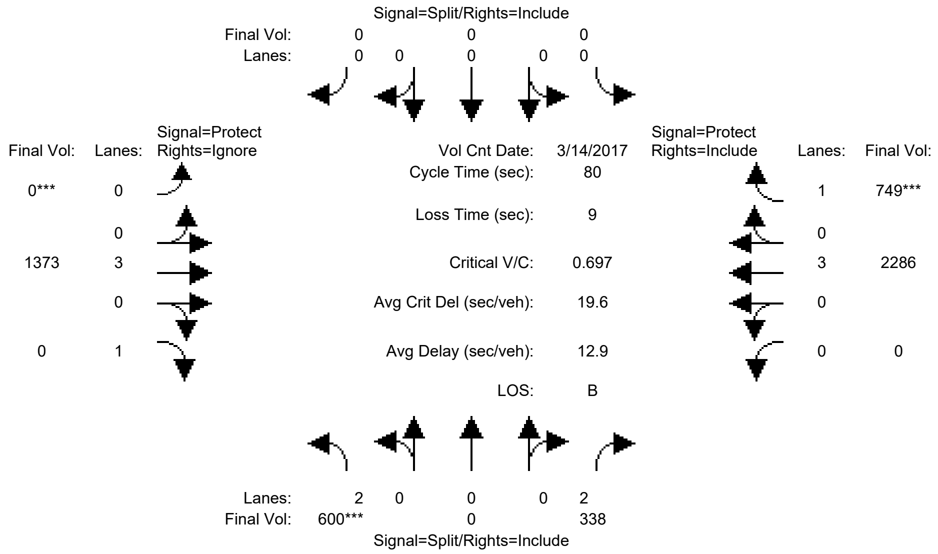
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.803
Avg Crit Del (sec/veh): 16.4
Avg Delay (sec/veh): 14.4
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 4:45-5:45
Base Vol:     535    0   336     0    0     0     0 1270     0     0 2062   744
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  535    0   336     0    0     0     0 1270     0     0 2062   744
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  535    0   336     0    0     0     0 1270     0     0 2062   744
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:   535    0   336     0    0     0     0 1270     0     0 2062     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  535    0   336     0    0     0     0 1270     0     0 2062     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:  535    0   336     0    0     0     0 1270     0     0 2062     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  1.00  0.00 2.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 3800  1750     0 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.11  0.00 0.00  0.00  0.00 0.33  0.00  0.00 0.54  0.00
Crit Moves:  ****                              ****                   ****
Green Time:  16.9  0.0  16.9   0.0  0.0   0.0   0.0 54.1   0.0   0.0 54.1   0.0
Volume/Cap:  0.80 0.00  0.50  0.00 0.00  0.00  0.00 0.49  0.00  0.00 0.80  0.00
Delay/Veh:   36.9  0.0  28.5   0.0  0.0   0.0   0.0  6.5   0.0   0.0 11.1   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:  36.9  0.0  28.5   0.0  0.0   0.0   0.0  6.5   0.0   0.0 11.1   0.0
LOS by Move:    D    A     C     A    A     A     A    A     A     A    B     A
HCM2kAvgQ:     10    0     5     0    0     0     0    8     0     0   17     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)


Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol:
Lanes:
0*** 0
0
1373 3
0
0 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 749***
0
3 2286
0
0 0
Lanes: 2 0 0 0 2
Final Vol: 600*** 0 338
Signal=Split/Rights=Include

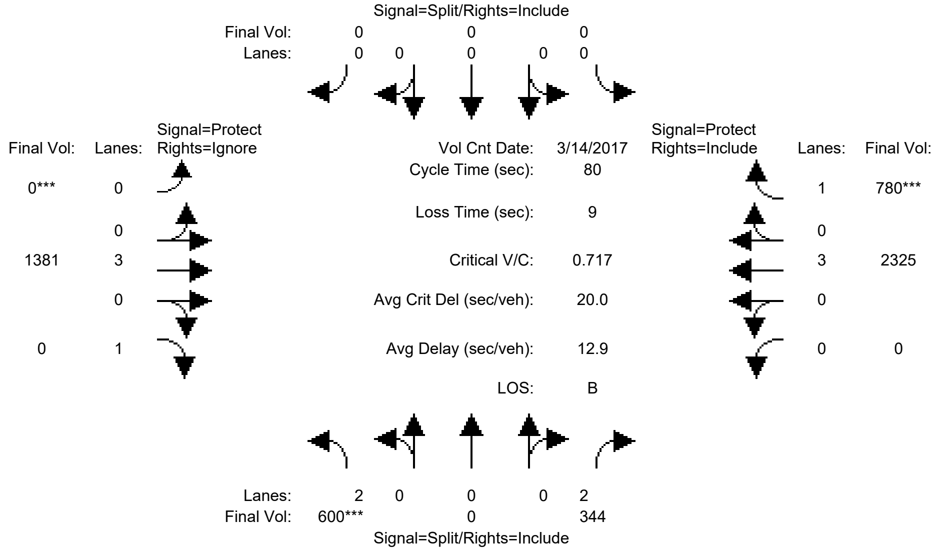
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.697
Avg Crit Del (sec/veh): 19.6
Avg Delay (sec/veh): 12.9
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 4:45-5:45
Base Vol:     535    0   336     0    0     0     0 1270     0     0 2062   744
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  535    0   336     0    0     0     0 1270     0     0 2062   744
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           65    0     2     0    0     0     0  103     0     0  224     5
Initial Fut:  600    0   338     0    0     0     0 1373     0     0 2286   749
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:   600    0   338     0    0     0     0 1373     0     0 2286   749
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600    0   338     0    0     0     0 1373     0     0 2286   749
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:  600    0   338     0    0     0     0 1373     0     0 2286   749
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.11  0.00 0.00  0.00  0.00 0.24  0.00  0.00 0.40  0.43
Crit Moves:  ****                              ****                          ****
Green Time:  21.9  0.0  21.9   0.0  0.0   0.0   0.0 49.1   0.0   0.0 49.1  49.1
Volume/Cap:  0.70 0.00  0.39  0.00 0.00  0.00  0.00 0.39  0.00  0.00 0.65  0.70
Delay/Veh:   28.6  0.0  24.0   0.0  0.0   0.0   0.0  7.9   0.0   0.0 10.4  12.4
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:  28.6  0.0  24.0   0.0  0.0   0.0   0.0  7.9   0.0   0.0 10.4  12.4
LOS by Move:    C    A     C     A    A     A     A    A     A     A    B     B
HCM2kAvgQ:      9    0     4     0    0     0     0    6     0     0   11    12
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)



Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0

Signal=Protect Rights=Ignore
Final Vol: 0*** Lanes: 0
Lanes: 0
Final Vol: 1381 Lanes: 3
Lanes: 0
Final Vol: 0 Lanes: 1

Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.717
Avg Crit Del (sec/veh): 20.0
Avg Delay (sec/veh): 12.9
LOS: B

Signal=Protect Rights=Include
Lanes: 1 Final Vol: 780***
Lanes: 0
Lanes: 3 Final Vol: 2325
Lanes: 0
Lanes: 0 Final Vol: 0

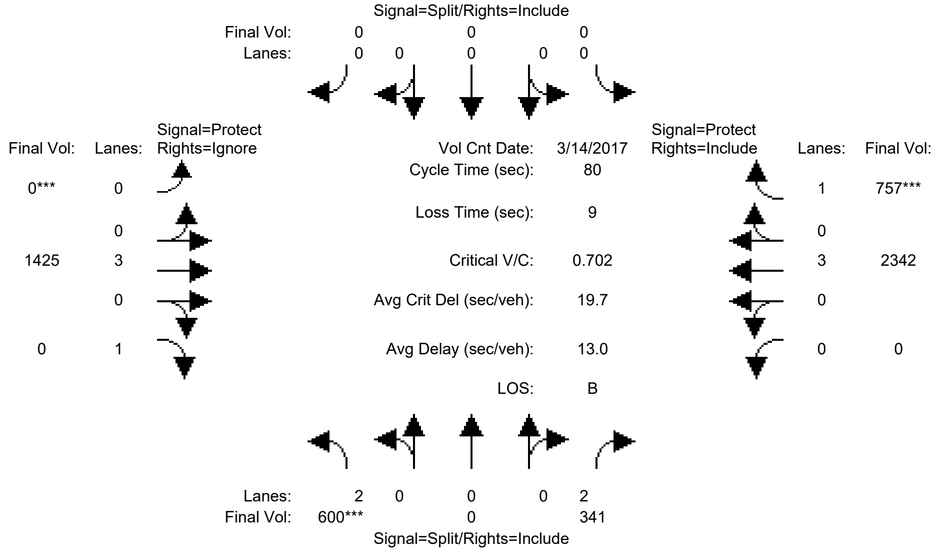
Lanes: 2 0 0 0 2
Final Vol: 600*** 0 344
Signal=Split/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 4:45-5:45
Base Vol:     535    0   336     0    0     0     0 1270     0     0 2062   744
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  535    0   336     0    0     0     0 1270     0     0 2062   744
Added Vol:      0    0     6     0    0     0     0    8     0     0   39    31
ATI:           65    0     2     0    0     0     0  103     0     0  224     5
Initial Fut:  600    0   344     0    0     0     0 1381     0     0 2325   780
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:   600    0   344     0    0     0     0 1381     0     0 2325   780
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600    0   344     0    0     0     0 1381     0     0 2325   780
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:  600    0   344     0    0     0     0 1381     0     0 2325   780
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.11  0.00 0.00  0.00  0.00 0.24  0.00  0.00 0.41  0.45
Crit Moves:  ****                              ****                           ****
Green Time:  21.3  0.0  21.3   0.0  0.0   0.0   0.0 49.7   0.0   0.0 49.7  49.7
Volume/Cap:  0.72 0.00  0.41  0.00 0.00  0.00  0.00 0.39  0.00  0.00 0.66  0.72
Delay/Veh:   29.6  0.0  24.5   0.0  0.0   0.0   0.0  7.6   0.0   0.0 10.1  12.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.6  0.0  24.5   0.0  0.0   0.0   0.0  7.6   0.0   0.0 10.1  12.6
LOS by Move:    C    A     C     A    A     A     A    A     A     A    B     B
HCM2kAvgQ:     10    0     4     0    0     0     0    6     0     0   11    13
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #4069: 101/TRIMBLE (E)



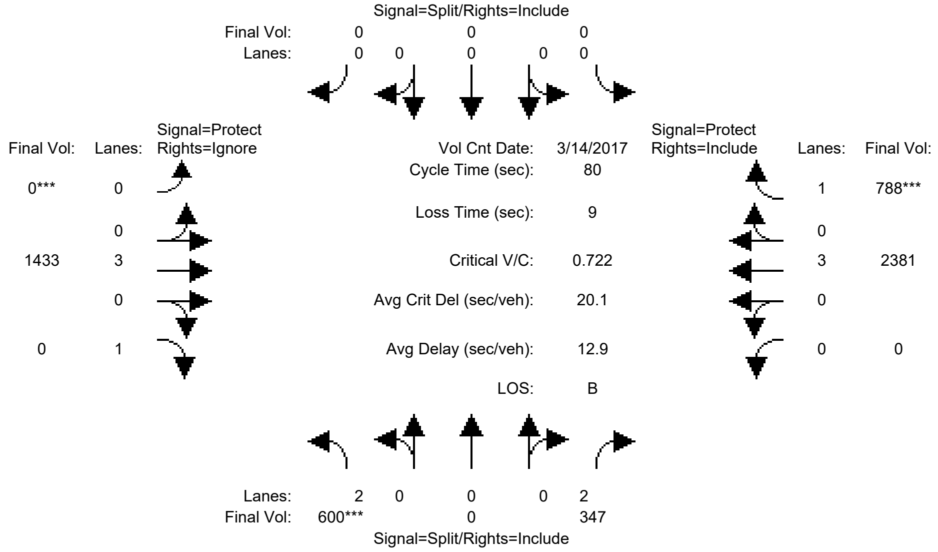
```
                       Signal=Split/Rights=Include
                 Final Vol:   0         0         0
                     Lanes:   0    0    0    0    0

             Signal=Protect                                  Signal=Protect
Final Vol:  Lanes: Rights=Ignore   Vol Cnt Date:   3/14/2017 Rights=Include  Lanes:  Final Vol:
                                 Cycle Time (sec):    80
  0***       0                                                                  1     757***
                                  Loss Time (sec):    9
             0                                                                  0
  1425       3                      Critical V/C:     0.702                     3     2342
             0                 Avg Crit Del (sec/veh):  19.7                    0
   0         1                    Avg Delay (sec/veh):  13.0                    0      0
                                             LOS:       B

                     Lanes:   2    0    0    0    2
                 Final Vol:  600***     0        341
                       Signal=Split/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10    0    10    0    0     0    0   10    10    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: >> Count Date: 14 Mar 2017 << 4:45-5:45
Base Vol:     600    0   338    0    0     0    0 1373     0    0 2286   749
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  600    0   338    0    0     0    0 1373     0    0 2286   749
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
ATI:            0    0     3    0    0     0    0   52     0    0   56     8
Initial Fut:  600    0   341    0    0     0    0 1425     0    0 2342   757
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:   600    0   341    0    0     0    0 1425     0    0 2342   757
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  600    0   341    0    0     0    0 1425     0    0 2342   757
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:  600    0   341    0    0     0    0 1425     0    0 2342   757
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.83 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       2.00 0.00  2.00 0.00 0.00  0.00 0.00 3.00  1.00 0.00 3.00  1.00
Final Sat.:  3150    0  3150    0    0     0    0 5700  1750    0 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.11 0.00 0.00  0.00 0.00 0.25  0.00 0.00 0.41  0.43
Crit Moves:  ****                          ****                          ****
Green Time:  21.7  0.0  21.7  0.0  0.0   0.0  0.0 49.3   0.0  0.0 49.3  49.3
Volume/Cap:  0.70 0.00  0.40 0.00 0.00  0.00 0.00 0.41  0.00 0.00 0.67  0.70
Delay/Veh:   28.9  0.0  24.1  0.0  0.0   0.0  0.0  7.9   0.0  0.0 10.5  12.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  28.9  0.0  24.1  0.0  0.0   0.0  0.0  7.9   0.0  0.0 10.5  12.5
LOS by Move:    C    A     C    A    A     A    A    A     A    A    B     B
HCM2kAvgQ:      9    0     4    0    0     0    0    6     0    0   11    13
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #4069: 101/TRIMBLE (E)


Signal=Split/Rights=Include
Final Vol: 0 0 0
Lanes: 0 0 0 0 0
Signal=Protect
Rights=Ignore
Final Vol:
Lanes:
0*** 0
0
1433 3
0
0 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 788***
0
3 2381
0
0 0
Lanes: 2 0 0 0 2
Final Vol: 600*** 0 347
Signal=Split/Rights=Include

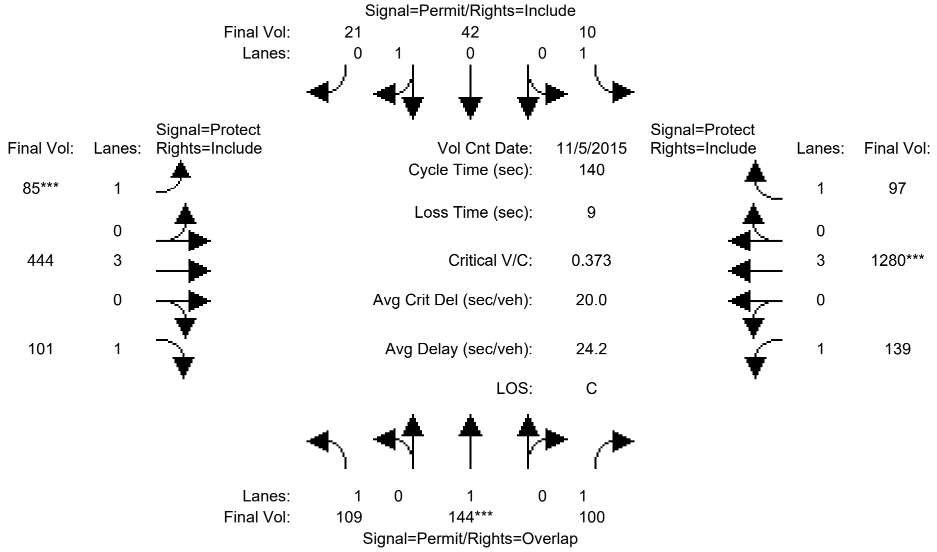
Vol Cnt Date: 3/14/2017
Cycle Time (sec): 80
Loss Time (sec): 9
Critical V/C: 0.722
Avg Crit Del (sec/veh): 20.1
Avg Delay (sec/veh): 12.9
LOS: B

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     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: >> Count Date: 14 Mar 2017 << 4:45-5:45
Base Vol:     600    0   338     0    0     0     0 1373     0     0 2286   749
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  600    0   338     0    0     0     0 1373     0     0 2286   749
Added Vol:      0    0     6     0    0     0     0    8     0     0   39    31
ATI:            0    0     3     0    0     0     0   52     0     0   56     8
Initial Fut:  600    0   347     0    0     0     0 1433     0     0 2381   788
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:   600    0   347     0    0     0     0 1433     0     0 2381   788
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600    0   347     0    0     0     0 1433     0     0 2381   788
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:  600    0   347     0    0     0     0 1433     0     0 2381   788
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3150    0  3150     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.11  0.00 0.00  0.00  0.00 0.25  0.00  0.00 0.42  0.45
Crit Moves:  ****                              ****                         ****
Green Time:  21.1  0.0  21.1   0.0  0.0   0.0   0.0 49.9   0.0   0.0 49.9  49.9
Volume/Cap:  0.72 0.00  0.42  0.00 0.00  0.00  0.00 0.40  0.00  0.00 0.67  0.72
Delay/Veh:   29.9  0.0  24.7   0.0  0.0   0.0   0.0  7.6   0.0   0.0 10.2  12.7
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:  29.9  0.0  24.7   0.0  0.0   0.0   0.0  7.6   0.0   0.0 10.2  12.7
LOS by Move:    C    A     C     A    A     A     A    A     A     A    B     B
HCM2kAvgQ:     10    0     5     0    0     0     0    6     0     0   12    13
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE



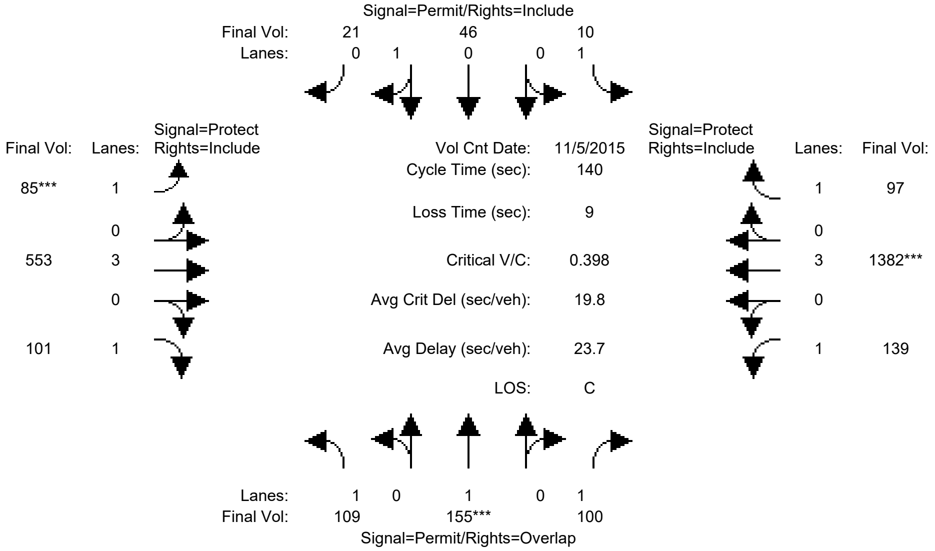
```
                              Signal=Permit/Rights=Include
                  Final Vol:    21          42          10
                      Lanes:     0     1     0     0     1

               Signal=Protect                                    Signal=Protect
 Final Vol:  Lanes:  Rights=Include     Vol Cnt Date:  11/5/2015  Rights=Include    Lanes:  Final Vol:
                                      Cycle Time (sec):   140
   85***       1                                                                       1        97
                                       Loss Time (sec):     9
               0                                                                       0
   444         3                          Critical V/C:   0.373                        3     1280***
               0                     Avg Crit Del (sec/veh):  20.0                     0
   101         1                      Avg Delay (sec/veh):  24.2                       1       139
                                                    LOS:     C

                      Lanes:     1     0     1     0     1
                  Final Vol:   109        144***        100
                              Signal=Permit/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Nov 2015 <<
Base Vol:     109  144   100   10   42    21    85  444   101   139 1280    97
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  109  144   100   10   42    21    85  444   101   139 1280    97
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
ATI:            0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:  109  144   100   10   42    21    85  444   101   139 1280    97
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   109  144   100   10   42    21    85  444   101   139 1280    97
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:  109  144   100   10   42    21    85  444   101   139 1280    97
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  109  144   100   10   42    21    85  444   101   139 1280    97
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00 1.00 0.67  0.33  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750 1750 1200   600  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.06 0.01 0.04  0.04  0.05 0.08  0.06  0.08 0.22  0.06
Crit Moves:       ****                        ****                   ****
Green Time:  28.5 28.5  80.2 28.5 28.5  28.5  18.2 50.8  50.8  51.8 84.3  84.3
Volume/Cap:  0.31 0.37  0.10 0.03 0.17  0.17  0.37 0.21  0.16  0.21 0.37  0.09
Delay/Veh:   47.9 48.7  13.6 44.7 46.3  46.3  56.7 30.9  30.3  30.4 14.4  11.8
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  47.9 48.7  13.6 44.7 46.3  46.3  56.7 30.9  30.3  30.4 14.4  11.8
LOS by Move:    D    D     B    D    D     D     E    C     C     C    B     B
HCM2kAvgQ:      4    5     2    0    2     2     4    4     3     4    9     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE



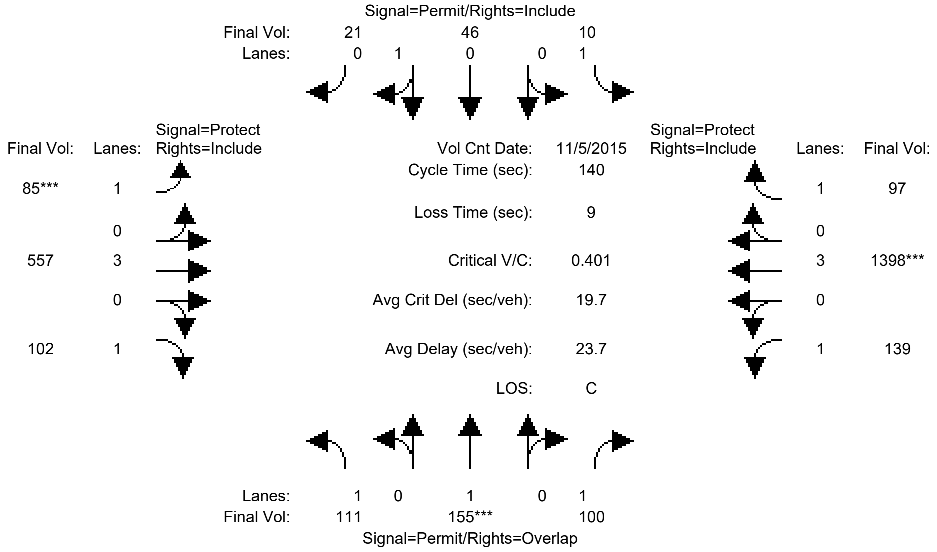
```
                         Signal=Permit/Rights=Include
              Final Vol:    21         46         10
                 Lanes:      0    1     0      0   1

          Signal=Protect                                   Signal=Protect
Final Vol: Lanes: Rights=Include   Vol Cnt Date:  11/5/2015  Rights=Include   Lanes:  Final Vol:
                             Cycle Time (sec):      140
   85***     1                                                                  1        97
                              Loss Time (sec):        9
             0                                                                  0
   553       3                   Critical V/C:    0.398                         3      1382***
             0              Avg Crit Del (sec/veh):   19.8                      0
   101       1                  Avg Delay (sec/veh):   23.7                     1       139
                                          LOS:        C

                 Lanes:      1    0     1      0   1
              Final Vol:   109        155***      100
                         Signal=Permit/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10   10   10    10    7   10    10    7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Nov 2015 <<
Base Vol:     109  144   100   10   42    21   85  444   101  139 1280    97
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  109  144   100   10   42    21   85  444   101  139 1280    97
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
ATI:            0   11     0    0    4     0    0  109     0    0  102     0
Initial Fut:  109  155   100   10   46    21   85  553   101  139 1382    97
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   109  155   100   10   46    21   85  553   101  139 1382    97
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  109  155   100   10   46    21   85  553   101  139 1382    97
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  109  155   100   10   46    21   85  553   101  139 1382    97
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.95  0.95 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       1.00 1.00  1.00 1.00 0.69  0.31 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:  1750 1900  1750 1750 1236   564 1750 5700  1750 1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.06 0.01 0.04  0.04 0.05 0.10  0.06 0.08 0.24  0.06
Crit Moves:       ****                       ****                  ****
Green Time:  28.7 28.7  74.7 28.7 28.7  28.7 17.1 56.3  56.3 46.1 85.2  85.2
Volume/Cap:  0.30 0.40  0.11 0.03 0.18  0.18 0.40 0.24  0.14 0.24 0.40  0.09
Delay/Veh:   47.7 48.9  16.2 44.5 46.2  46.2 57.9 27.8  26.7 34.5 14.2  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:  47.7 48.9  16.2 44.5 46.2  46.2 57.9 27.8  26.7 34.5 14.2  11.4
LOS by Move:    D    D     B    D    D     D    E    C     C    C    B     B
HCM2kAvgQ:      4    6     2    0    2     2    4    5     3    4   10     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE


Signal=Permit/Rights=Include
Final Vol: 21 46 10
Lanes: 0 1 0 0 1
Final Vol:
Lanes:
Signal=Protect
Rights=Include
85*** 1
0
557 3
0
102 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 97
0
3 1398***
0
1 139
Lanes: 1 0 1 0 1
Final Vol: 111 155*** 100
Signal=Permit/Rights=Overlap

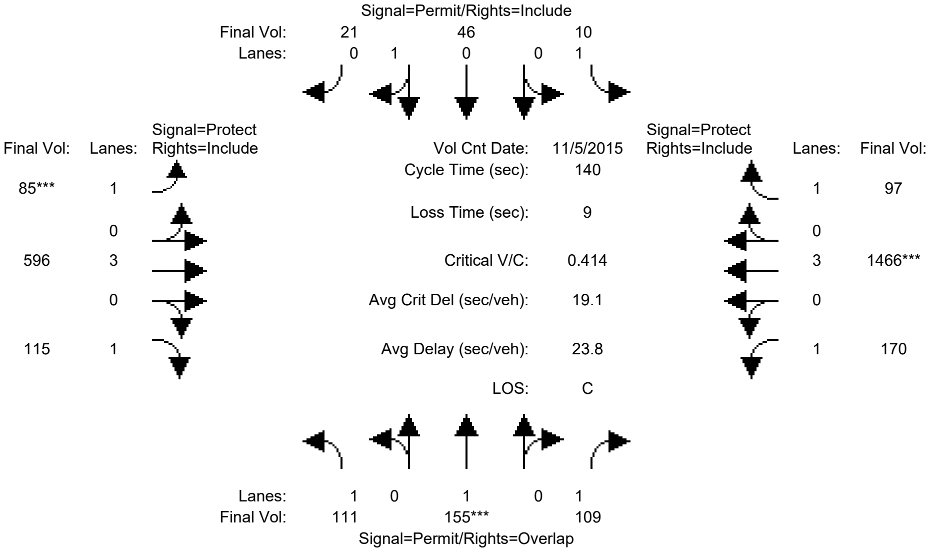
Vol Cnt Date: 11/5/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.401
Avg Crit Del (sec/veh): 19.7
Avg Delay (sec/veh): 23.7
LOS: C

```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 5 Nov 2015 <<
Base Vol:     109  144   100    10   42    21    85  444   101   139 1280    97
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  109  144   100    10   42    21    85  444   101   139 1280    97
Added Vol:      2    0     0     0    0     0     0    4     1     0   16     0
ATI:            0   11     0     0    4     0     0  109     0     0  102     0
Initial Fut:  111  155   100    10   46    21    85  557   102   139 1398    97
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   111  155   100    10   46    21    85  557   102   139 1398    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  111  155   100    10   46    21    85  557   102   139 1398    97
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  111  155   100    10   46    21    85  557   102   139 1398    97
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.69  0.31  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1236   564  1750 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.06  0.01 0.04  0.04  0.05 0.10  0.06  0.08 0.25  0.06
Crit Moves:       ****                         ****                   ****
Green Time:  28.5 28.5  74.4  28.5 28.5  28.5  16.9 56.6  56.6  46.0 85.6  85.6
Volume/Cap:  0.31 0.40  0.11  0.03 0.18  0.18  0.40 0.24  0.14  0.24 0.40  0.09
Delay/Veh:   47.9 49.1  16.3  44.7 46.4  46.4  58.1 27.6  26.5  34.5 14.1  11.2
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:  47.9 49.1  16.3  44.7 46.4  46.4  58.1 27.6  26.5  34.5 14.1  11.2
LOS by Move:    D    D     B     D    D     D     E    C     C     C    B     B
HCM2kAvgQ:      4    6     2     0    2     2     4    5     3     4   10     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #3614: JUNCTION/TRIMBLE



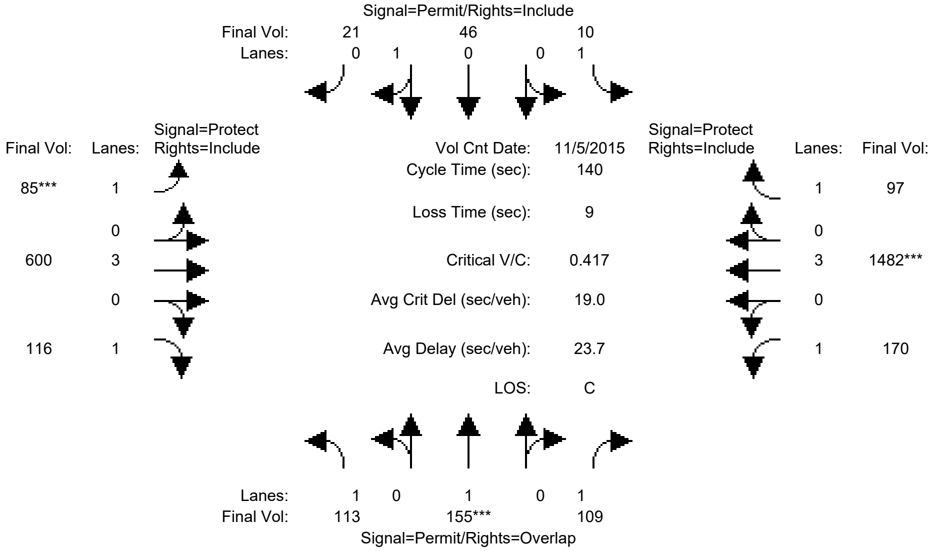
```
                         Signal=Permit/Rights=Include
              Final Vol:      21          46          10
                  Lanes:     0    1        0        0   1

                  Signal=Protect                                   Signal=Protect
Final Vol:  Lanes: Rights=Include          Vol Cnt Date: 11/5/2015 Rights=Include  Lanes:  Final Vol:
                                      Cycle Time (sec):   140
  85***       1                                                                      1        97

                                        Loss Time (sec):    9
              0                                                                      0
  596         3                            Critical V/C:  0.414                      3      1466***

              0                     Avg Crit Del (sec/veh):  19.1                    0

  115         1                         Avg Delay (sec/veh):  23.8                   1       170

                                                     LOS:    C

                  Lanes:     1    0        1        0   1
              Final Vol:    111          155***        109
                         Signal=Permit/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 5 Nov 2015 <<
Base Vol:     109  155   100    10   46    21    85  553   101   139 1382    97
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  109  155   100    10   46    21    85  553   101   139 1382    97
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            2    0     9     0    0     0     0   43    14    31   84     0
Initial Fut:  111  155   109    10   46    21    85  596   115   170 1466    97
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   111  155   109    10   46    21    85  596   115   170 1466    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  111  155   109    10   46    21    85  596   115   170 1466    97
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  111  155   109    10   46    21    85  596   115   170 1466    97
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.69  0.31  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1236   564  1750 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.06  0.01 0.04  0.04  0.05 0.10  0.07  0.10 0.26  0.06
Crit Moves:       ****                         ****                    ****
Green Time:  27.6 27.6  77.4  27.6 27.6  27.6  16.4 53.6  53.6  49.8 87.0  87.0
Volume/Cap:  0.32 0.41  0.11  0.03 0.19  0.19  0.41 0.27  0.17  0.27 0.41  0.09
Delay/Veh:   48.7 49.9  15.0  45.4 47.1  47.1  58.7 29.8  28.7  32.4 13.6  10.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  48.7 49.9  15.0  45.4 47.1  47.1  58.7 29.8  28.7  32.4 13.6  10.7
LOS by Move:    D    D     B     D    D     D     E    C     C     C    B     B
HCM2kAvgQ:      4    6     2     0    3     3     4    6     3     5   10     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE

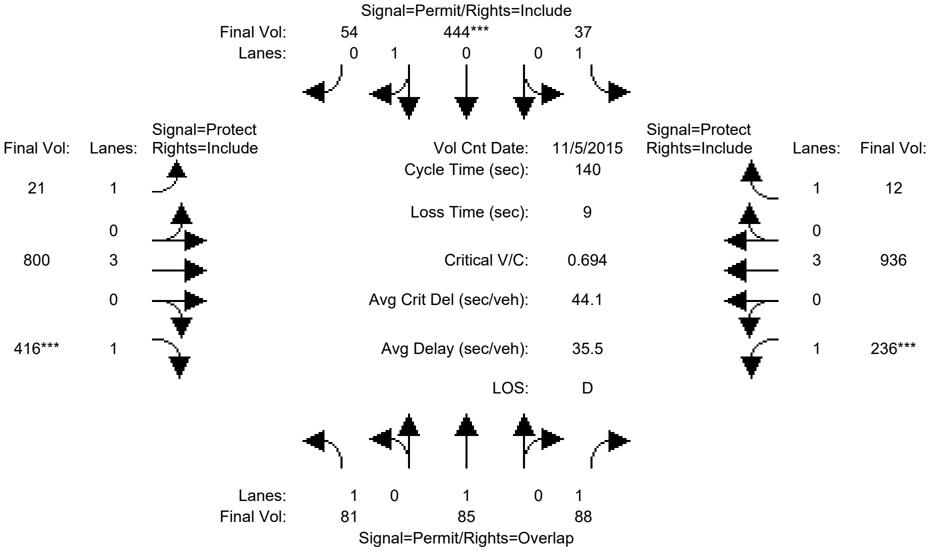

Signal=Permit/Rights=Include
Final Vol: 21 46 10
Lanes: 0 1 0 0 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
85*** 1
0
600 3
0
116 1
Vol Cnt Date: 11/5/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.417
Avg Crit Del (sec/veh): 19.0
Avg Delay (sec/veh): 23.7
LOS: C
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 97
0
3 1482***
0
1 170
Lanes: 1 0 1 0 1
Final Vol: 113 155*** 109
Signal=Permit/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 5 Nov 2015 <<
Base Vol:     109  155   100    10   46    21    85  553   101   139 1382    97
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  109  155   100    10   46    21    85  553   101   139 1382    97
Added Vol:      2    0     0     0    0     0     0    4     1     0   16     0
ATI:            2    0     9     0    0     0     0   43    14    31   84     0
Initial Fut:  113  155   109    10   46    21    85  600   116   170 1482    97
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   113  155   109    10   46    21    85  600   116   170 1482    97
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  113  155   109    10   46    21    85  600   116   170 1482    97
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  113  155   109    10   46    21    85  600   116   170 1482    97
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.69  0.31  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1236   564  1750 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.06  0.01 0.04  0.04  0.05 0.11  0.07  0.10 0.26  0.06
Crit Moves:       ****                         ****                    ****
Green Time:  27.4 27.4  77.1  27.4 27.4  27.4  16.3 53.9  53.9  49.7 87.3  87.3
Volume/Cap:  0.33 0.42  0.11  0.03 0.19  0.19  0.42 0.27  0.17  0.27 0.42  0.09
Delay/Veh:   49.0 50.1  15.1  45.6 47.3  47.3  58.8 29.7  28.5  32.5 13.5  10.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.0 50.1  15.1  45.6 47.3  47.3  58.8 29.7  28.5  32.5 13.5  10.5
LOS by Move:    D    D     B     D    D     D     E    C     C     C    B     B
HCM2kAvgQ:      5    6     2     0    3     3     4    6     3     5   10     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE

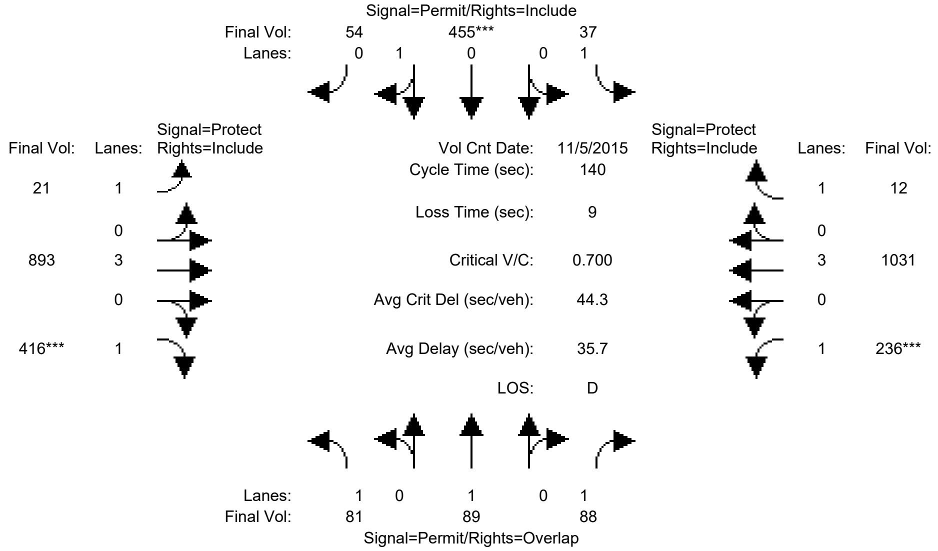


```
                      Signal=Permit/Rights=Include
           Final Vol:    54        444***        37
               Lanes:     0    1     0      0     1

            Signal=Protect                                      Signal=Protect
Final Vol:  Lanes:  Rights=Include      Vol Cnt Date:  11/5/2015  Rights=Include   Lanes:  Final Vol:
                                    Cycle Time (sec):  140
    21        1                                                                       1       12
                                      Loss Time (sec):  9
              0                                                                       0
   800        3                        Critical V/C:   0.694                          3      936
              0                 Avg Crit Del (sec/veh):  44.1                         0
  416***      1                      Avg Delay (sec/veh):  35.5                       1      236***
                                                  LOS:  D

               Lanes:     1    0     1      0     1
           Final Vol:    81         85           88
                      Signal=Permit/Rights=Overlap
```

```
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 5 Nov 2015 << 4:55-5:55
Base Vol:      81   85    88    37  444    54    21  800   416   236  936    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   81   85    88    37  444    54    21  800   416   236  936    12
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   81   85    88    37  444    54    21  800   416   236  936    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    81   85    88    37  444    54    21  800   416   236  936    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81   85    88    37  444    54    21  800   416   236  936    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   81   85    88    37  444    54    21  800   416   236  936    12
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.89  0.11  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1605   195  1750 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.04  0.05  0.02 0.28  0.28  0.01 0.14  0.24  0.13 0.16  0.01
Crit Moves:                        ****                   ****  ****
Green Time:  55.8 55.8  83.0  55.8 55.8  55.8  17.5 48.0  48.0  27.2 57.6  57.6
Volume/Cap:  0.12 0.11  0.08  0.05 0.69  0.69  0.10 0.41  0.69  0.69 0.40  0.02
Delay/Veh:   26.6 26.6  12.2  25.9 37.9  37.9  54.4 35.3  43.2  58.6 29.1  24.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.6 26.6  12.2  25.9 37.9  37.9  54.4 35.3  43.2  58.6 29.1  24.4
LOS by Move:    C    C     B     C    D     D     D    D     D     E    C     C
HCM2kAvgQ:      2    2     2     1   19    19     1    8    16    10    9     0
Note: Queue reported is the number of cars per lane.
```

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

Intersection #3614: JUNCTION/TRIMBLE


Signal=Permit/Rights=Include
Final Vol: 54 455*** 37
Lanes: 0 1 0 0 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
21 1
0
893 3
0
416*** 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 12
0
3 1031
0
1 236***
Lanes: 1 0 1 0 1
Final Vol: 81 89 88
Signal=Permit/Rights=Overlap

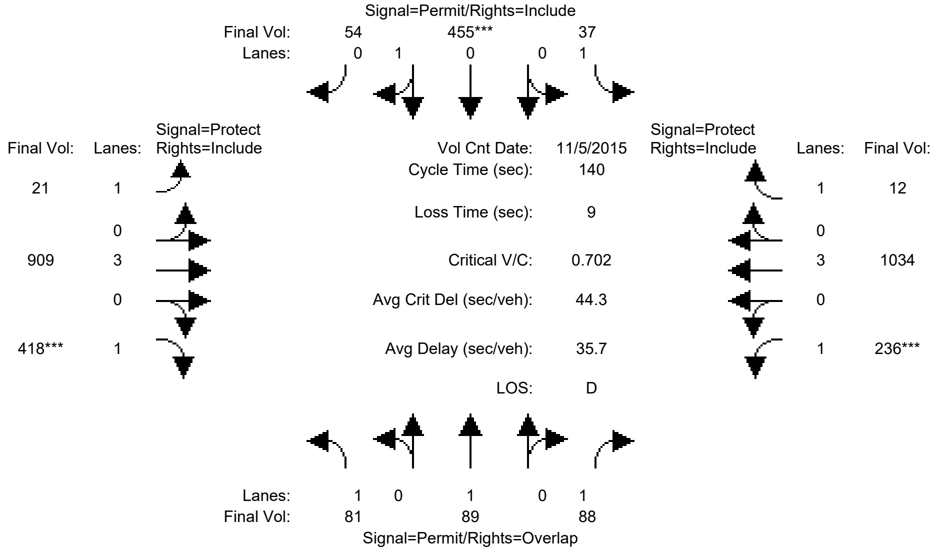
Vol Cnt Date: 11/5/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.700
Avg Crit Del (sec/veh): 44.3
Avg Delay (sec/veh): 35.7
LOS: D

```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 5 Nov 2015 << 4:55-5:55
Base Vol:      81   85    88    37  444    54    21  800   416   236  936    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   81   85    88    37  444    54    21  800   416   236  936    12
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    4     0     0   11     0     0   93     0     0   95     0
Initial Fut:   81   89    88    37  455    54    21  893   416   236 1031    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    81   89    88    37  455    54    21  893   416   236 1031    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81   89    88    37  455    54    21  893   416   236 1031    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   81   89    88    37  455    54    21  893   416   236 1031    12
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.89  0.11  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1609   191  1750 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.05  0.02 0.28  0.28  0.01 0.16  0.24  0.13 0.18  0.01
Crit Moves:                        ****                     ****  ****
Green Time:  56.5 56.5  83.5  56.5 56.5  56.5  16.1 47.5  47.5  27.0 58.3  58.3
Volume/Cap:  0.11 0.12  0.08  0.05 0.70  0.70  0.10 0.46  0.70  0.70 0.43  0.02
Delay/Veh:   26.2 26.2  12.0  25.5 37.8  37.8  55.7 36.4  43.8  59.2 29.2  24.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.2 26.2  12.0  25.5 37.8  37.8  55.7 36.4  43.8  59.2 29.2  24.0
LOS by Move:    C    C     B     C    D     D     E    D     D     E    C     C
HCM2kAvgQ:      2    2     2     1   20    20     1    9    16    10   10     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE


Signal=Permit/Rights=Include
Final Vol: 54 455*** 37
Lanes: 0 1 0 0 1
Signal=Protect
Rights=Include
Final Vol:
Lanes:
21 1
0
909 3
0
418*** 1
Signal=Protect
Rights=Include
Lanes:
Final Vol:
1 12
0
3 1034
0
1 236***
Lanes: 1 0 1 0 1
Final Vol: 81 89 88
Signal=Permit/Rights=Overlap

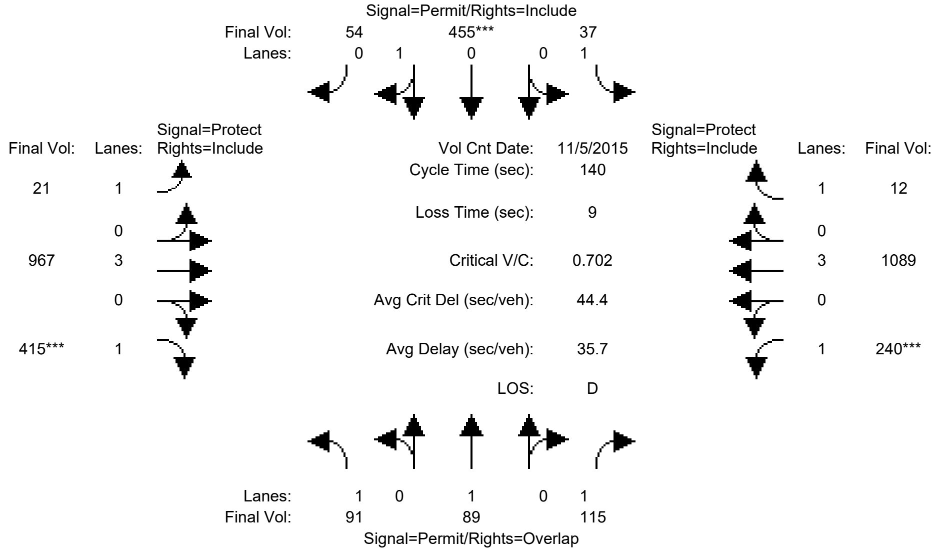
Vol Cnt Date: 11/5/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.702
Avg Crit Del (sec/veh): 44.3
Avg Delay (sec/veh): 35.7
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 5 Nov 2015 << 4:55-5:55
Base Vol:      81   85    88    37  444    54    21  800   416   236  936    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   81   85    88    37  444    54    21  800   416   236  936    12
Added Vol:      0    0     0     0    0     0     0   16     2     0    3     0
ATI:            0    4     0     0   11     0     0   93     0     0   95     0
Initial Fut:   81   89    88    37  455    54    21  909   418   236 1034    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    81   89    88    37  455    54    21  909   418   236 1034    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   81   89    88    37  455    54    21  909   418   236 1034    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   81   89    88    37  455    54    21  909   418   236 1034    12
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.89  0.11  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1609   191  1750 5700  1750  1750 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.05  0.02 0.28  0.28  0.01 0.16  0.24  0.13 0.18  0.01
Crit Moves:                        ****                    ****  ****
Green Time:  56.4 56.4  83.3  56.4 56.4  56.4  16.1 47.7  47.7  26.9 58.5  58.5
Volume/Cap:  0.11 0.12  0.08  0.05 0.70  0.70  0.10 0.47  0.70  0.70 0.43  0.02
Delay/Veh:   26.2 26.2  12.1  25.5 37.9  37.9  55.7 36.4  43.8  59.3 29.1  23.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.2 26.2  12.1  25.5 37.9  37.9  55.7 36.4  43.8  59.3 29.1  23.9
LOS by Move:    C    C     B     C    D     D     E    D     D     E    C     C
HCM2kAvgQ:      2    2     2     1   20    20     1   10    16    10   10     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #3614: JUNCTION/TRIMBLE



Signal=Permit/Rights=Include
Final Vol: 54 455*** 37
Lanes: 0 1 0 0 1

Final Vol: Lanes: Signal=Protect Rights=Include
21 1
0
967 3
0
415*** 1

Vol Cnt Date: 11/5/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.702
Avg Crit Del (sec/veh): 44.4
Avg Delay (sec/veh): 35.7
LOS: D

Signal=Protect Rights=Include Lanes: Final Vol:
1 12
0
3 1089
0
1 240***

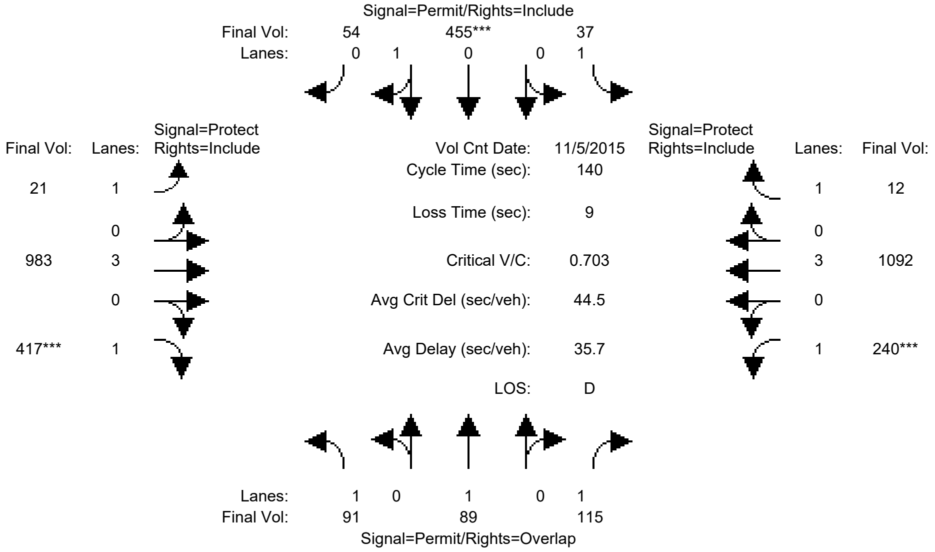
Lanes: 1 0 1 0 1
Final Vol: 91 89 115
Signal=Permit/Rights=Overlap

```
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Nov 2015 << 4:55-5:55
Base Vol:      81   89    88    37  455    54    21  893   416   236 1031    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   81   89    88    37  455    54    21  893   416   236 1031    12
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           10    0    27     0    0     0     0   74    -1     4   58     0
Initial Fut:   91   89   115    37  455    54    21  967   415   240 1089    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91   89   115    37  455    54    21  967   415   240 1089    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91   89   115    37  455    54    21  967   415   240 1089    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   91   89   115    37  455    54    21  967   415   240 1089    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.89  0.11  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1609   191  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.07  0.02 0.28  0.28  0.01 0.17  0.24  0.14 0.19  0.01
Crit Moves:                        ****                    ****  ****
Green Time:  56.4 56.4  83.7  56.4 56.4  56.4  15.5 47.3  47.3  27.3 59.1  59.1
Volume/Cap:  0.13 0.12  0.11  0.05 0.70  0.70  0.11 0.50  0.70  0.70 0.45  0.02
Delay/Veh:   26.4 26.3  12.2  25.5 37.9  37.9  56.3 37.2  44.0  59.0 29.0  23.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.4 26.3  12.2  25.5 37.9  37.9  56.3 37.2  44.0  59.0 29.0  23.5
LOS by Move:    C    C     B     C    D     D     E    D     D     E    C     C
HCM2kAvgQ:      3    2     2     1   20    20     1   10    16    10   11     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #3614: JUNCTION/TRIMBLE



Signal=Permit/Rights=Include
Final Vol: 54 455*** 37
Lanes: 0 1 0 0 1

Signal=Protect
Rights=Include
Final Vol: Lanes:
21 1
0
983 3
0
417*** 1

Vol Cnt Date: 11/5/2015
Cycle Time (sec): 140
Loss Time (sec): 9
Critical V/C: 0.703
Avg Crit Del (sec/veh): 44.5
Avg Delay (sec/veh): 35.7
LOS: D

Signal=Protect
Rights=Include
Lanes: Final Vol:
1 12
0
3 1092
0
1 240***

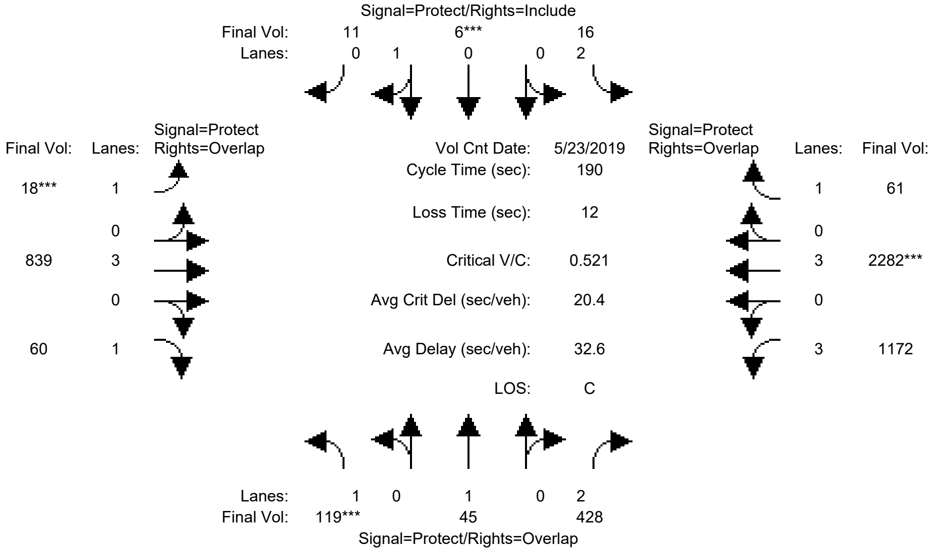
Lanes: 1 0 1 0 1
Final Vol: 91 89 115
Signal=Permit/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Nov 2015 << 4:55-5:55
Base Vol:      81   89    88    37  455    54    21  893   416   236 1031    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   81   89    88    37  455    54    21  893   416   236 1031    12
Added Vol:      0    0     0     0    0     0     0   16     2     0    3     0
ATI:           10    0    27     0    0     0     0   74    -1     4   58     0
Initial Fut:   91   89   115    37  455    54    21  983   417   240 1092    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    91   89   115    37  455    54    21  983   417   240 1092    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   91   89   115    37  455    54    21  983   417   240 1092    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   91   89   115    37  455    54    21  983   417   240 1092    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  1.00 0.89  0.11  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  1750 1609   191  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.07  0.02 0.28  0.28  0.01 0.17  0.24  0.14 0.19  0.01
Crit Moves:                        ****                    ****  ****
Green Time:  56.3 56.3  83.6  56.3 56.3  56.3  15.5 47.4  47.4  27.3 59.3  59.3
Volume/Cap:  0.13 0.12  0.11  0.05 0.70  0.70  0.11 0.51  0.70  0.70 0.45  0.02
Delay/Veh:   26.5 26.3  12.2  25.6 38.0  38.0  56.3 37.2  44.0  59.1 28.9  23.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  26.5 26.3  12.2  25.6 38.0  38.0  56.3 37.2  44.0  59.1 28.9  23.5
LOS by Move:    C    C     B     C    D     D     E    D     D     E    C     C
HCM2kAvgQ:      3    2     2     1   20    20     1   11    16    10   11     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]

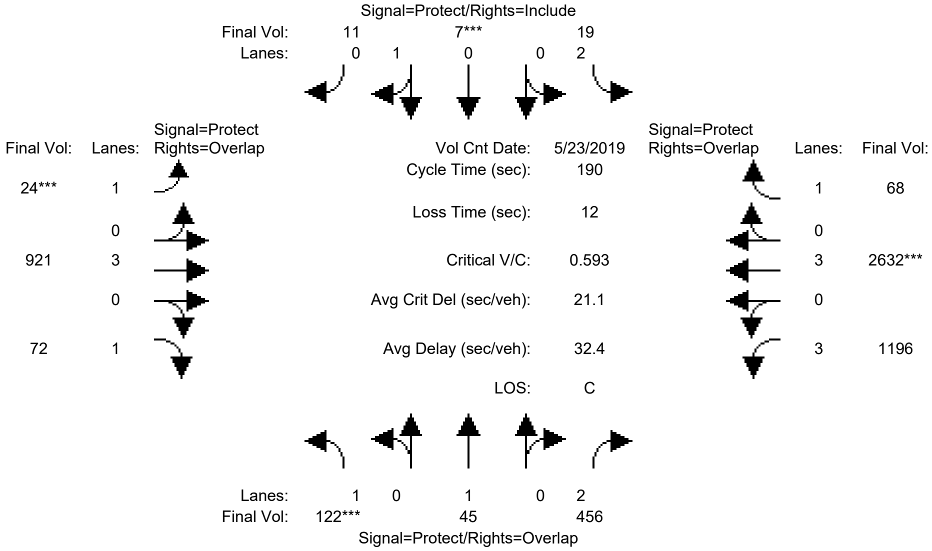

Signal=Protect/Rights=Include
Final Vol: 11 6*** 16
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
18*** 1
0
839 3
0
60 1
Vol Cnt Date: 5/23/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.521
Avg Crit Del (sec/veh): 20.4
Avg Delay (sec/veh): 32.6
LOS: C
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 61
0
3 2282***
0
3 1172
Lanes: 1 0 1 0 2
Final Vol: 119*** 45 428
Signal=Protect/Rights=Overlap

```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    20   22    22    11   14    14    12   67    67    67  123   123
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 23 May 2019 <<
Base Vol:     119   45   492    16    6    11    18  964    60  1172 2623    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:  119   45   492    16    6    11    18  964    60  1172 2623    61
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  119   45   492    16    6    11    18  964    60  1172 2623    61
User Adj:    1.00 1.00  0.87  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   119   45   428    16    6    11    18  839    60  1172 2282    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  119   45   428    16    6    11    18  839    60  1172 2282    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:  119   45   428    16    6    11    18  839    60  1172 2282    61
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.35  0.65  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150  635  1165  1750 5700  1750  4551 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.02  0.14  0.01 0.01  0.01  0.01 0.15  0.03  0.26 0.40  0.03
Crit Moves:  ****                   ****         ****                   ****
Green Time:  22.1 24.0  95.0  12.0 14.0  14.0  12.0 71.0  93.0  71.0  130 142.0
Volume/Cap:  0.59 0.19  0.27  0.08 0.13  0.13  0.16 0.39  0.07  0.69 0.59  0.05
Delay/Veh:   84.0 74.6  27.6  84.0 82.7  82.7  84.9 43.8  25.7  51.4 16.1   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:  84.0 74.6  27.6  84.0 82.7  82.7  84.9 43.8  25.7  51.4 16.1   6.3
LOS by Move:    F    E     C     F    F     F     F    D     C     D    B     A
HCM2kAvgQ:      7    2    12     1    1     1     1   11     2    23   22     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]

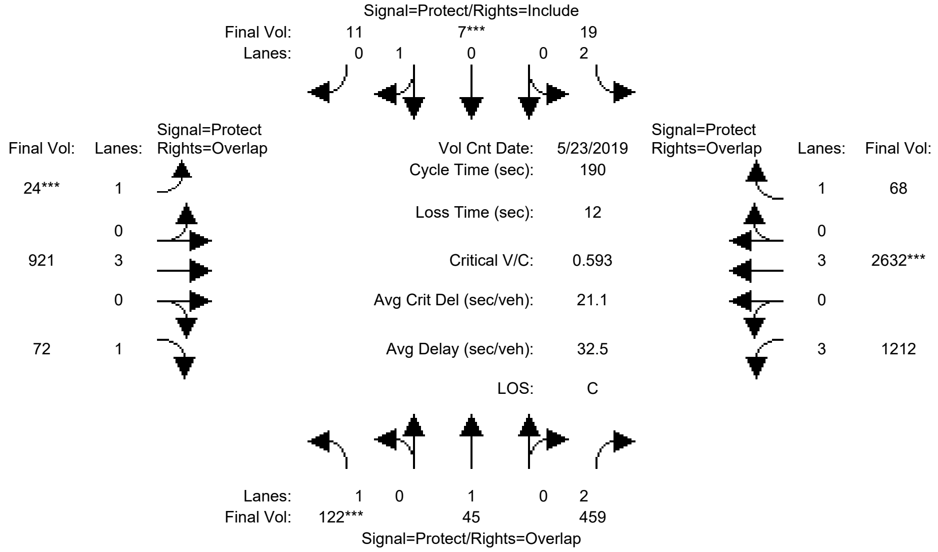

Signal=Protect/Rights=Include
Final Vol: 11 7*** 19
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
24*** 1
0
921 3
0
72 1
Vol Cnt Date: 5/23/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.593
Avg Crit Del (sec/veh): 21.1
Avg Delay (sec/veh): 32.4
LOS: C
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 68
0
3 2632***
0
3 1196
Lanes: 1 0 1 0 2
Final Vol: 122*** 45 456
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    20   22    22    11   14    14    12   67    67    67  123   123
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 23 May 2019 <<
Base Vol:     119   45   492    16    6    11    18  964    60  1172 2623    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:  119   45   492    16    6    11    18  964    60  1172 2623    61
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            3    0    32     3    1     0     6   95    12    24  402     7
Initial Fut:  122   45   524    19    7    11    24 1059    72  1196 3025    68
User Adj:    1.00 1.00  0.87  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122   45   456    19    7    11    24  921    72  1196 2632    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122   45   456    19    7    11    24  921    72  1196 2632    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  122   45   456    19    7    11    24  921    72  1196 2632    68
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.39  0.61  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150  700  1100  1750 5700  1750  4551 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.02  0.14  0.01 0.01  0.01  0.01 0.16  0.04  0.26 0.46  0.04
Crit Moves:  ****                  ****        ****                  ****
Green Time:  20.0 22.7  94.7  11.3 14.0  14.0  12.0 72.0  92.0  72.0  132 143.3
Volume/Cap:  0.66 0.20  0.29  0.10 0.14  0.14  0.22 0.43  0.08  0.69 0.66  0.05
Delay/Veh:   90.4 75.9  28.1  84.8 82.8  82.8  85.5 43.8  26.4  50.9 16.9   6.0
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:  90.4 75.9  28.1  84.8 82.8  82.8  85.5 43.8  26.4  50.9 16.9   6.0
LOS by Move:    F    E     C     F    F     F     F    D     C     D    B     A
HCM2kAvgQ:      8    2    13     1    1     1     2   13     2    23   28     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]


Signal=Protect/Rights=Include
Final Vol: 11 7*** 19
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
24*** 1
0
921 3
0
72 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 68
0
3 2632***
0
3 1212
Lanes: 1 0 1 0 2
Final Vol: 122*** 45 459
Signal=Protect/Rights=Overlap

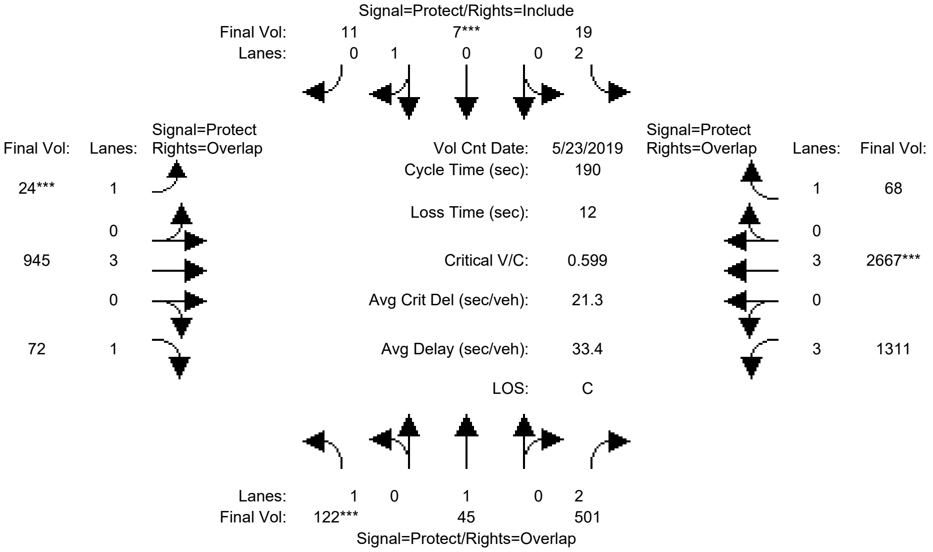
Vol Cnt Date: 5/23/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.593
Avg Crit Del (sec/veh): 21.1
Avg Delay (sec/veh): 32.5
LOS: C

```
Approach:     North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   20   22    22    11   14    14    12   67    67    67  123   123
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 May 2019 <<
Base Vol:     119   45   492    16    6    11    18  964    60  1172 2623    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:  119   45   492    16    6    11    18  964    60  1172 2623    61
Added Vol:      0    0     4     0    0     0     0    0     0    16    0     0
ATI:            3    0    32     3    1     0     6   95    12    24  402     7
Initial Fut:  122   45   528    19    7    11    24 1059    72  1212 3025    68
User Adj:    1.00 1.00  0.87  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122   45   459    19    7    11    24  921    72  1212 2632    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122   45   459    19    7    11    24  921    72  1212 2632    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  122   45   459    19    7    11    24  921    72  1212 2632    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.39  0.61  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150  700  1100  1750 5700  1750  4551 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.02  0.15  0.01 0.01  0.01  0.01 0.16  0.04  0.27 0.46  0.04
Crit Moves:  ****                    ****      ****                   ****
Green Time:  20.0 22.7  94.7  11.3 14.0  14.0  12.0 72.0  92.0  72.0  132 143.3
Volume/Cap:  0.66 0.20  0.29  0.10 0.14  0.14  0.22 0.43  0.08  0.70 0.66  0.05
Delay/Veh:   90.4 75.9  28.1  84.8 82.8  82.8  85.5 43.8  26.4  51.3 16.9   6.0
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:  90.4 75.9  28.1  84.8 82.8  82.8  85.5 43.8  26.4  51.3 16.9   6.0
LOS by Move:    F    E     C     F    F     F     F    D     C     D    B     A
HCM2kAvgQ:      8    2    13     1    1     1     2   13     2    24   28     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]


Signal=Protect/Rights=Include
Final Vol: 11 7*** 19
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
24*** 1
0
945 3
0
72 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 68
0
3 2667***
0
3 1311
Lanes: 1 0 1 0 2
Final Vol: 122*** 45 501
Signal=Protect/Rights=Overlap

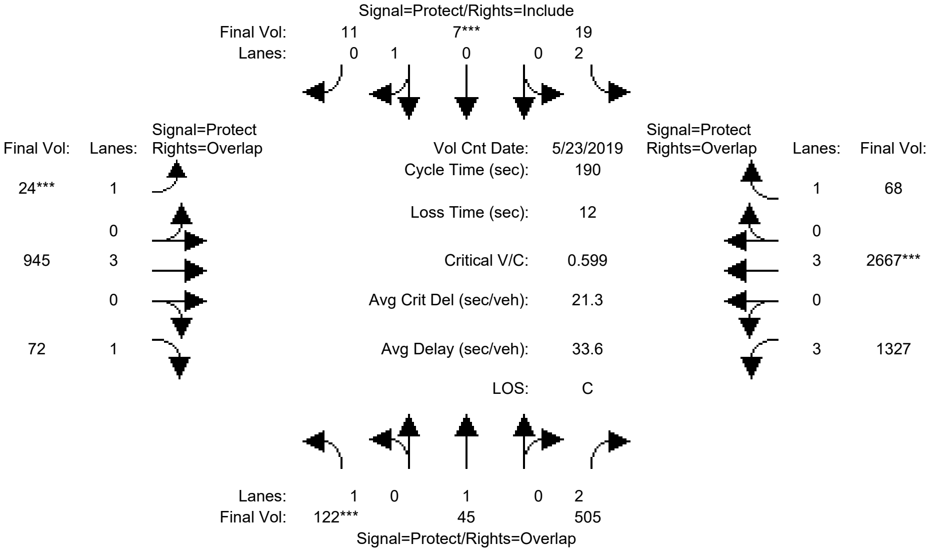
Vol Cnt Date: 5/23/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.599
Avg Crit Del (sec/veh): 21.3
Avg Delay (sec/veh): 33.4
LOS: C

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    20   22    22    11   14    14    12   67    67    67  123   123
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 May 2019 <<
Base Vol:     122   45   524    19    7    11    24 1059    72  1196 3025    68
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  122   45   524    19    7    11    24 1059    72  1196 3025    68
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0    52     0    0     0     0   27     0   115   40     0
Initial Fut:  122   45   576    19    7    11    24 1086    72  1311 3065    68
User Adj:    1.00 1.00  0.87  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122   45   501    19    7    11    24  945    72  1311 2667    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122   45   501    19    7    11    24  945    72  1311 2667    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  122   45   501    19    7    11    24  945    72  1311 2667    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.39  0.61  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150  700  1100  1750 5700  1750  4551 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.02  0.16  0.01 0.01  0.01  0.01 0.17  0.04  0.29 0.47  0.04
Crit Moves:  ****                    ****        ****                  ****
Green Time:  20.0 22.7  94.7  11.3 14.0  14.0  12.0 72.0  92.0  72.0  132 143.3
Volume/Cap:  0.66 0.20  0.32  0.10 0.14  0.14  0.22 0.44  0.08  0.76 0.67  0.05
Delay/Veh:   90.4 75.9  28.6  84.8 82.8  82.8  85.5 44.1  26.4  53.5 17.1   6.0
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:  90.4 75.9  28.6  84.8 82.8  82.8  85.5 44.1  26.4  53.5 17.1   6.0
LOS by Move:    F    E     C     F    F     F     F    D     C     D    B     A
HCM2kAvgQ:      8    2    14     1    1     1     2   13     2    27   28     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]


Signal=Protect/Rights=Include
Final Vol: 11 7*** 19
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
24*** 1
0
945 3
0
72 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 68
0
3 2667***
0
3 1327
Lanes: 1 0 1 0 2
Final Vol: 122*** 45 505
Signal=Protect/Rights=Overlap

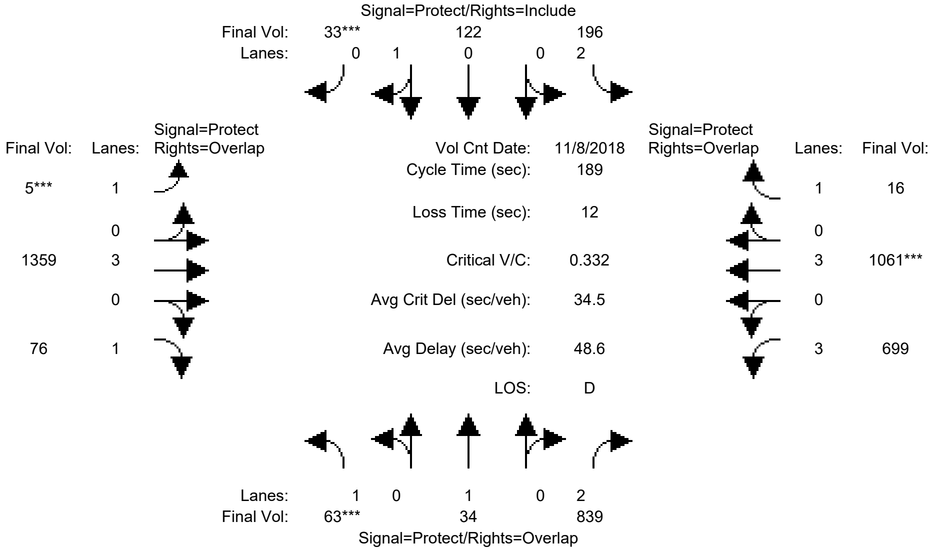
Vol Cnt Date: 5/23/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.599
Avg Crit Del (sec/veh): 21.3
Avg Delay (sec/veh): 33.6
LOS: C

```
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    20   22    22    11   14    14    12   67    67    67  123   123
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 May 2019 <<
Base Vol:     122   45   524    19    7    11    24 1059    72  1196 3025    68
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  122   45   524    19    7    11    24 1059    72  1196 3025    68
Added Vol:      0    0     4     0    0     0     0    0     0    16    0     0
ATI:            0    0    52     0    0     0     0   27     0   115   40     0
Initial Fut:  122   45   580    19    7    11    24 1086    72  1327 3065    68
User Adj:    1.00 1.00  0.87  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122   45   505    19    7    11    24  945    72  1327 2667    68
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122   45   505    19    7    11    24  945    72  1327 2667    68
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  122   45   505    19    7    11    24  945    72  1327 2667    68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.39  0.61  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150  700  1100  1750 5700  1750  4551 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.02  0.16  0.01 0.01  0.01  0.01 0.17  0.04  0.29 0.47  0.04
Crit Moves:  ****                   ****       ****                   ****
Green Time:  20.0 22.7  94.7  11.3 14.0  14.0  12.0 72.0  92.0  72.0  132 143.3
Volume/Cap:  0.66 0.20  0.32  0.10 0.14  0.14  0.22 0.44  0.08  0.77 0.67  0.05
Delay/Veh:   90.4 75.9  28.6  84.8 82.8  82.8  85.5 44.1  26.4  53.9 17.1   6.0
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:  90.4 75.9  28.6  84.8 82.8  82.8  85.5 44.1  26.4  53.9 17.1   6.0
LOS by Move:    F    E     C     F    F     F     F    D     C     D    B     A
HCM2kAvgQ:      8    2    15     1    1     1     2   13     2    27   28     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]


Signal=Protect/Rights=Include
Final Vol: 33*** 122 196
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol: Lanes:
5*** 1
0
1359 3
0
76 1
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 16
0
3 1061***
0
3 699
Lanes: 1 0 1 0 2
Final Vol: 63*** 34 839
Signal=Protect/Rights=Overlap

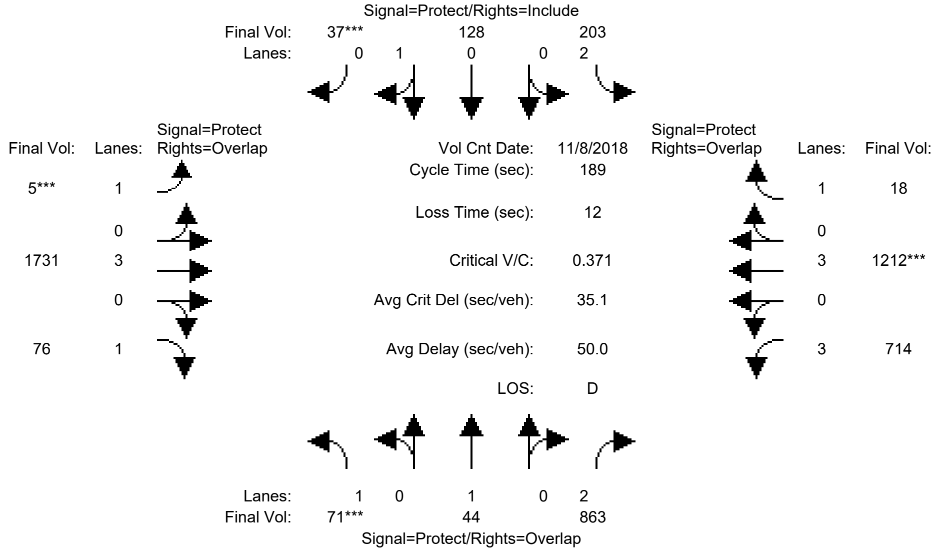
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 189
Loss Time (sec): 12
Critical V/C: 0.332
Avg Crit Del (sec/veh): 34.5
Avg Delay (sec/veh): 48.6
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    11   22    22    25   35    35     7   77    77    40  111   111
Y+R:          5.9  6.4   6.4   6.5  6.6   6.6   5.9  5.8   5.8   6.0  5.8   5.8
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:      63   34  1023   196  122    33     5 1720    76   699 1310    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63   34  1023   196  122    33     5 1720    76   699 1310    16
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   63   34  1023   196  122    33     5 1720    76   699 1310    16
User Adj:    1.00 1.00  0.82  1.00 1.00  1.00  1.00 0.79  1.00  1.00 0.81  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    63   34   839   196  122    33     5 1359    76   699 1061    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63   34   839   196  122    33     5 1359    76   699 1061    16
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   63   34   839   196  122    33     5 1359    76   699 1061    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.79  0.21  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150 1417   383  1750 5700  1750  4551 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.02  0.27  0.06 0.09  0.09  0.00 0.24  0.04  0.15 0.19  0.01
Crit Moves:  ****                        ****  ****                   ****
Green Time:  17.4 27.6  68.0  31.4 41.6  41.6   7.0 77.7  95.1  40.3  111 142.4
Volume/Cap:  0.39 0.12  0.74  0.37 0.39  0.39  0.08 0.58  0.09  0.72 0.32  0.01
Delay/Veh:   82.4 70.4  55.5  70.5 63.5  63.5  88.4 43.4  24.5  72.7 27.2  10.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  82.4 70.4  55.5  70.5 63.5  63.5  88.4 43.4  24.5  72.7 27.2  10.9
LOS by Move:    F    E     E     E    E     E     F    D     C     E    C     B
HCM2kAvgQ:      4    2    25     6    8     8     0   20     2    16   13     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]


Signal=Protect/Rights=Include
Final Vol: 37*** 128 203
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
5*** 1
0
1731 3
0
76 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 18
0
3 1212***
0
3 714
Lanes: 1 0 1 0 2
Final Vol: 71*** 44 863
Signal=Protect/Rights=Overlap

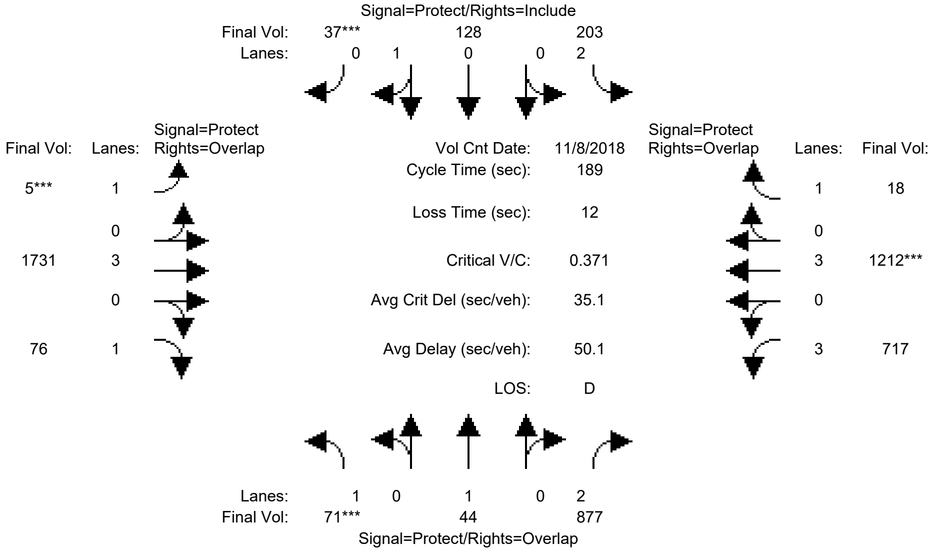
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 189
Loss Time (sec): 12
Critical V/C: 0.371
Avg Crit Del (sec/veh): 35.1
Avg Delay (sec/veh): 50.0
LOS: D

```
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    11   22    22    25   35    35     7   77    77    40  111   111
Y+R:          5.9  6.4   6.4   6.5  6.6   6.6   5.9  5.8   5.8   6.0  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:      63   34  1023   196  122    33     5 1720    76   699 1310    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63   34  1023   196  122    33     5 1720    76   699 1310    16
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            8   10    30     7    6     4     0  471     0    15  186     2
Initial Fut:   71   44  1053   203  128    37     5 2191    76   714 1496    18
User Adj:    1.00 1.00  0.82  1.00 1.00  1.00  1.00 0.79  1.00  1.00 0.81  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    71   44   863   203  128    37     5 1731    76   714 1212    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71   44   863   203  128    37     5 1731    76   714 1212    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   71   44   863   203  128    37     5 1731    76   714 1212    18
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.78  0.22  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150 1396   404  1750 5700  1750  4551 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.02  0.27  0.06 0.09  0.09  0.00 0.30  0.04  0.16 0.21  0.01
Crit Moves:  ****                        ****  ****                    ****
Green Time:  18.1 27.7  68.1  31.3 40.9  40.9   7.0 77.7  95.8  40.3  111 142.3
Volume/Cap:  0.42 0.16  0.76  0.39 0.42  0.42  0.08 0.74  0.09  0.74 0.36  0.01
Delay/Veh:   82.3 70.7  56.4  70.8 64.6  64.6  88.4 48.4  24.1  73.3 28.1  10.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  82.3 70.7  56.4  70.8 64.6  64.6  88.4 48.4  24.1  73.3 28.1  10.9
LOS by Move:    F    E     E     E    E     E     F    D     C     E    C     B
HCM2kAvgQ:      4    2    27     6    9     9     0   28     2    16   16     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]


Signal=Protect/Rights=Include
Final Vol: 37*** 128 203
Lanes: 0 1 0 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
5*** 1
0
1731 3
0
76 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 18
0
3 1212***
0
3 717
Lanes: 1 0 1 0 2
Final Vol: 71*** 44 877
Signal=Protect/Rights=Overlap

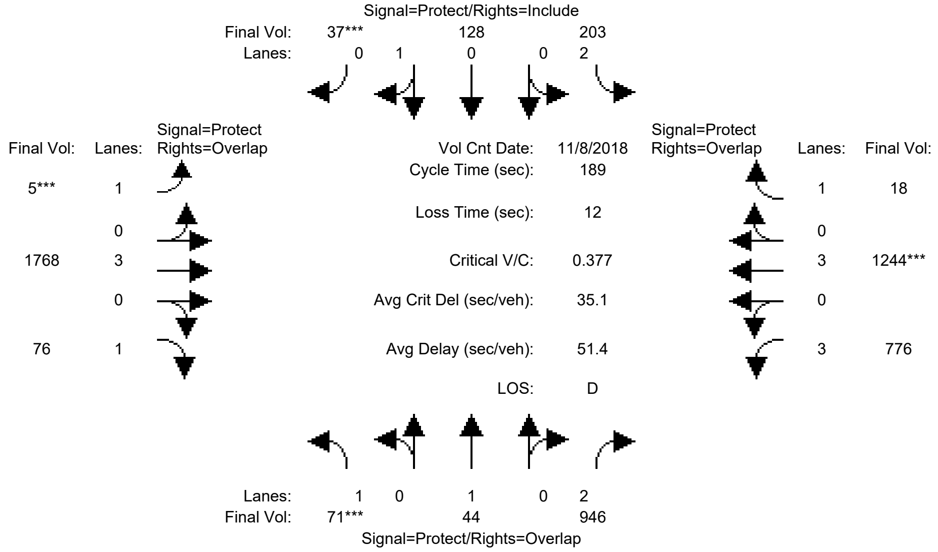
Vol Cnt Date: 11/8/2018
Cycle Time (sec): 189
Loss Time (sec): 12
Critical V/C: 0.371
Avg Crit Del (sec/veh): 35.1
Avg Delay (sec/veh): 50.1
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    11   22    22    25   35    35     7   77    77    40  111   111
Y+R:          5.9  6.4   6.4   6.5  6.6   6.6   5.9  5.8   5.8   6.0  5.8   5.8
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:      63   34  1023   196  122    33     5 1720    76   699 1310    16
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63   34  1023   196  122    33     5 1720    76   699 1310    16
Added Vol:      0    0    16     0    0     0     0    0     0     3    0     0
ATI:            8   10    30     7    6     4     0  471     0    15  186     2
Initial Fut:   71   44  1069   203  128    37     5 2191    76   717 1496    18
User Adj:    1.00 1.00  0.82  1.00 1.00  1.00  1.00 0.79  1.00  1.00 0.81  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    71   44   877   203  128    37     5 1731    76   717 1212    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71   44   877   203  128    37     5 1731    76   717 1212    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   71   44   877   203  128    37     5 1731    76   717 1212    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.78  0.22  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150 1396   404  1750 5700  1750  4551 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.02  0.28  0.06 0.09  0.09  0.00 0.30  0.04  0.16 0.21  0.01
Crit Moves:  ****                        ****  ****                  ****
Green Time:  18.1 28.2  68.5  30.8 40.9  40.9   7.0 77.7  95.8  40.3  111 141.8
Volume/Cap:  0.42 0.16  0.77  0.39 0.42  0.42  0.08 0.74  0.09  0.74 0.36  0.01
Delay/Veh:   82.3 70.3  56.4  71.2 64.6  64.6  88.4 48.4  24.1  73.4 28.1  11.1
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:  82.3 70.3  56.4  71.2 64.6  64.6  88.4 48.4  24.1  73.4 28.1  11.1
LOS by Move:    F    E     E     E    E     E     F    D     C     E    C     B
HCM2kAvgQ:      4    2    27     6    9     9     0   28     2    17   16     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]



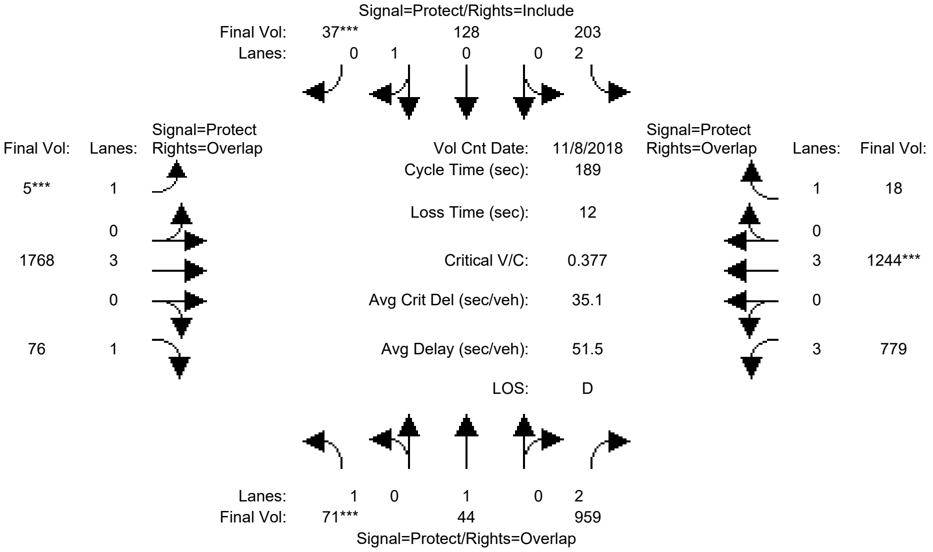
```
                         Signal=Protect/Rights=Include
              Final Vol:   37***        128          203
                  Lanes:      0    1      0      0    2

           Signal=Protect                                   Signal=Protect
Final Vol: Lanes: Rights=Overlap       Vol Cnt Date:  11/8/2018  Rights=Overlap  Lanes:  Final Vol:
                                   Cycle Time (sec):   189
  5***      1                                                             1       18
                                    Loss Time (sec):    12
            0                                                             0
  1768      3                           Critical V/C:  0.377              3       1244***
            0                  Avg Crit Del (sec/veh):  35.1              0
  76        1                     Avg Delay (sec/veh):  51.4              3       776
                                                 LOS:    D

                  Lanes:      1    0      1      0    2
              Final Vol:   71***         44          946
                         Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    11   22    22    25   35    35     7   77    77    40  111   111
Y+R:          5.9  6.4   6.4   6.5  6.6   6.6   5.9  5.8   5.8   6.0  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:      71   44  1053   203  128    37     5 2191    76   714 1496    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   71   44  1053   203  128    37     5 2191    76   714 1496    18
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0   101     0    0     0     0   47     0    62   40     0
Initial Fut:   71   44  1154   203  128    37     5 2238    76   776 1536    18
User Adj:    1.00 1.00  0.82  1.00 1.00  1.00  1.00 0.79  1.00  1.00 0.81  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    71   44   946   203  128    37     5 1768    76   776 1244    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71   44   946   203  128    37     5 1768    76   776 1244    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   71   44   946   203  128    37     5 1768    76   776 1244    18
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.78  0.22  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150 1396   404  1750 5700  1750  4551 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.02  0.30  0.06 0.09  0.09  0.00 0.31  0.04  0.17 0.22  0.01
Crit Moves:  ****                        ****  ****                    ****
Green Time:  18.1 29.2  69.6  29.8 40.9  40.9   7.0 77.7  95.8  40.3  111 140.8
Volume/Cap:  0.42 0.15  0.82  0.41 0.42  0.42  0.08 0.75  0.09  0.80 0.37  0.01
Delay/Veh:   82.3 69.4  58.5  72.2 64.6  64.6  88.4 49.0  24.1  76.2 28.3  11.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  82.3 69.4  58.5  72.2 64.6  64.6  88.4 49.0  24.1  76.2 28.3  11.4
LOS by Move:    F    E     E     E    E     E     F    D     C     E    C     B
HCM2kAvgQ:      4    2    30     6    9     9     0   29     2    18   16     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD [HOV: AM & PM]



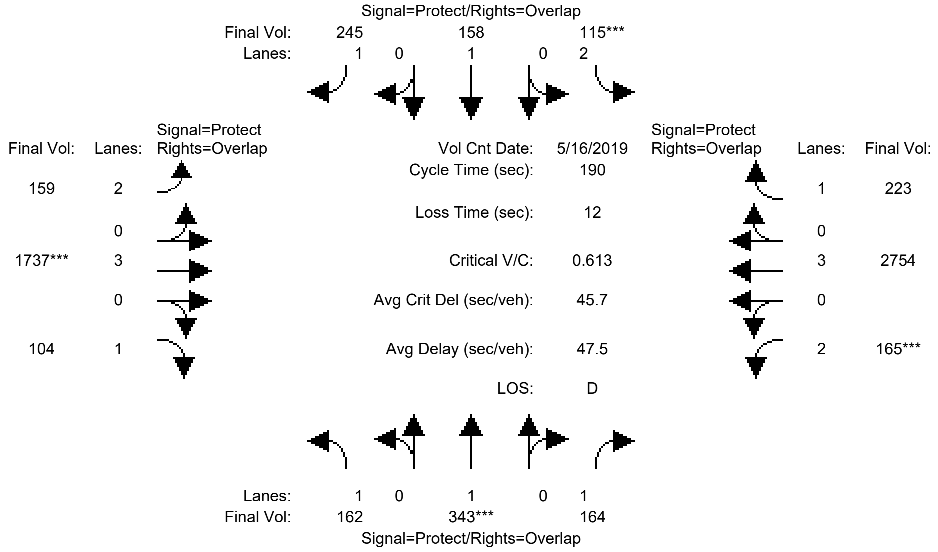
```
                        Signal=Protect/Rights=Include
               Final Vol:   37***       128        203
                  Lanes:       0    1     0      0   2

            Signal=Protect                                  Signal=Protect
Final Vol:  Lanes: Rights=Overlap   Vol Cnt Date:  11/8/2018  Rights=Overlap  Lanes:  Final Vol:
                                  Cycle Time (sec):   189
   5***       1                                                                  1        18
                                   Loss Time (sec):    12
              0                                                                  0
   1768       3                       Critical V/C:   0.377                      3      1244***
              0                  Avg Crit Del (sec/veh):  35.1                   0
    76        1                    Avg Delay (sec/veh):   51.5                   3       779
                                                LOS:      D

                  Lanes:       1    0     1      0   2
               Final Vol:   71***        44        959
                        Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    11   22    22    25   35    35     7   77    77    40  111   111
Y+R:          5.9  6.4   6.4   6.5  6.6   6.6   5.9  5.8   5.8   6.0  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM
Base Vol:      71   44  1053   203  128    37     5 2191    76   714 1496    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   71   44  1053   203  128    37     5 2191    76   714 1496    18
Added Vol:      0    0    16     0    0     0     0    0     0     3    0     0
ATI:            0    0   101     0    0     0     0   47     0    62   40     0
Initial Fut:   71   44  1170   203  128    37     5 2238    76   779 1536    18
User Adj:    1.00 1.00  0.82  1.00 1.00  1.00  1.00 0.79  1.00  1.00 0.81  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    71   44   959   203  128    37     5 1768    76   779 1244    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   71   44   959   203  128    37     5 1768    76   779 1244    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   71   44   959   203  128    37     5 1768    76   779 1244    18
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.78  0.22  1.00 3.00  1.00  3.00 3.00  1.00
Final Sat.:  1750 1900  3150  3150 1396   404  1750 5700  1750  4551 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.02  0.30  0.06 0.09  0.09  0.00 0.31  0.04  0.17 0.22  0.01
Crit Moves:  ****                          ****  ****                   ****
Green Time:  18.1 29.6  70.0  29.4 40.9  40.9   7.0 77.7  95.8  40.3  111 140.4
Volume/Cap:  0.42 0.15  0.82  0.41 0.42  0.42  0.08 0.75  0.09  0.80 0.37  0.01
Delay/Veh:   82.3 69.0  58.7  72.6 64.6  64.6  88.4 49.0  24.1  76.4 28.3  11.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  82.3 69.0  58.7  72.6 64.6  64.6  88.4 49.0  24.1  76.4 28.3  11.5
LOS by Move:    F    E     E     E    E     E     F    D     C     E    C     B
HCM2kAvgQ:      4    2    31     6    9     9     0   29     2    19   16     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



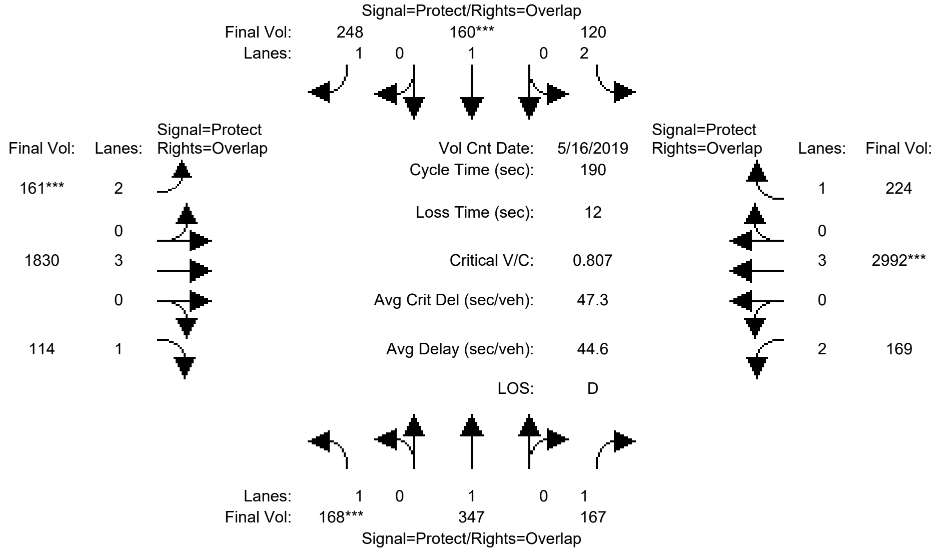
```
                          Signal=Protect/Rights=Overlap
              Final Vol:   245          158          115***
                  Lanes:     1    0       1       0    2

                 Signal=Protect                                       Signal=Protect
Final Vol:  Lanes:  Rights=Overlap     Vol Cnt Date:   5/16/2019   Rights=Overlap    Lanes:  Final Vol:
                                     Cycle Time (sec):    190
  159         2                                                                        1        223
                                      Loss Time (sec):     12
              0                                                                        0
1737***       3                          Critical V/C:    0.613                        3       2754
              0                 Avg Crit Del (sec/veh):   45.7                         0
  104         1                      Avg Delay (sec/veh): 47.5                         2       165***
                                                   LOS:    D

                  Lanes:     1    0       1       0    1
              Final Vol:   162          343***         164
                          Signal=Protect/Rights=Overlap
```

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    17   45    45    12   40    40    16   91    91    18   93    93
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:     162  343   164   115  158   245   159 1996   104   165 3165   223
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  162  343   164   115  158   245   159 1996   104   165 3165   223
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  162  343   164   115  158   245   159 1996   104   165 3165   223
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   162  343   164   115  158   245   159 1737   104   165 2754   223
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162  343   164   115  158   245   159 1737   104   165 2754   223
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  162  343   164   115  158   245   159 1737   104   165 2754   223
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.18  0.09  0.04 0.08  0.14  0.05 0.30  0.06  0.05 0.48  0.13
Crit Moves:       ****        ****                    ****        ****
Green Time:  20.5 55.1  73.1  12.0 46.6  62.9  16.3 92.9 113.4  18.0 94.6 106.6
Volume/Cap:  0.86 0.62  0.24  0.58 0.34  0.42  0.59 0.62  0.10  0.55 0.97  0.23
Delay/Veh:  113.7 60.7  39.9  90.7 59.5  50.0  87.0 36.1  16.5  84.4 46.4  13.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 113.7 60.7  39.9  90.7 59.5  50.0  87.0 36.1  16.5  84.4 46.4  13.9
LOS by Move:    F    E     D     F    E     D     F    D     B     F    D     B
HCM2kAvgQ:     11   19     9     4    8    14     6   24     3     5   53     4
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Signal=Protect/Rights=Overlap
Final Vol: 248 160*** 120
Lanes: 1 0 1 0 2

Signal=Protect
Rights=Overlap
Final Vol: Lanes:
161*** 2
0
1830 3
0
114 1

Vol Cnt Date: 5/16/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.807
Avg Crit Del (sec/veh): 47.3
Avg Delay (sec/veh): 44.6
LOS: D

Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 224
0
3 2992***
0
2 169

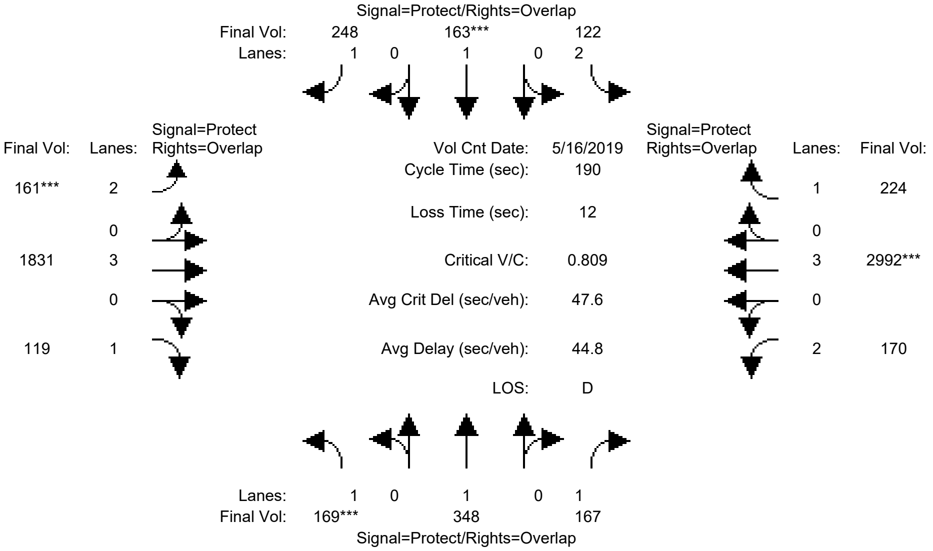
Lanes: 1 0 1 0 1
Final Vol: 168*** 347 167
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    17   45    45    12   40    40    16   91    91    18   93    93
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:     162  343   164   115  158   245   159 1996   104   165 3165   223
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  162  343   164   115  158   245   159 1996   104   165 3165   223
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            6    4     3     5    2     3     2  107    10     4  274     1
Initial Fut:  168  347   167   120  160   248   161 2103   114   169 3439   224
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   168  347   167   120  160   248   161 1830   114   169 2992   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  168  347   167   120  160   248   161 1830   114   169 2992   224
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  168  347   167   120  160   248   161 1830   114   169 2992   224
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.18  0.10  0.04 0.08  0.14  0.05 0.32  0.07  0.05 0.52  0.13
Crit Moves:  ****                  ****        ****                   ****
Green Time:  18.9 46.5  66.1  12.4 40.0  56.0  16.0 99.5 118.3  19.7  103 115.5
Volume/Cap:  0.97 0.75  0.27  0.58 0.40  0.48  0.61 0.61  0.10  0.52 0.97  0.21
Delay/Veh:  143.6 72.9  44.9  90.6 65.3  55.8  88.0 32.2  14.5  82.1 38.8   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: 143.6 72.9  44.9  90.6 65.3  55.8  88.0 32.2  14.5  82.1 38.8   9.4
LOS by Move:    F    E     D     F    E     E     F    C     B     F    D     A
HCM2kAvgQ:     12   20     9     4    8    14     6   24     3     5   56     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Overlap
Final Vol: 248 163*** 122
Lanes: 1 0 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
161*** 2
0
1831 3
0
119 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 224
0
3 2992***
0
2 170
Lanes: 1 0 1 0 1
Final Vol: 169*** 348 167
Signal=Protect/Rights=Overlap

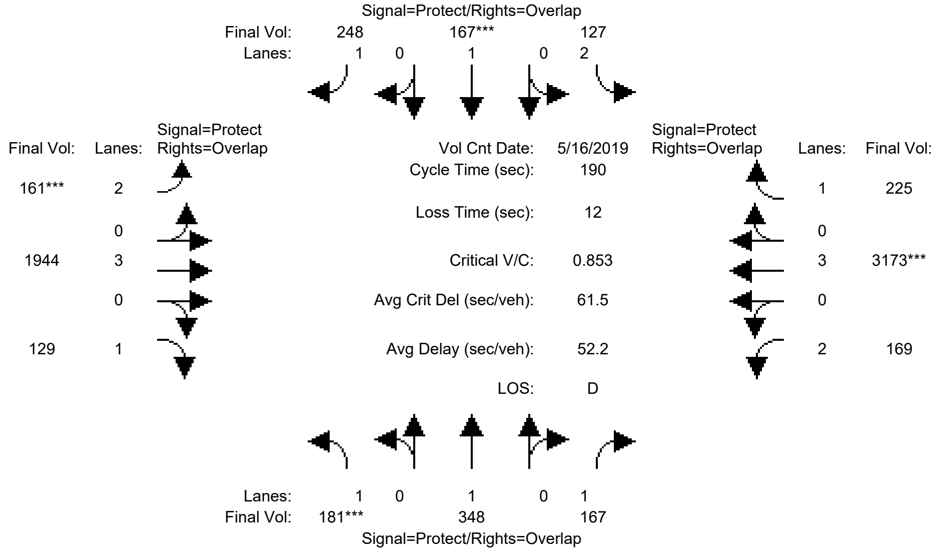
Vol Cnt Date: 5/16/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.809
Avg Crit Del (sec/veh): 47.6
Avg Delay (sec/veh): 44.8
LOS: D

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    17   45    45    12   40    40    16   91    91    18   93    93
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:     162  343   164   115  158   245   159 1996   104   165 3165   223
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  162  343   164   115  158   245   159 1996   104   165 3165   223
Added Vol:      1    1     0     2    3     0     0    2     5     1    0     0
ATI:            6    4     3     5    2     3     2  107    10     4  274     1
Initial Fut:  169  348   167   122  163   248   161 2105   119   170 3439   224
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   169  348   167   122  163   248   161 1831   119   170 2992   224
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  348   167   122  163   248   161 1831   119   170 2992   224
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  169  348   167   122  163   248   161 1831   119   170 2992   224
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.18  0.10  0.04 0.09  0.14  0.05 0.32  0.07  0.05 0.52  0.13
Crit Moves:  ****                  ****        ****                   ****
Green Time:  19.0 46.5  66.2  12.4 40.0  56.0  16.0 99.4 118.3  19.7  103 115.5
Volume/Cap:  0.97 0.75  0.27  0.59 0.41  0.48  0.61 0.61  0.11  0.52 0.97  0.21
Delay/Veh:  143.6 72.9  44.8  90.9 65.4  55.8  88.0 32.2  14.5  82.2 39.0   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: 143.6 72.9  44.8  90.9 65.4  55.8  88.0 32.2  14.5  82.2 39.0   9.4
LOS by Move:    F    E     D     F    E     E     F    C     B     F    D     A
HCM2kAvgQ:     12   20     9     4    9    14     6   24     3     5   56     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Overlap
Final Vol: 248 167*** 127
Lanes: 1 0 1 0 2
Signal=Protect
Rights=Overlap
Final Vol: Lanes:
161*** 2
0
1944 3
0
129 1
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 225
0
3 3173***
0
2 169
Lanes: 1 0 1 0 1
Final Vol: 181*** 348 167
Signal=Protect/Rights=Overlap

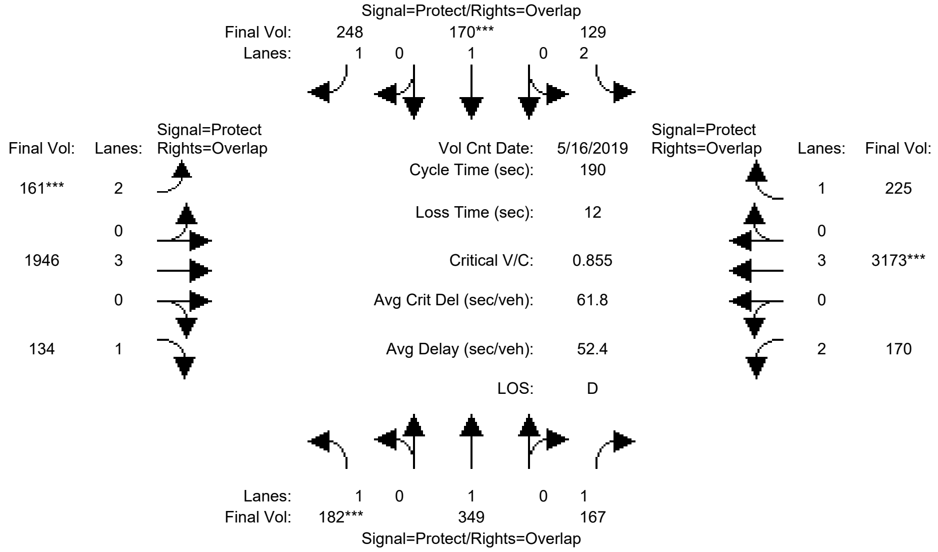
Vol Cnt Date: 5/16/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.853
Avg Crit Del (sec/veh): 61.5
Avg Delay (sec/veh): 52.2
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    17   45    45   12   40    40   16   91    91   18   93    93
Y+R:          5.6  5.8   5.8  5.2  5.8   5.8  5.2  5.8   5.8  5.2  5.8   5.8
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:     168  347   167  120  160   248  161 2103   114  169 3439   224
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  168  347   167  120  160   248  161 2103   114  169 3439   224
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
ATI:           13    1     0    7    7     0    0  132    15    0  208     1
Initial Fut:  181  348   167  127  167   248  161 2235   129  169 3647   225
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.87  1.00 1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   181  348   167  127  167   248  161 1944   129  169 3173   225
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  181  348   167  127  167   248  161 1944   129  169 3173   225
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     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:  181  348   167  127  167   248  161 1944   129  169 3173   225
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:       1.00 1.00  1.00 2.00 1.00  1.00 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:  1750 1900  1750 3150 1900  1750 3150 5700  1750 3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.18  0.10 0.04 0.09  0.14 0.05 0.34  0.07 0.05 0.56  0.13
Crit Moves:  ****                 ****         ****                 ****
Green Time:  19.1 46.7  66.3 12.4 40.0  56.0 16.0 99.3 118.4 19.6  103 115.3
Volume/Cap:  1.03 0.75  0.27 0.62 0.42  0.48 0.61 0.65  0.12 0.52 1.03  0.21
Delay/Veh:  160.8 72.6  44.8 91.9 65.6  55.8 88.0 33.4  14.6 82.2 54.3   9.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 160.8 72.6  44.8 91.9 65.6  55.8 88.0 33.4  14.6 82.2 54.3   9.5
LOS by Move:    F    E     D    F    E     E    F    C     B    F    D     A
HCM2kAvgQ:     14   20     9    4    9    14    6   27     3    5   68     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD

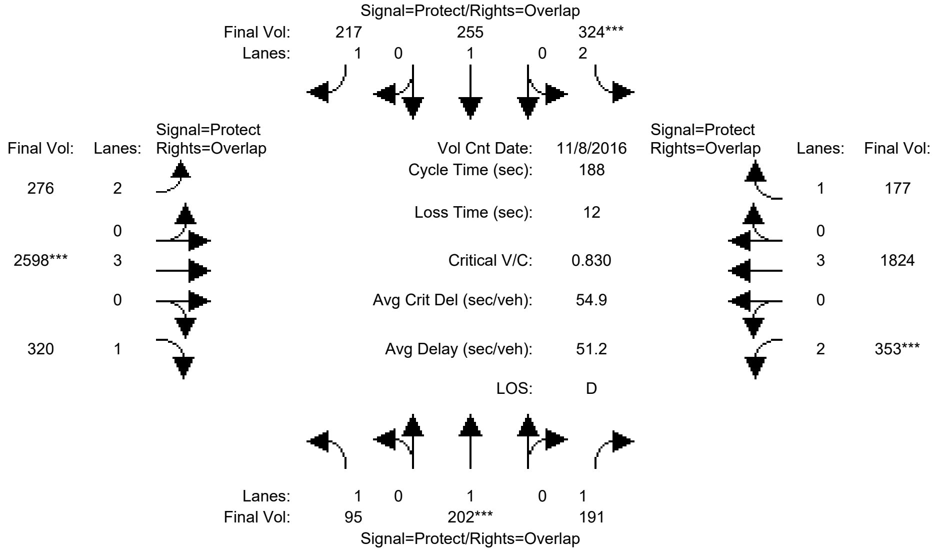

Signal=Protect/Rights=Overlap
Final Vol: 248 170*** 129
Lanes: 1 0 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
161*** 2
0
1946 3
0
134 1
Vol Cnt Date: 5/16/2019
Cycle Time (sec): 190
Loss Time (sec): 12
Critical V/C: 0.855
Avg Crit Del (sec/veh): 61.8
Avg Delay (sec/veh): 52.4
LOS: D
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 225
0
3 3173***
0
2 170
Lanes: 1 0 1 0 1
Final Vol: 182*** 349 167
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    17   45    45    12   40    40    16   91    91    18   93    93
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 May 2019 <<
Base Vol:     168  347   167   120  160   248   161 2103   114   169 3439   224
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  168  347   167   120  160   248   161 2103   114   169 3439   224
Added Vol:      1    1     0     2    3     0     0    2     5     1    0     0
ATI:           13    1     0     7    7     0     0  132    15     0  208     1
Initial Fut:  182  349   167   129  170   248   161 2237   134   170 3647   225
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.87  1.00  1.00 0.87  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   182  349   167   129  170   248   161 1946   134   170 3173   225
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  182  349   167   129  170   248   161 1946   134   170 3173   225
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  182  349   167   129  170   248   161 1946   134   170 3173   225
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.18  0.10  0.04 0.09  0.14  0.05 0.34  0.08  0.05 0.56  0.13
Crit Moves:  ****                  ****        ****                  ****
Green Time:  19.2 46.7  66.4  12.5 40.0  56.0  16.0 99.2 118.4  19.6  103 115.3
Volume/Cap:  1.03 0.75  0.27  0.62 0.43  0.48  0.61 0.65  0.12  0.52 1.03  0.21
Delay/Veh:  160.8 72.7  44.7  92.3 65.8  55.8  88.0 33.5  14.7  82.3 54.6   9.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 160.8 72.7  44.7  92.3 65.8  55.8  88.0 33.5  14.7  82.3 54.6   9.5
LOS by Move:    F    E     D     F    E     E     F    C     B     F    D     A
HCM2kAvgQ:     14   20     9     4    9    14     6   27     3     5   68     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Overlap
Final Vol: 217 255 324***
Lanes: 1 0 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
276 2
0
2598*** 3
0
320 1
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 177
0
3 1824
0
2 353***
Lanes: 1 0 1 0 1
Final Vol: 95 202*** 191
Signal=Protect/Rights=Overlap

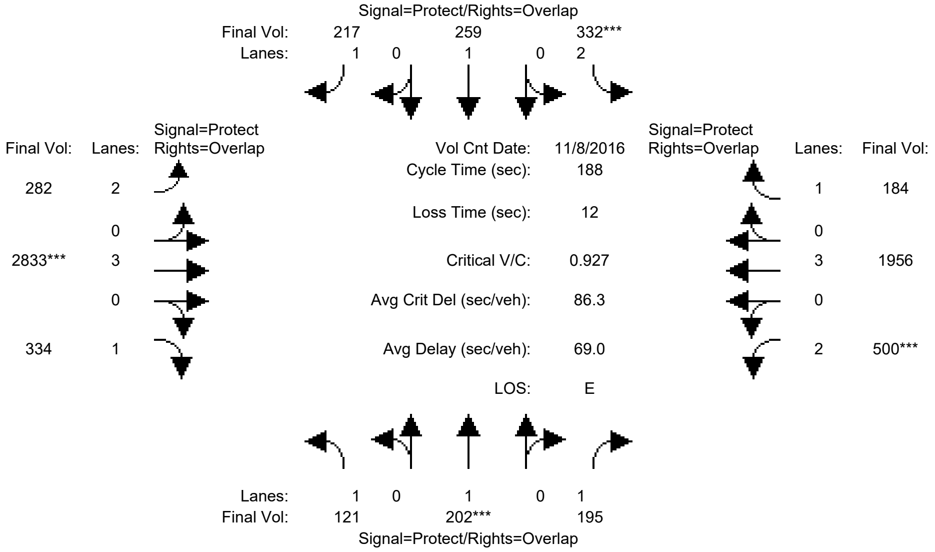
Vol Cnt Date: 11/8/2016
Cycle Time (sec): 188
Loss Time (sec): 12
Critical V/C: 0.830
Avg Crit Del (sec/veh): 54.9
Avg Delay (sec/veh): 51.2
LOS: D

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     12   39    39   20   46    46   22   85    85   22   85    85
Y+R:           5.6  5.8   5.8  5.2  5.8   5.8  5.2  5.8   5.8  5.2  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM
Base Vol:       95  202   191  324  255   217  276 3248   320  353 2683   177
Growth Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:    95  202   191  324  255   217  276 3248   320  353 2683   177
Added Vol:       0    0     0    0    0     0    0    0     0    0    0     0
ATI:             0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut:    95  202   191  324  255   217  276 3248   320  353 2683   177
User Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.80  1.00 1.00 0.68  1.00
PHF Adj:      1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:     95  202   191  324  255   217  276 2598   320  353 1824   177
Reduct Vol:      0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    95  202   191  324  255   217  276 2598   320  353 1824   177
PCE Adj:      1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:      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:    95  202   191  324  255   217  276 2598   320  353 1824   177
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:   0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:        1.00 1.00  1.00 2.00 1.00  1.00 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:   1750 1900  1750 3150 1900  1750 3150 5700  1750 3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.11  0.11 0.10 0.13  0.12 0.09 0.46  0.18 0.11 0.32  0.10
Crit Moves:        ****       ****                   ****       ****
Green Time:   12.4 39.0  61.9 21.0 47.6  71.4 23.8 93.1 105.5 22.9 92.1 113.2
Volume/Cap:   0.82 0.51  0.33 0.92 0.53  0.33 0.69 0.92  0.33 0.92 0.65  0.17
Delay/Veh:   122.3 67.2  47.8 111.3 61.7  41.5 83.6 39.6  14.8 108.7 44.7  23.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  122.3 67.2  47.8 111.3 61.7  41.5 83.6 39.6  14.8 108.7 44.7  23.3
LOS by Move:     F    E     D    F    E     D    F    D     B    F    D     C
HCM2kAvgQ:       6   10     9   12   12     9   10   46     7   13   29     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Overlap
Final Vol: 217 259 332***
Lanes: 1 0 1 0 2
Signal=Protect
Rights=Overlap
Final Vol: Lanes:
282 2
0
2833*** 3
0
334 1
Signal=Protect
Rights=Overlap
Lanes: Final Vol:
1 184
0
3 1956
0
2 500***
Lanes: 1 0 1 0 1
Final Vol: 121 202*** 195
Signal=Protect/Rights=Overlap

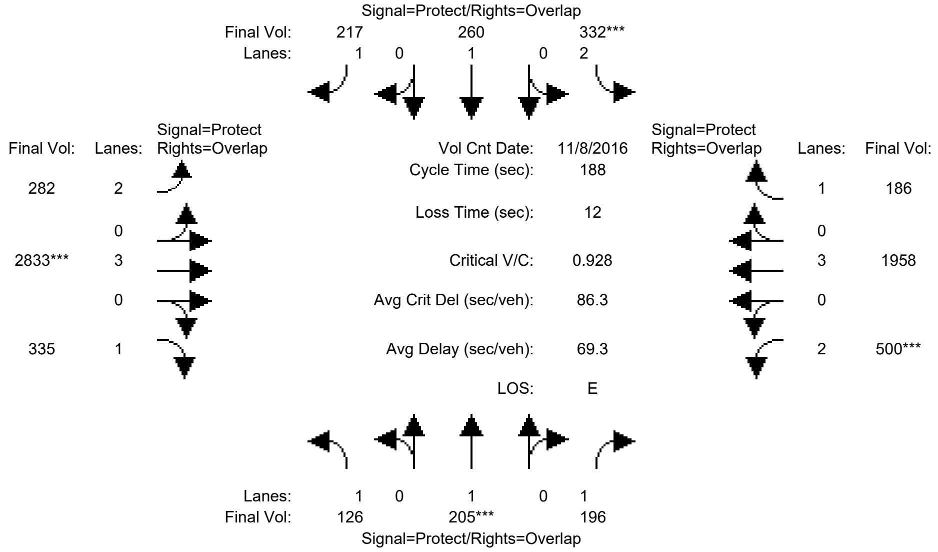
Vol Cnt Date: 11/8/2016
Cycle Time (sec): 188
Loss Time (sec): 12
Critical V/C: 0.927
Avg Crit Del (sec/veh): 86.3
Avg Delay (sec/veh): 69.0
LOS: E

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     12   39    39   20   46    46   22   85    85   22   85    85
Y+R:           5.6  5.8   5.8  5.2  5.8   5.8  5.2  5.8   5.8  5.2  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM
Base Vol:       95  202   191  324  255   217  276 3248   320  353 2683   177
Growth Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:    95  202   191  324  255   217  276 3248   320  353 2683   177
Added Vol:       0    0     0    0    0     0    0    0     0    0    0     0
ATI:            26    0     4    8    4     0    6  293    14  147  194     7
Initial Fut:   121  202   195  332  259   217  282 3541   334  500 2877   184
User Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.80  1.00 1.00 0.68  1.00
PHF Adj:      1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    121  202   195  332  259   217  282 2833   334  500 1956   184
Reduct Vol:      0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   121  202   195  332  259   217  282 2833   334  500 1956   184
PCE Adj:      1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:      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:   121  202   195  332  259   217  282 2833   334  500 1956   184
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:   0.92 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92 0.83 1.00  0.92
Lanes:        1.00 1.00  1.00 2.00 1.00  1.00 2.00 3.00  1.00 2.00 3.00  1.00
Final Sat.:   1750 1900  1750 3150 1900  1750 3150 5700  1750 3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:      0.07 0.11  0.11 0.11 0.14  0.12 0.09 0.50  0.19 0.16 0.34  0.11
Crit Moves:        ****       ****                   ****       ****
Green Time:   13.0 39.0  67.3 20.0 46.0  70.1 24.1 88.7 101.7 28.3 92.9 112.9
Volume/Cap:   1.00 0.51  0.31 0.99 0.56  0.33 0.70 1.05  0.35 1.05 0.69  0.18
Delay/Veh:   169.3 67.2  43.9 130.4 63.6  42.5 83.9 73.7  17.3 136.0 45.9  23.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 169.3 67.2  43.9 130.4 63.6  42.5 83.9 73.7  17.3 136.0 45.9  23.5
LOS by Move:     F    E     D    F    E     D    F    E     B    F    D     C
HCM2kAvgQ:       9   10     8   13   12     9   10   64     8   21   32     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Signal=Protect/Rights=Overlap
Final Vol: 217 260 332***
Lanes: 1 0 1 0 2

Final Vol: Lanes: Signal=Protect Rights=Overlap
282 2
0
2833*** 3
0
335 1

Vol Cnt Date: 11/8/2016
Cycle Time (sec): 188
Loss Time (sec): 12
Critical V/C: 0.928
Avg Crit Del (sec/veh): 86.3
Avg Delay (sec/veh): 69.3
LOS: E

Signal=Protect Rights=Overlap Lanes: Final Vol:
1 186
0
3 1958
0
2 500***

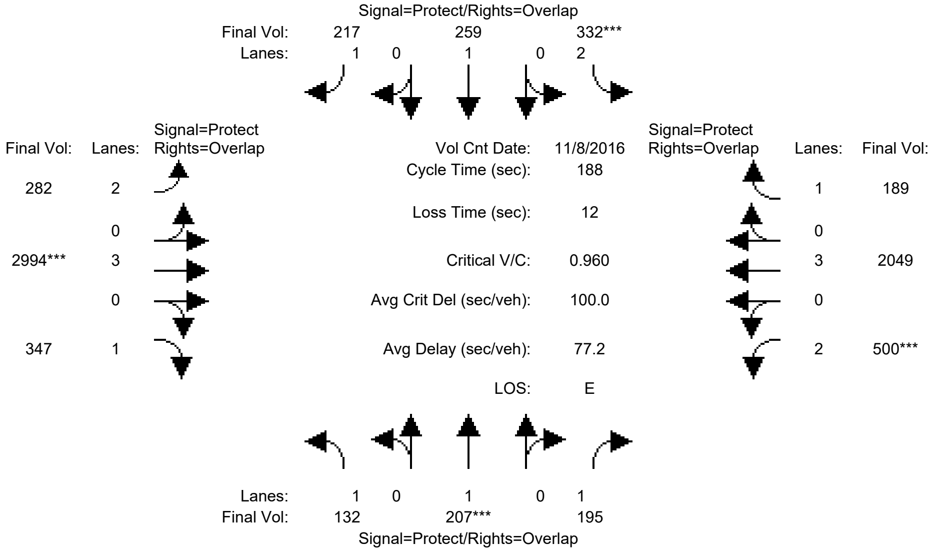
Lanes: 1 0 1 0 1
Final Vol: 126 205*** 196
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    12   39    39    20   46    46    22   85    85    22   85    85
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM
Base Vol:      95  202   191   324  255   217   276 3248   320   353 2683   177
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   95  202   191   324  255   217   276 3248   320   353 2683   177
Added Vol:      5    3     1     0    1     0     0    0     1     0    2     2
ATI:           26    0     4     8    4     0     6  293    14   147  194     7
Initial Fut:  126  205   196   332  260   217   282 3541   335   500 2879   186
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.80  1.00  1.00 0.68  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   126  205   196   332  260   217   282 2833   335   500 1958   186
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  126  205   196   332  260   217   282 2833   335   500 1958   186
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  126  205   196   332  260   217   282 2833   335   500 1958   186
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11  0.11  0.11 0.14  0.12  0.09 0.50  0.19  0.16 0.34  0.11
Crit Moves:       ****        ****                   ****        ****
Green Time:  13.0 39.0  67.3  20.0 46.0  70.1  24.1 88.7 101.7  28.3 92.9 112.9
Volume/Cap:  1.04 0.52  0.31  0.99 0.56  0.33  0.70 1.05  0.35  1.05 0.69  0.18
Delay/Veh:  180.8 67.4  43.9 130.4 63.7  42.5  83.9 73.7  17.3 136.0 45.9  23.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 180.8 67.4  43.9 130.4 63.7  42.5  83.9 73.7  17.3 136.0 45.9  23.5
LOS by Move:    F    E     D     F    E     D     F    E     B     F    D     C
HCM2kAvgQ:     10   10     8    13   12     9    10   64     8    21   32     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD

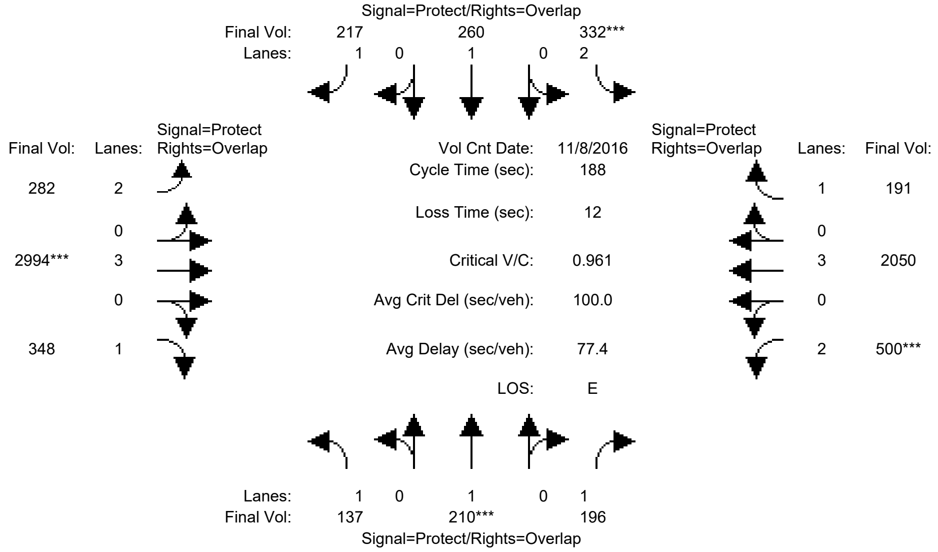

Signal=Protect/Rights=Overlap
Final Vol: 217 259 332***
Lanes: 1 0 1 0 2
Signal=Protect
Rights=Overlap
Final Vol:
Lanes:
282 2
0
2994*** 3
0
347 1
Vol Cnt Date: 11/8/2016
Cycle Time (sec): 188
Loss Time (sec): 12
Critical V/C: 0.960
Avg Crit Del (sec/veh): 100.0
Avg Delay (sec/veh): 77.2
LOS: E
Signal=Protect
Rights=Overlap
Lanes:
Final Vol:
1 189
0
3 2049
0
2 500***
Lanes: 1 0 1 0 1
Final Vol: 132 207*** 195
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    12   39    39    20   46    46    22   85    85    22   85    85
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM
Base Vol:      121  202   195   332  259   217   282 3541   334   500 2877   184
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   121  202   195   332  259   217   282 3541   334   500 2877   184
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
ATI:            11    5     0     0    0     0     0  201    13     0  136     5
Initial Fut:   132  207   195   332  259   217   282 3742   347   500 3013   189
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.80  1.00  1.00 0.68  1.00
PHF Adj:     1.00 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  207   195   332  259   217   282 2994   347   500 2049   189
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   132  207   195   332  259   217   282 2994   347   500 2049   189
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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  207   195   332  259   217   282 2994   347   500 2049   189
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.11  0.11  0.11 0.14  0.12  0.09 0.53  0.20  0.16 0.36  0.11
Crit Moves:       ****        ****                  ****        ****
Green Time:  13.0 39.0  66.2  20.0 46.0  70.1  24.1 89.8 102.8  27.2 92.9 112.9
Volume/Cap:  1.09 0.53  0.32  0.99 0.56  0.33  0.70 1.10  0.36  1.10 0.73  0.18
Delay/Veh:  195.8 67.6  44.7 130.4 63.6  42.5  83.9 90.2  16.8 152.2 47.2  23.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 195.8 67.6  44.7 130.4 63.6  42.5  83.9 90.2  16.8 152.2 47.2  23.5
LOS by Move:    F    E     D     F    E     D     F    F     B     F    D     C
HCM2kAvgQ:     11   10     8    13   12     9    10   70     8    22   34     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Signal=Protect/Rights=Overlap
Final Vol: 217 260 332***
Lanes: 1 0 1 0 2

Final Vol: 282 Lanes: 2
Lanes: 0
Final Vol: 2994*** Lanes: 3
Lanes: 0
Final Vol: 348 Lanes: 1
Signal=Protect
Rights=Overlap

Vol Cnt Date: 11/8/2016
Cycle Time (sec): 188
Loss Time (sec): 12
Critical V/C: 0.961
Avg Crit Del (sec/veh): 100.0
Avg Delay (sec/veh): 77.4
LOS: E

Signal=Protect
Rights=Overlap
Lanes: 1 Final Vol: 191
Lanes: 0
Lanes: 3 Final Vol: 2050
Lanes: 0
Lanes: 2 Final Vol: 500***

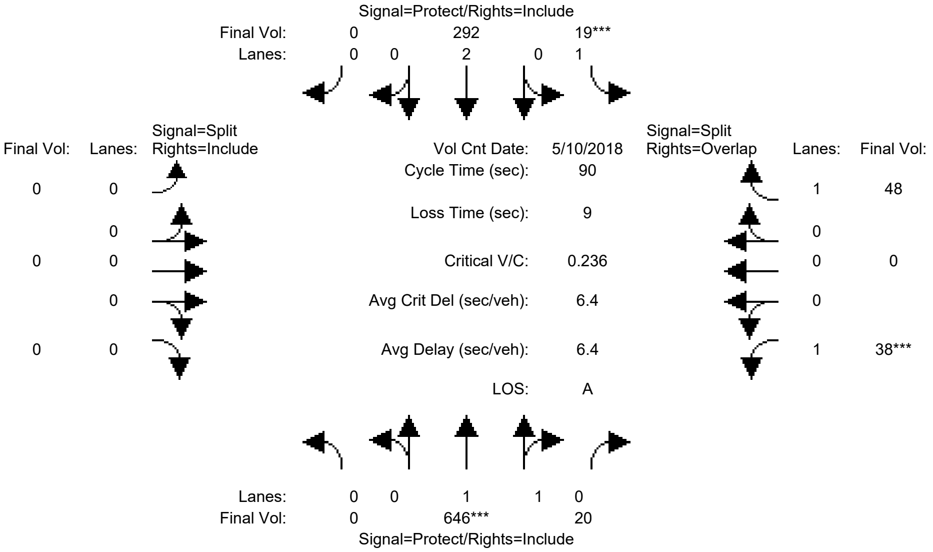
Lanes: 1 0 1 0 1
Final Vol: 137 210*** 196
Signal=Protect/Rights=Overlap

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    12   39    39    20   46    46    22   85    85    22   85    85
Y+R:          5.6  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8   5.2  5.8   5.8
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM
Base Vol:     121  202   195   332  259   217   282 3541   334   500 2877   184
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121  202   195   332  259   217   282 3541   334   500 2877   184
Added Vol:      5    3     1     0    1     0     0    0     1     0    2     2
ATI:           11    5     0     0    0     0     0  201    13     0  136     5
Initial Fut:  137  210   196   332  260   217   282 3742   348   500 3015   191
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.80  1.00  1.00 0.68  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   137  210   196   332  260   217   282 2994   348   500 2050   191
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  137  210   196   332  260   217   282 2994   348   500 2050   191
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  137  210   196   332  260   217   282 2994   348   500 2050   191
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  3150 5700  1750  3150 5700  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.11  0.11  0.11 0.14  0.12  0.09 0.53  0.20  0.16 0.36  0.11
Crit Moves:       ****        ****                   ****        ****
Green Time:  13.0 39.0  66.2  20.0 46.0  70.1  24.1 89.8 102.8  27.2 92.9 112.9
Volume/Cap:  1.13 0.53  0.32  0.99 0.56  0.33  0.70 1.10  0.36  1.10 0.73  0.18
Delay/Veh:  209.2 67.8  44.8 130.4 63.7  42.5  83.9 90.2  16.8 152.2 47.3  23.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 209.2 67.8  44.8 130.4 63.7  42.5  83.9 90.2  16.8 152.2 47.3  23.6
LOS by Move:    F    E     D     F    E     D     F    F     B     F    D     C
HCM2kAvgQ:     11   10     8    13   12     9    10   70     8    22   34     7
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive

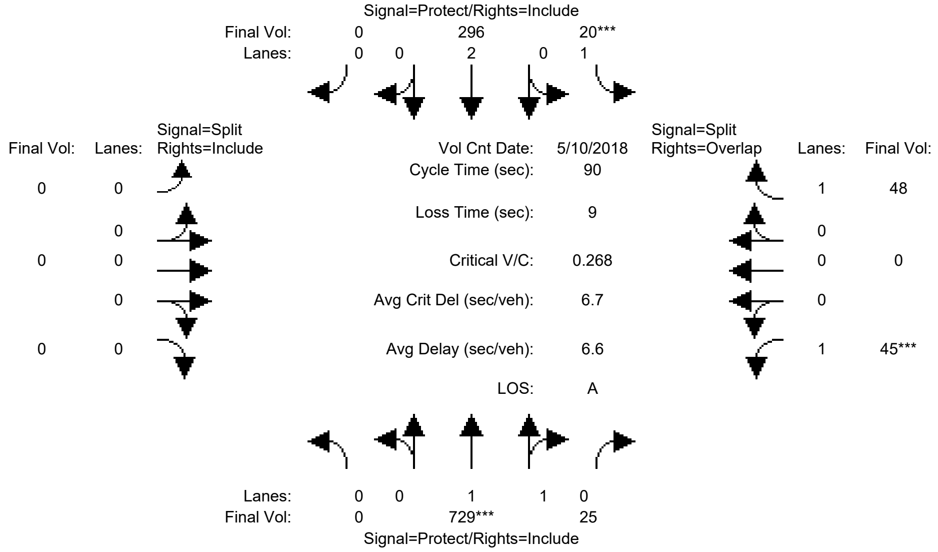

Signal=Protect/Rights=Include
Final Vol: 0 292 19***
Lanes: 0 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 0
0
0 0
0
0 0
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 90
Loss Time (sec): 9
Critical V/C: 0.236
Avg Crit Del (sec/veh): 6.4
Avg Delay (sec/veh): 6.4
LOS: A
Signal=Split
Rights=Overlap
Lanes:
Final Vol:
1 48
0
0 0
0
1 38***
Lanes: 0 0 1 1 0
Final Vol: 0 646*** 20
Signal=Protect/Rights=Include

```
Street Name:       De La Cruz Boulevard            Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:      0    6     6     6    6     0     0    0     0     5    0     5
Y+R:           4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:        0  601    19    18  272     0     0    0     0    35    0    45
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  601    19    18  272     0     0    0     0    35    0    45
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
ATI:             0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  601    19    18  272     0     0    0     0    35    0    45
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:      0  646    20    19  292     0     0    0     0    38    0    48
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  646    20    19  292     0     0    0     0    38    0    48
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:     0  646    20    19  292     0     0    0     0    38    0    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:   0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:        0.00 1.94  0.06  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:      0 3587   113  1750 3800     0     0    0     0  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.18  0.18  0.01 0.08  0.00  0.00 0.00  0.00  0.02 0.00  0.03
Crit Moves:        ****        ****                                ****
Green Time:    0.0 67.0  67.0   6.0 73.0   0.0   0.0  0.0   0.0   8.0  0.0  14.0
Volume/Cap:   0.00 0.24  0.24  0.17 0.09  0.00  0.00 0.00  0.00  0.24 0.00  0.18
Delay/Veh:     0.0  3.6   3.6  40.3  1.8   0.0   0.0  0.0   0.0  39.0  0.0  33.3
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:    0.0  3.6   3.6  40.3  1.8   0.0   0.0  0.0   0.0  39.0  0.0  33.3
LOS by Move:     A    A     A     D    A     A     A    A     A     D    A     C
HCM2kAvgQ:       0    3     3     1    1     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive



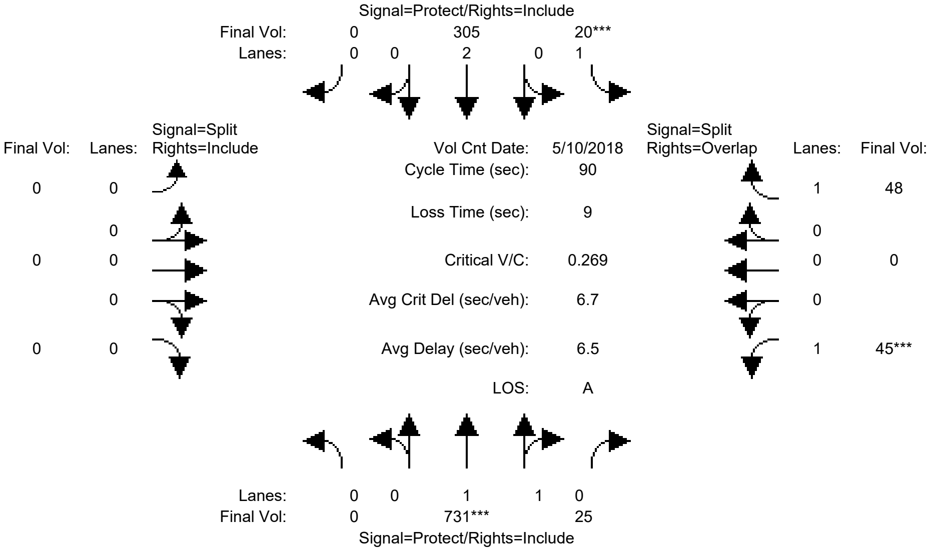
```
                          Signal=Protect/Rights=Include
             Final Vol:      0           296          20***
                 Lanes:      0     0      2       0     1

                  Signal=Split                                  Signal=Split
Final Vol:  Lanes:  Rights=Include    Vol Cnt Date:  5/10/2018  Rights=Overlap  Lanes:  Final Vol:
                                  Cycle Time (sec):     90
    0         0                                                                   1        48
                                   Loss Time (sec):      9
              0                                                                   0
    0         0                       Critical V/C:  0.268                         0         0
              0               Avg Crit Del (sec/veh):    6.7                      0
    0         0                  Avg Delay (sec/veh):    6.6                      1        45***
                                              LOS:        A

                 Lanes:      0     0      1       1     0
             Final Vol:      0          729***         25
                          Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard              Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  601    19    18  272     0     0    0     0    35    0    45
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  601    19    18  272     0     0    0     0    35    0    45
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   77     4     1    3     0     0    0     0     7    0     0
Initial Fut:    0  678    23    19  275     0     0    0     0    42    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:     0  729    25    20  296     0     0    0     0    45    0    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  729    25    20  296     0     0    0     0    45    0    48
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  729    25    20  296     0     0    0     0    45    0    48
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.93  0.07  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3579   121  1750 3800     0     0    0     0  1750    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.20  0.01 0.08  0.00  0.00 0.00  0.00  0.03 0.00  0.03
Crit Moves:       ****        ****                                ****
Green Time:   0.0 66.6  66.6   6.0 72.6   0.0   0.0  0.0   0.0   8.4  0.0  14.4
Volume/Cap:  0.00 0.28  0.28  0.18 0.10  0.00  0.00 0.00  0.00  0.28 0.00  0.17
Delay/Veh:    0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  38.9  0.0  32.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  38.9  0.0  32.9
LOS by Move:    A    A     A     D    A     A     A    A     A     D    A     C
HCM2kAvgQ:      0    3     3     1    1     0     0    0     0     2    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive



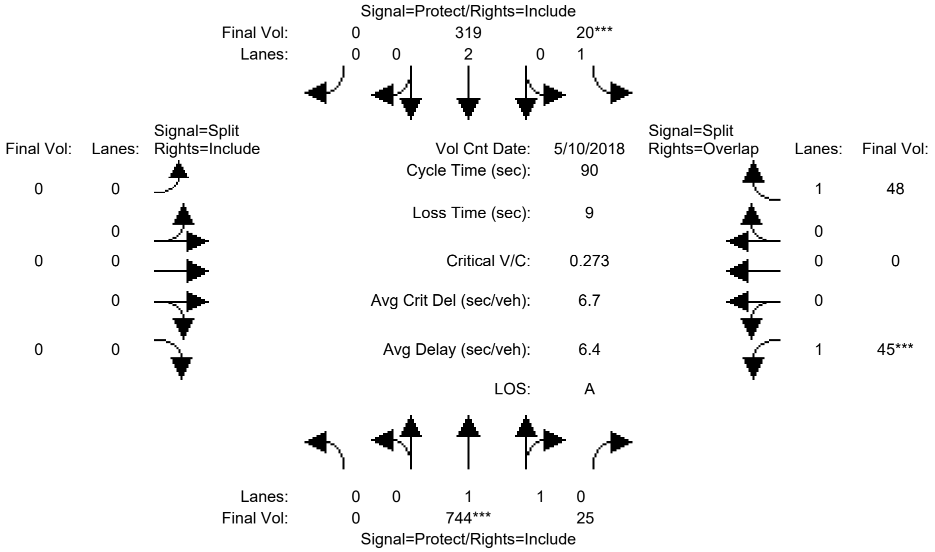
```
                         Signal=Protect/Rights=Include
                Final Vol:      0          305          20***
                    Lanes:      0    0      2       0    1

                Signal=Split                                    Signal=Split
Final Vol:  Lanes:  Rights=Include      Vol Cnt Date:  5/10/2018  Rights=Overlap  Lanes:  Final Vol:
                                   Cycle Time (sec):     90
    0         0                                                                      1        48
                                    Loss Time (sec):      9
              0                                                                      0
    0         0                        Critical V/C:    0.269                        0         0
              0                Avg Crit Del (sec/veh):   6.7                         0
    0         0                     Avg Delay (sec/veh):  6.5                        1        45***
                                                LOS:      A

                    Lanes:      0    0      1       1    0
                Final Vol:      0         731***        25
                         Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard              Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  601    19    18  272     0     0    0     0    35    0    45
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  601    19    18  272     0     0    0     0    35    0    45
Added Vol:      0    2     0     0    9     0     0    0     0     0    0     0
ATI:            0   77     4     1    3     0     0    0     0     7    0     0
Initial Fut:    0  680    23    19  284     0     0    0     0    42    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:     0  731    25    20  305     0     0    0     0    45    0    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  731    25    20  305     0     0    0     0    45    0    48
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  731    25    20  305     0     0    0     0    45    0    48
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.93  0.07  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3579   121  1750 3800     0     0    0     0  1750    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.20  0.01 0.08  0.00  0.00 0.00  0.00  0.03 0.00  0.03
Crit Moves:       ****        ****                                ****
Green Time:   0.0 66.6  66.6   6.0 72.6   0.0   0.0  0.0   0.0   8.4  0.0  14.4
Volume/Cap:  0.00 0.28  0.28  0.18 0.10  0.00  0.00 0.00  0.00  0.28 0.00  0.17
Delay/Veh:    0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  38.9  0.0  32.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  38.9  0.0  32.9
LOS by Move:    A    A     A     D    A     A     A    A     A     D    A     C
HCM2kAvgQ:      0    3     3     1    1     0     0    0     0     2    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #117: De La Cruz Boulevard and Greenwood Drive

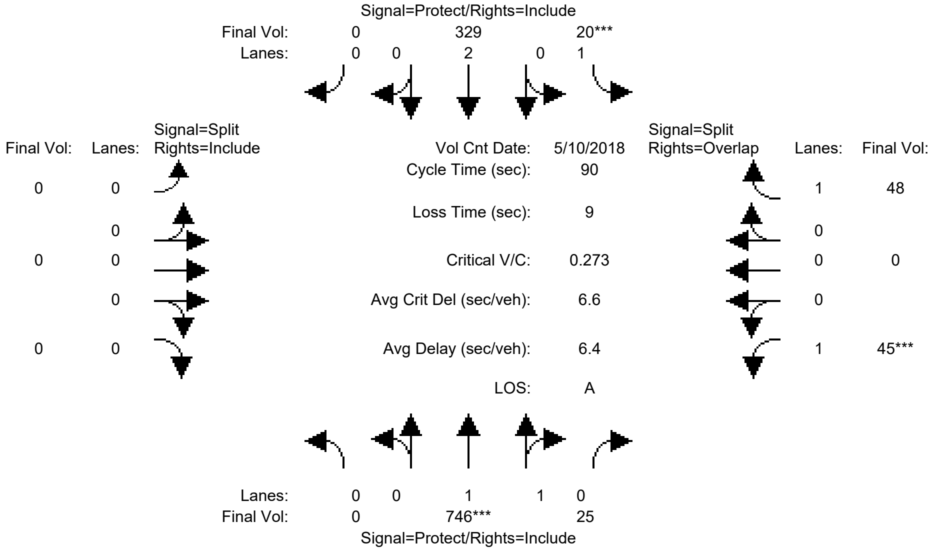

Signal=Protect/Rights=Include
Final Vol: 0 319 20***
Lanes: 0 0 2 0 1
Signal=Split
Final Vol: Lanes: Rights=Include
0 0
0
0 0
0
0 0
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 90
Loss Time (sec): 9
Critical V/C: 0.273
Avg Crit Del (sec/veh): 6.7
Avg Delay (sec/veh): 6.4
LOS: A
Signal=Split
Rights=Overlap Lanes: Final Vol:
1 48
0
0 0
0
1 45***
Lanes: 0 0 1 1 0
Final Vol: 0 744*** 25
Signal=Protect/Rights=Include

```
Street Name:       De La Cruz Boulevard            Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  678    23    19  275     0     0    0     0    42    0    45
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  678    23    19  275     0     0    0     0    42    0    45
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:    0  692    23    19  297     0     0    0     0    42    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:     0  744    25    20  319     0     0    0     0    45    0    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  744    25    20  319     0     0    0     0    45    0    48
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  744    25    20  319     0     0    0     0    45    0    48
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.93  0.07  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3581   119  1750 3800     0     0    0     0  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.01 0.08  0.00  0.00 0.00  0.00  0.03 0.00  0.03
Crit Moves:       ****        ****                              ****
Green Time:   0.0 66.7  66.7   6.0 72.7   0.0   0.0  0.0   0.0   8.3  0.0  14.3
Volume/Cap:  0.00 0.28  0.28  0.18 0.10  0.00  0.00 0.00  0.00  0.28 0.00  0.17
Delay/Veh:    0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  39.0  0.0  33.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  39.0  0.0  33.1
LOS by Move:    A    A     A     D    A     A     A    A     A     D    A     C
HCM2kAvgQ:      0    4     4     1    1     0     0    0     0     2    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive



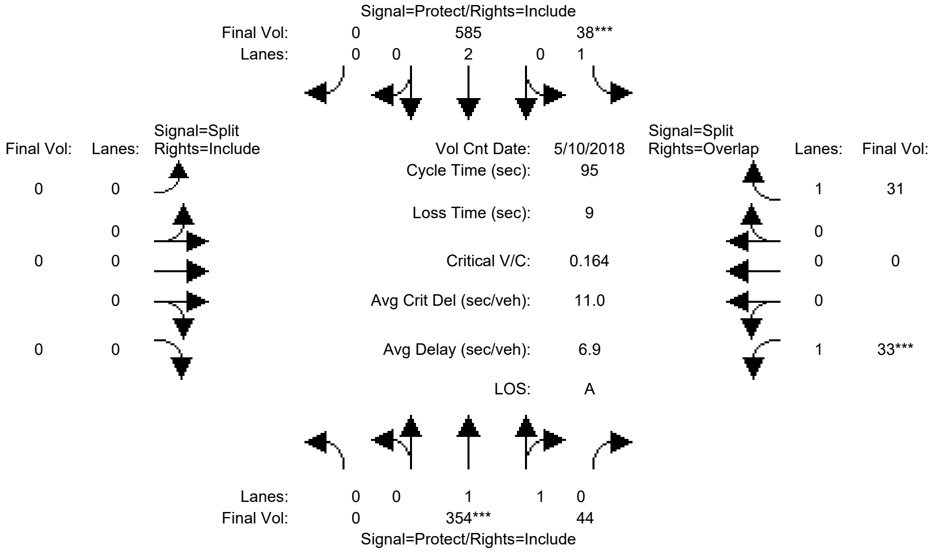
```
                         Signal=Protect/Rights=Include
             Final Vol:      0          329           20***
                 Lanes:      0     0     2      0     1

                Signal=Split                                      Signal=Split
Final Vol:  Lanes:  Rights=Include         Vol Cnt Date:  5/10/2018   Rights=Overlap   Lanes:   Final Vol:
                                        Cycle Time (sec):     90
   0          0                                                                          1         48
                                          Loss Time (sec):     9
              0                                                                          0
   0          0                             Critical V/C:    0.273                       0          0
              0                      Avg Crit Del (sec/veh):   6.6                       0
   0          0                          Avg Delay (sec/veh):   6.4                      1         45***
                                                      LOS:     A

                 Lanes:      0     0     1      1     0
             Final Vol:      0        746***          25
                         Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard             Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  678    23    19  275     0     0    0     0    42    0    45
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  678    23    19  275     0     0    0     0    42    0    45
Added Vol:      0    2     0     0    9     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:    0  694    23    19  306     0     0    0     0    42    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:     0  746    25    20  329     0     0    0     0    45    0    48
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  746    25    20  329     0     0    0     0    45    0    48
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  746    25    20  329     0     0    0     0    45    0    48
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.93  0.07  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3581   119  1750 3800     0     0    0     0  1750    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.01 0.09  0.00  0.00 0.00  0.00  0.03 0.00  0.03
Crit Moves:       ****        ****                               ****
Green Time:   0.0 66.7  66.7   6.0 72.7   0.0   0.0  0.0   0.0   8.3  0.0  14.3
Volume/Cap:  0.00 0.28  0.28  0.18 0.11  0.00  0.00 0.00  0.00  0.28 0.00  0.17
Delay/Veh:    0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  39.1  0.0  33.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  3.9   3.9  40.4  1.8   0.0   0.0  0.0   0.0  39.1  0.0  33.1
LOS by Move:    A    A     A     D    A     A     A    A     A     D    A     C
HCM2kAvgQ:      0    4     4     1    1     0     0    0     0     2    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive


Signal=Protect/Rights=Include
Final Vol: 0 585 38***
Lanes: 0 0 2 0 1
Signal=Split
Rights=Include
Final Vol: Lanes:
0 0
0
0 0
0
0 0
Signal=Split
Rights=Overlap
Lanes: Final Vol:
1 31
0
0 0
0
1 33***
Lanes: 0 0 1 1 0
Final Vol: 0 354*** 44
Signal=Protect/Rights=Include

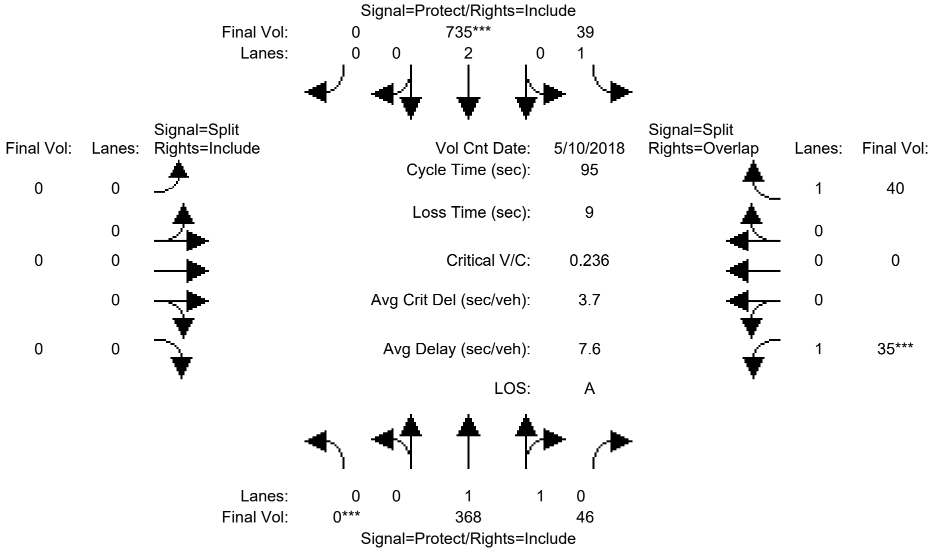
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 95
Loss Time (sec): 9
Critical V/C: 0.164
Avg Crit Del (sec/veh): 11.0
Avg Delay (sec/veh): 6.9
LOS: A

```
Street Name:       De La Cruz Boulevard              Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  343    43    37  567     0     0    0     0    32    0    30
Growth Adj:  1.00 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  343    43    37  567     0     0    0     0    32    0    30
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  343    43    37  567     0     0    0     0    32    0    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:     0  354    44    38  585     0     0    0     0    33    0    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  354    44    38  585     0     0    0     0    33    0    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  354    44    38  585     0     0    0     0    33    0    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.77  0.23  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3288   412  1750 3800     0     0    0     0  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11  0.02 0.15  0.00  0.00 0.00  0.00  0.02 0.00  0.02
Crit Moves:       ****        ****                             ****
Green Time:   0.0 62.4  62.4  12.6 75.1   0.0   0.0  0.0   0.0  10.9  0.0  23.6
Volume/Cap:  0.00 0.16  0.16  0.16 0.19  0.00  0.00 0.00  0.00  0.16 0.00  0.07
Delay/Veh:    0.0  6.3   6.3  36.8  2.5   0.0   0.0  0.0   0.0  38.3  0.0  27.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  6.3   6.3  36.8  2.5   0.0   0.0  0.0   0.0  38.3  0.0  27.4
LOS by Move:    A    A     A     D    A     A     A    A     A     D    A     C
HCM2kAvgQ:      0    2     2     1    2     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive


Signal=Protect/Rights=Include
Final Vol: 0 735*** 39
Lanes: 0 0 2 0 1
Signal=Split
Rights=Include
Final Vol:
Lanes:
0 0
0
0 0
0
0 0
Signal=Split
Rights=Overlap
Lanes:
Final Vol:
1 40
0
0 0
0
1 35***
Lanes: 0 0 1 1 0
Final Vol: 0*** 368 46
Signal=Protect/Rights=Include

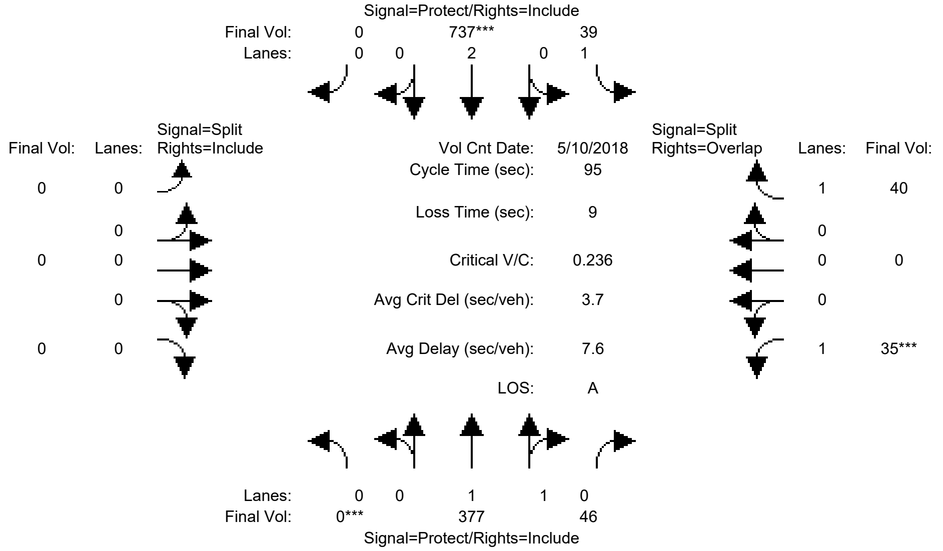
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 95
Loss Time (sec): 9
Critical V/C: 0.236
Avg Crit Del (sec/veh): 3.7
Avg Delay (sec/veh): 7.6
LOS: A

```
Street Name:       De La Cruz Boulevard              Greenwood Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  343    43    37  567     0     0    0     0    32    0    30
Growth Adj:  1.00 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  343    43    37  567     0     0    0     0    32    0    30
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   14     2     1  146     0     0    0     0     2    0     9
Initial Fut:    0  357    45    38  713     0     0    0     0    34    0    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:     0  368    46    39  735     0     0    0     0    35    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  368    46    39  735     0     0    0     0    35    0    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  368    46    39  735     0     0    0     0    35    0    40
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.77  0.23  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3286   414  1750 3800     0     0    0     0  1750    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11  0.02 0.19  0.00  0.00 0.00  0.00  0.02 0.00  0.02
Crit Moves:  ****                  ****                          ****
Green Time:   0.0 49.8  49.8  28.1 77.9   0.0   0.0  0.0   0.0   8.1  0.0  36.2
Volume/Cap:  0.00 0.21  0.21  0.08 0.24  0.00  0.00 0.00  0.00  0.24 0.00  0.06
Delay/Veh:    0.0 12.1  12.1  24.2  1.9   0.0   0.0  0.0   0.0  41.4  0.0  18.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 12.1  12.1  24.2  1.9   0.0   0.0  0.0   0.0  41.4  0.0  18.7
LOS by Move:    A    B     B     C    A     A     A    A     A     D    A     B
HCM2kAvgQ:      0    3     3     1    2     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive



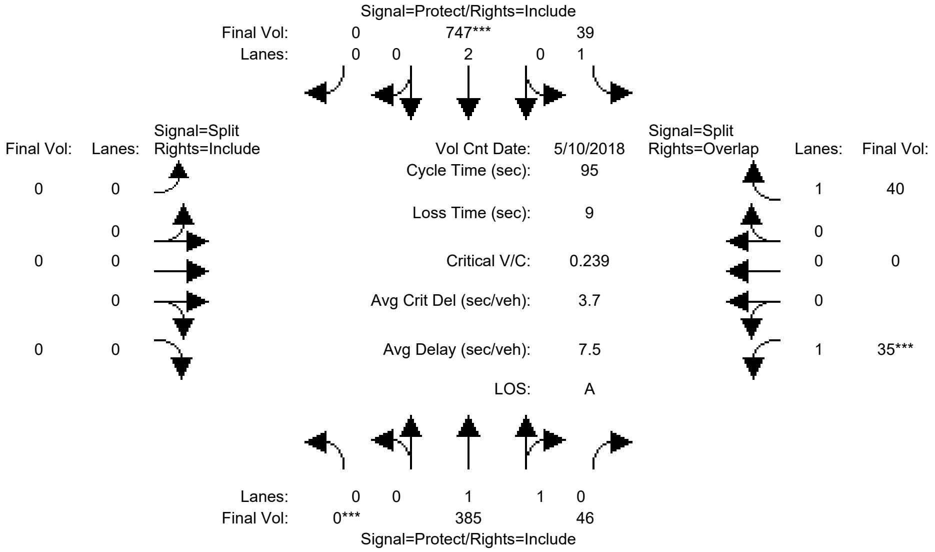
```
                     Signal=Protect/Rights=Include
          Final Vol:     0        737***      39
              Lanes:     0    0      2     0   1

                Signal=Split                               Signal=Split
Final Vol:  Lanes:  Rights=Include       Vol Cnt Date:  5/10/2018   Rights=Overlap   Lanes:  Final Vol:
    0         0                      Cycle Time (sec):     95                           1        40
              0                       Loss Time (sec):      9                           0
    0         0                           Critical V/C:   0.236                         0         0
              0                 Avg Crit Del (sec/veh):    3.7                          0
    0         0                     Avg Delay (sec/veh):    7.6                         1        35***
                                                   LOS:      A

              Lanes:     0    0      1     1   0
          Final Vol:     0***      377        46
                     Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard            Greenwood Drive
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     0    6     6    6    6     0    0    0     0    5    0     5
Y+R:          4.5  4.5   4.5  4.5  4.5   4.5  4.0  4.0   4.0  4.5  4.5   4.5
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  343    43   37  567     0    0    0     0   32    0    30
Growth Adj:  1.00 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  343    43   37  567     0    0    0     0   32    0    30
Added Vol:      0    9     0    0    2     0    0    0     0    0    0     0
ATI:            0   14     2    1  146     0    0    0     0    2    0     9
Initial Fut:    0  366    45   38  715     0    0    0     0   34    0    39
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97 0.97 0.97  0.97 0.97 0.97  0.97 0.97 0.97  0.97
PHF Volume:     0  377    46   39  737     0    0    0     0   35    0    40
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    0  377    46   39  737     0    0    0     0   35    0    40
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:    0  377    46   39  737     0    0    0     0   35    0    40
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 0.98  0.95 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       0.00 1.77  0.23 1.00 2.00  0.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:     0 3295   405 1750 3800     0    0    0     0 1750    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11 0.02 0.19  0.00 0.00 0.00  0.00 0.02 0.00  0.02
Crit Moves:  ****                ****                          ****
Green Time:   0.0 50.2  50.2 27.7 78.0   0.0  0.0  0.0   0.0  8.0  0.0  35.8
Volume/Cap:  0.00 0.22  0.22 0.08 0.24  0.00 0.00 0.00  0.00 0.24 0.00  0.06
Delay/Veh:    0.0 12.0  12.0 24.4  1.9   0.0  0.0  0.0   0.0 41.4  0.0  18.9
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0 12.0  12.0 24.4  1.9   0.0  0.0  0.0   0.0 41.4  0.0  18.9
LOS by Move:    A    B     B    C    A     A    A    A     A    D    A     B
HCM2kAvgQ:      0    3     3    1    2     0    0    0     0    1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #117: De La Cruz Boulevard and Greenwood Drive


Signal=Protect/Rights=Include
Final Vol: 0 747*** 39
Lanes: 0 0 2 0 1
Signal=Split
Rights=Include
Final Vol: Lanes:
0 0
0
0 0
0
0 0
Signal=Split
Rights=Overlap
Lanes: Final Vol:
1 40
0
0 0
0
1 35***
Lanes: 0 0 1 1 0
Final Vol: 0*** 385 46
Signal=Protect/Rights=Include

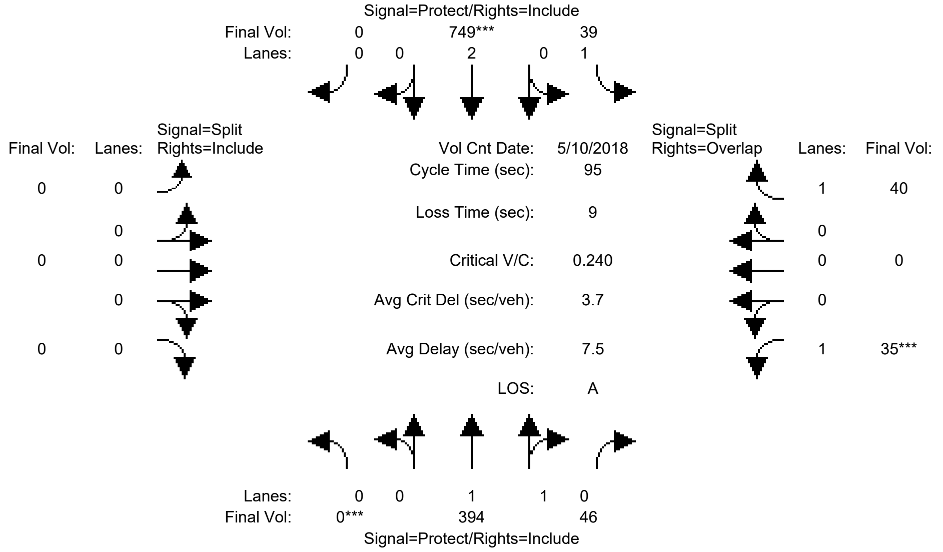
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 95
Loss Time (sec): 9
Critical V/C: 0.239
Avg Crit Del (sec/veh): 3.7
Avg Delay (sec/veh): 7.5
LOS: A

```
Street Name:       De La Cruz Boulevard            Greenwood Drive
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    6     6    6    6     0    0    0     0    5    0     5
Y+R:          4.5  4.5   4.5  4.5  4.5   4.5  4.0  4.0   4.0  4.5  4.5   4.5
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  357    45   38  713     0    0    0     0   34    0    39
Growth Adj:  1.00 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  357    45   38  713     0    0    0     0   34    0    39
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
ATI:            0   16     0    0   12     0    0    0     0    0    0     0
Initial Fut:    0  373    45   38  725     0    0    0     0   34    0    39
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97 0.97 0.97  0.97 0.97 0.97  0.97 0.97 0.97  0.97
PHF Volume:     0  385    46   39  747     0    0    0     0   35    0    40
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    0  385    46   39  747     0    0    0     0   35    0    40
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:    0  385    46   39  747     0    0    0     0   35    0    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 0.98  0.95 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       0.00 1.78  0.22 1.00 2.00  0.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:     0 3301   398 1750 3800     0    0    0     0 1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12 0.02 0.20  0.00 0.00 0.00  0.00 0.02 0.00  0.02
Crit Moves:  ****                ****                        ****
Green Time:   0.0 50.6  50.6 27.4 78.1   0.0  0.0  0.0   0.0  7.9  0.0  35.4
Volume/Cap:  0.00 0.22  0.22 0.08 0.24  0.00 0.00 0.00  0.00 0.24 0.00  0.06
Delay/Veh:    0.0 11.8  11.8 24.6  1.9   0.0  0.0  0.0   0.0 41.5  0.0  19.2
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0 11.8  11.8 24.6  1.9   0.0  0.0  0.0   0.0 41.5  0.0  19.2
LOS by Move:    A    B     B    C    A     A    A    A     A    D    A     B
HCM2kAvgQ:      0    3     3    1    2     0    0    0     0    1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #117: De La Cruz Boulevard and Greenwood Drive



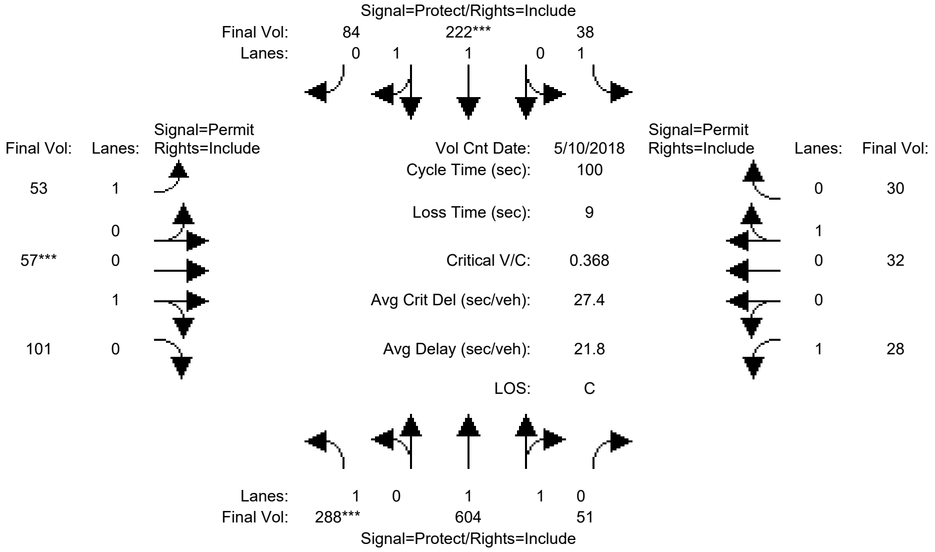
```
                     Signal=Protect/Rights=Include
          Final Vol:    0       749***        39
              Lanes:    0    0     2     0     1

              Signal=Split                                      Signal=Split
Final Vol:  Lanes:  Rights=Include        Vol Cnt Date:  5/10/2018   Rights=Overlap   Lanes:   Final Vol:
                                       Cycle Time (sec):     95
   0         0                                                                         1         40
                                        Loss Time (sec):      9
             0                                                                         0
   0         0                             Critical V/C:   0.240                       0          0
             0                    Avg Crit Del (sec/veh):    3.7                       0
   0         0                        Avg Delay (sec/veh):    7.5                      1         35***
                                                     LOS:      A

              Lanes:    0    0     1     1     0
          Final Vol:   0***       394         46
                     Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard              Greenwood Drive
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     0    6     6     6    6     0     0    0     0     5    0     5
Y+R:          4.5  4.5   4.5   4.5  4.5   4.5   4.0  4.0   4.0   4.5  4.5   4.5
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0  357    45    38  713     0     0    0     0    34    0    39
Growth Adj:  1.00 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  357    45    38  713     0     0    0     0    34    0    39
Added Vol:      0    9     0     0    2     0     0    0     0     0    0     0
ATI:            0   16     0     0   12     0     0    0     0     0    0     0
Initial Fut:    0  382    45    38  727     0     0    0     0    34    0    39
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:     0  394    46    39  749     0     0    0     0    35    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  394    46    39  749     0     0    0     0    35    0    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  394    46    39  749     0     0    0     0    35    0    40
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 1.78  0.22  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3310   390  1750 3800     0     0    0     0  1750    0  1750
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12  0.12  0.02 0.20  0.00  0.00 0.00  0.00  0.02 0.00  0.02
Crit Moves:  ****                   ****                          ****
Green Time:   0.0 51.0  51.0  27.1 78.1   0.0   0.0  0.0   0.0   7.9  0.0  35.0
Volume/Cap:  0.00 0.22  0.22  0.08 0.24  0.00  0.00 0.00  0.00  0.24 0.00  0.06
Delay/Veh:    0.0 11.6  11.6  24.9  1.9   0.0   0.0  0.0   0.0  41.6  0.0  19.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 11.6  11.6  24.9  1.9   0.0   0.0  0.0   0.0  41.6  0.0  19.4
LOS by Move:    A    B     B     C    A     A     A    A     A     D    A     B
HCM2kAvgQ:      0    3     3     1    2     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue



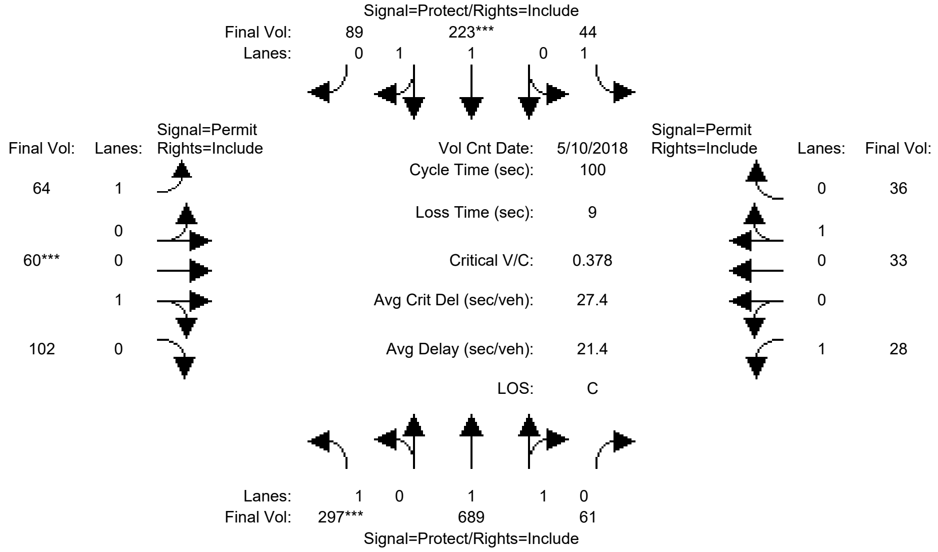
```
                          Signal=Protect/Rights=Include
              Final Vol:   84          222***          38
                 Lanes:     0     1      1       0      1

          Signal=Permit                                           Signal=Permit
Final Vol: Lanes: Rights=Include        Vol Cnt Date:  5/10/2018  Rights=Include   Lanes:  Final Vol:
                                    Cycle Time (sec):     100
   53        1                                                                         0        30

             0                        Loss Time (sec):      9                          1

  57***      0                           Critical V/C:  0.368                          0        32

             1                   Avg Crit Del (sec/veh):   27.4                        0

  101        0                      Avg Delay (sec/veh):   21.8                        1        28

                                                  LOS:      C

                 Lanes:     1     0      1       1      0
              Final Vol: 288***         604            51
                          Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard                  Aldo Avenue
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     259  544    46    34  200    76    48   51    91    25   29    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  544    46    34  200    76    48   51    91    25   29    27
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  259  544    46    34  200    76    48   51    91    25   29    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:   288  604    51    38  222    84    53   57   101    28   32    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  288  604    51    38  222    84    53   57   101    28   32    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  288  604    51    38  222    84    53   57   101    28   32    30
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.84  0.16  1.00 1.43  0.57  1.00 0.36  0.64  1.00 0.52  0.48
Final Sat.:  1750 3411   288  1750 2680  1019  1750  646  1154  1750  932   868
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.18  0.18  0.02 0.08  0.08  0.03 0.09  0.09  0.02 0.03  0.03
Crit Moves:  ****                  ****             ****
Green Time:  44.7 54.8  54.8  12.4 22.5  22.5  23.8 23.8  23.8  23.8 23.8  23.8
Volume/Cap:  0.37 0.32  0.32  0.17 0.37  0.37  0.13 0.37  0.37  0.07 0.15  0.15
Delay/Veh:   18.6 12.5  12.5  39.6 33.0  33.0  30.1 32.4  32.4  29.6 30.2  30.2
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:  18.6 12.5  12.5  39.6 33.0  33.0  30.1 32.4  32.4  29.6 30.2  30.2
LOS by Move:    B    B     B     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      6    5     5     1    4     4     1    4     4     1    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue

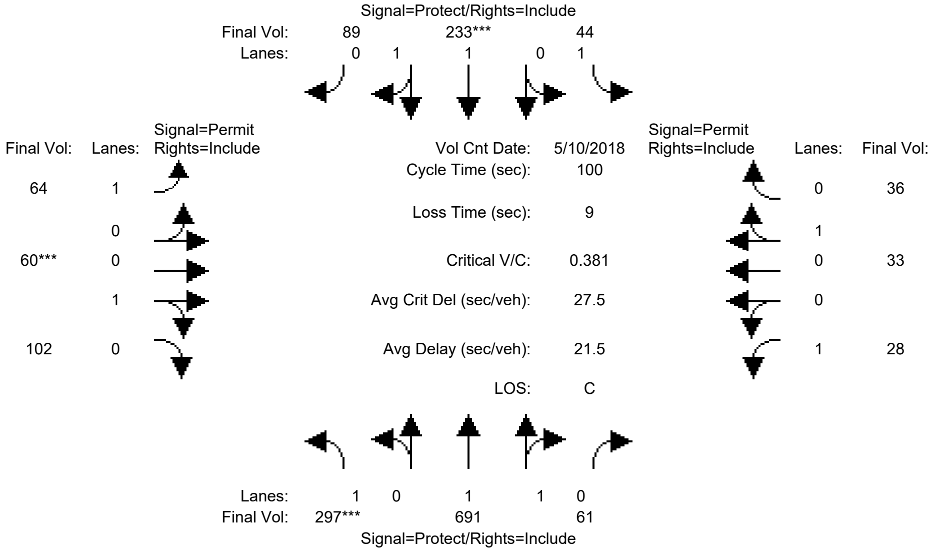


```
                             Signal=Protect/Rights=Include
               Final Vol:    89        223***        44
                   Lanes:     0    1      1      0    1

                   Signal=Permit                                        Signal=Permit
Final Vol:  Lanes: Rights=Include      Vol Cnt Date:      5/10/2018    Rights=Include   Lanes:  Final Vol:
                                       Cycle Time (sec):      100
    64        1                                                                           0        36
                                       Loss Time (sec):         9
              0                                                                           1
  60***       0                        Critical V/C:        0.378                         0        33
              1                        Avg Crit Del (sec/veh): 27.4                       0
   102        0                        Avg Delay (sec/veh):   21.4                        1        28
                                       LOS:                     C

                   Lanes:     1    0      1      1    0
               Final Vol:  297***       689          61
                             Signal=Protect/Rights=Include
```

```
Street Name:       De La Cruz Boulevard                  Aldo Avenue
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     259  544    46    34  200    76    48   51    91    25   29    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  544    46    34  200    76    48   51    91    25   29    27
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            8   76     9     6    1     4    10    3     1     0    1     5
Initial Fut:  267  620    55    40  201    80    58   54    92    25   30    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:   297  689    61    44  223    89    64   60   102    28   33    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  297  689    61    44  223    89    64   60   102    28   33    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  297  689    61    44  223    89    64   60   102    28   33    36
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.83  0.17  1.00 1.41  0.59  1.00 0.37  0.63  1.00 0.48  0.52
Final Sat.:  1750 3398   301  1750 2646  1053  1750  666  1134  1750  871   929
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.20  0.20  0.03 0.08  0.08  0.04 0.09  0.09  0.02 0.04  0.04
Crit Moves:  ****                  ****             ****
Green Time:  44.8 56.1  56.1  11.1 22.3  22.3  23.8 23.8  23.8  23.8 23.8  23.8
Volume/Cap:  0.38 0.36  0.36  0.23 0.38  0.38  0.15 0.38  0.38  0.07 0.16  0.16
Delay/Veh:   18.6 12.2  12.2  41.2 33.2  33.2  30.3 32.4  32.4  29.5 30.3  30.3
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:  18.6 12.2  12.2  41.2 33.2  33.2  30.3 32.4  32.4  29.5 30.3  30.3
LOS by Move:    B    B     B     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      6    6     6     1    4     4     2    5     5     1    2     2
Note: Queue reported is the number of cars per lane.
```

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue

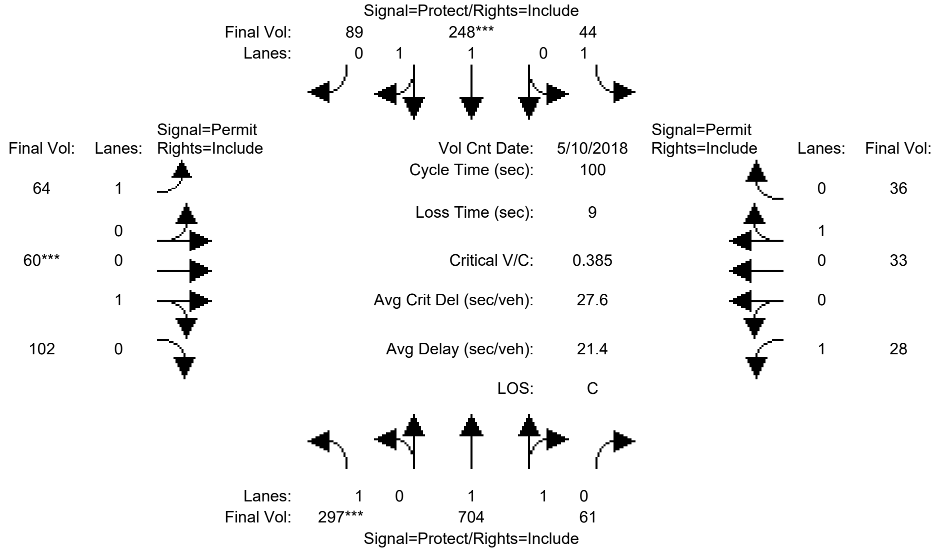

Signal=Protect/Rights=Include
Final Vol: 89 233*** 44
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
64 1
0
60*** 0
1
102 0
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.381
Avg Crit Del (sec/veh): 27.5
Avg Delay (sec/veh): 21.5
LOS: C
Signal=Permit
Rights=Include
Lanes: Final Vol:
0 36
1
0 33
0
1 28
Lanes: 1 0 1 1 0
Final Vol: 297*** 691 61
Signal=Protect/Rights=Include

```
Street Name:       De La Cruz Boulevard                 Aldo Avenue
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     259  544    46    34  200    76    48   51    91    25   29    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  259  544    46    34  200    76    48   51    91    25   29    27
Added Vol:      0    2     0     0    9     0     0    0     0     0    0     0
ATI:            8   76     9     6    1     4    10    3     1     0    1     5
Initial Fut:  267  622    55    40  210    80    58   54    92    25   30    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:   297  691    61    44  233    89    64   60   102    28   33    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  297  691    61    44  233    89    64   60   102    28   33    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  297  691    61    44  233    89    64   60   102    28   33    36
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.83  0.17  1.00 1.43  0.57  1.00 0.37  0.63  1.00 0.48  0.52
Final Sat.:  1750 3399   301  1750 2679  1020  1750  666  1134  1750  871   929
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.20  0.20  0.03 0.09  0.09  0.04 0.09  0.09  0.02 0.04  0.04
Crit Moves:  ****                  ****             ****
Green Time:  44.5 56.3  56.3  11.1 22.9  22.9  23.7 23.7  23.7  23.7 23.7  23.7
Volume/Cap:  0.38 0.36  0.36  0.23 0.38  0.38  0.16 0.38  0.38  0.07 0.16  0.16
Delay/Veh:   18.9 12.1  12.1  41.2 32.9  32.9  30.4 32.6  32.6  29.7 30.5  30.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  18.9 12.1  12.1  41.2 32.9  32.9  30.4 32.6  32.6  29.7 30.5  30.5
LOS by Move:    B    B     B     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      6    6     6     1    4     4     2    5     5     1    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #118: De La Cruz Boulevard and Aldo Avenue


Signal=Protect/Rights=Include
Final Vol: 89 248*** 44
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
64 1
0
60*** 0
1
102 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 36
1
0 33
0
1 28
Lanes: 1 0 1 1 0
Final Vol: 297*** 704 61
Signal=Protect/Rights=Include

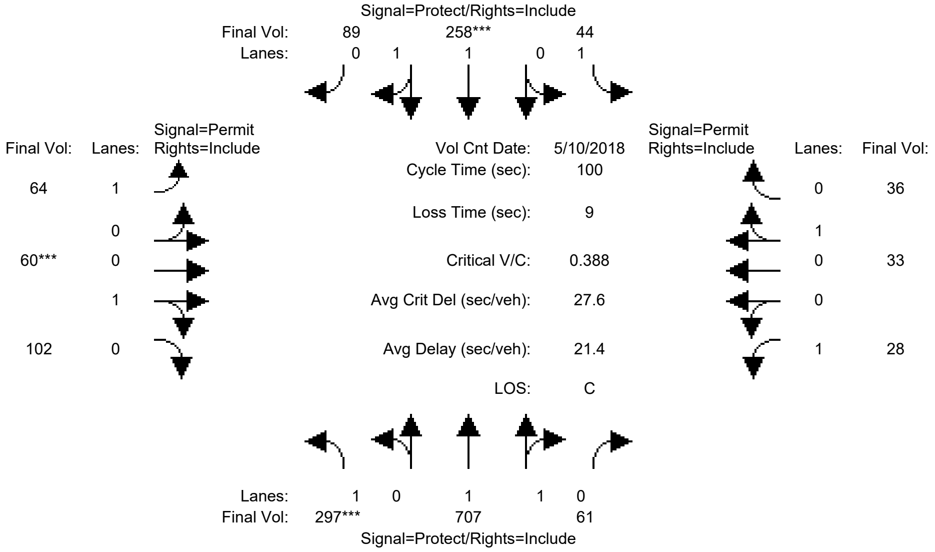
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.385
Avg Crit Del (sec/veh): 27.6
Avg Delay (sec/veh): 21.4
LOS: C

```
Street Name:       De La Cruz Boulevard                 Aldo Avenue
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     267  620    55    40  201    80    58   54    92    25   30    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  267  620    55    40  201    80    58   54    92    25   30    32
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:  267  634    55    40  223    80    58   54    92    25   30    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:   297  704    61    44  248    89    64   60   102    28   33    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  297  704    61    44  248    89    64   60   102    28   33    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  297  704    61    44  248    89    64   60   102    28   33    36
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.84  0.16  1.00 1.46  0.54  1.00 0.37  0.63  1.00 0.48  0.52
Final Sat.:  1750 3404   295  1750 2722   977  1750  666  1134  1750  871   929
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.21  0.21  0.03 0.09  0.09  0.04 0.09  0.09  0.02 0.04  0.04
Crit Moves:  ****                   ****             ****
Green Time:  44.0 56.7  56.7  11.0 23.6  23.6  23.4 23.4  23.4  23.4 23.4  23.4
Volume/Cap:  0.39 0.37  0.37  0.23 0.39  0.39  0.16 0.39  0.39  0.07 0.16  0.16
Delay/Veh:   19.2 12.0  12.0  41.3 32.4  32.4  30.6 32.8  32.8  29.9 30.7  30.7
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:  19.2 12.0  12.0  41.3 32.4  32.4  30.6 32.8  32.8  29.9 30.7  30.7
LOS by Move:    B    B     B     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      6    6     6     1    4     4     2    5     5     1    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue


Signal=Protect/Rights=Include
Final Vol: 89 258*** 44
Lanes: 0 1 1 0 1
Signal=Permit
Final Vol: Lanes: Rights=Include
64 1
0
60*** 0
1
102 0
Signal=Permit
Rights=Include Lanes: Final Vol:
0 36
1
0 33
0
1 28
Lanes: 1 0 1 1 0
Final Vol: 297*** 707 61
Signal=Protect/Rights=Include

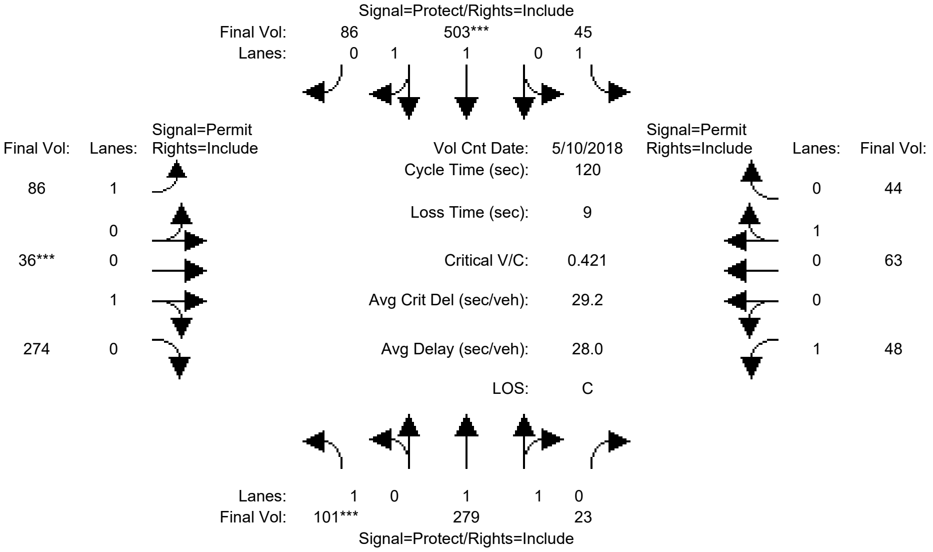
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.388
Avg Crit Del (sec/veh): 27.6
Avg Delay (sec/veh): 21.4
LOS: C

```
Street Name:       De La Cruz Boulevard                Aldo Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     267  620    55    40  201    80    58   54    92    25   30    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  267  620    55    40  201    80    58   54    92    25   30    32
Added Vol:      0    2     0     0    9     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:  267  636    55    40  232    80    58   54    92    25   30    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:   297  707    61    44  258    89    64   60   102    28   33    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  297  707    61    44  258    89    64   60   102    28   33    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  297  707    61    44  258    89    64   60   102    28   33    36
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.84  0.16  1.00 1.47  0.53  1.00 0.37  0.63  1.00 0.48  0.52
Final Sat.:  1750 3405   294  1750 2751   948  1750  666  1134  1750  871   929
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.21  0.21  0.03 0.09  0.09  0.04 0.09  0.09  0.02 0.04  0.04
Crit Moves:  ****                  ****             ****
Green Time:  43.7 56.8  56.8  11.0 24.1  24.1  23.2 23.2  23.2  23.2 23.2  23.2
Volume/Cap:  0.39 0.37  0.37  0.23 0.39  0.39  0.16 0.39  0.39  0.07 0.16  0.16
Delay/Veh:   19.4 11.9  11.9  41.3 32.0  32.0  30.8 33.0  33.0  30.0 30.8  30.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  19.4 11.9  11.9  41.3 32.0  32.0  30.8 33.0  33.0  30.0 30.8  30.8
LOS by Move:    B    B     B     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      6    6     6     1    4     4     2    5     5     1    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue


Signal=Protect/Rights=Include
Final Vol: 86 503*** 45
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
86 1
0
36*** 0
1
274 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 44
1
0 63
0
1 48
Lanes: 1 0 1 1 0
Final Vol: 101*** 279 23
Signal=Protect/Rights=Include

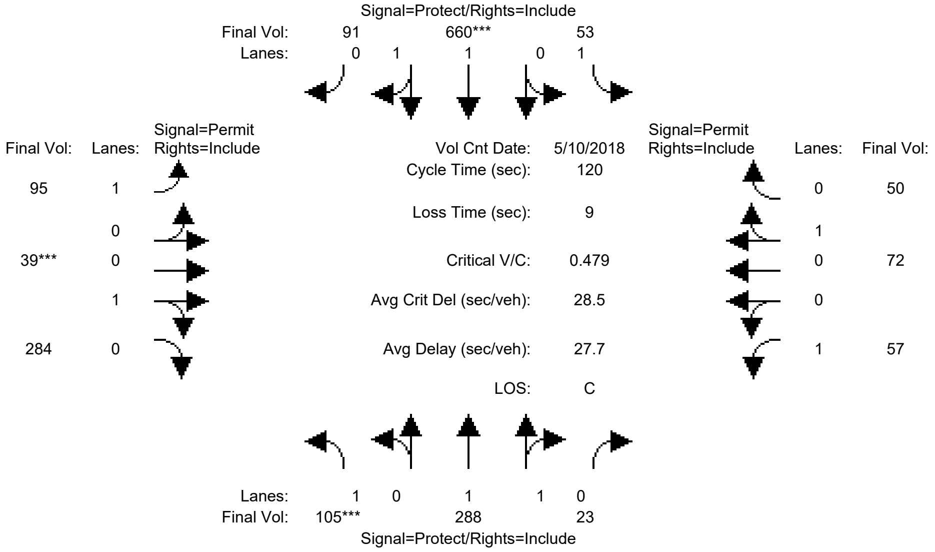
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 120
Loss Time (sec): 9
Critical V/C: 0.421
Avg Crit Del (sec/veh): 29.2
Avg Delay (sec/veh): 28.0
LOS: C

```
Street Name:       De La Cruz Boulevard                Aldo Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      95  262    22    42  473    81    81   34   258    45   59    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:   95  262    22    42  473    81    81   34   258    45   59    41
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   95  262    22    42  473    81    81   34   258    45   59    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:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:   101  279    23    45  503    86    86   36   274    48   63    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  101  279    23    45  503    86    86   36   274    48   63    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  101  279    23    45  503    86    86   36   274    48   63    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.84  0.16  1.00 1.70  0.30  1.00 0.12  0.88  1.00 0.59  0.41
Final Sat.:  1750 3413   287  1750 3159   541  1750  210  1590  1750 1062   738
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.08  0.03 0.16  0.16  0.05 0.17  0.17  0.03 0.06  0.06
Crit Moves:  ****                  ****             ****
Green Time:  16.5 43.9  43.9  17.9 45.4  45.4  49.2 49.2  49.2  49.2 49.2  49.2
Volume/Cap:  0.42 0.22  0.22  0.17 0.42  0.42  0.12 0.42  0.42  0.07 0.14  0.14
Delay/Veh:   48.6 26.4  26.4  44.9 27.8  27.8  22.1 25.7  25.7  21.5 22.3  22.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  48.6 26.4  26.4  44.9 27.8  27.8  22.1 25.7  25.7  21.5 22.3  22.3
LOS by Move:    D    C     C     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      4    4     4     1    8     8     2    9     9     1    3     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue

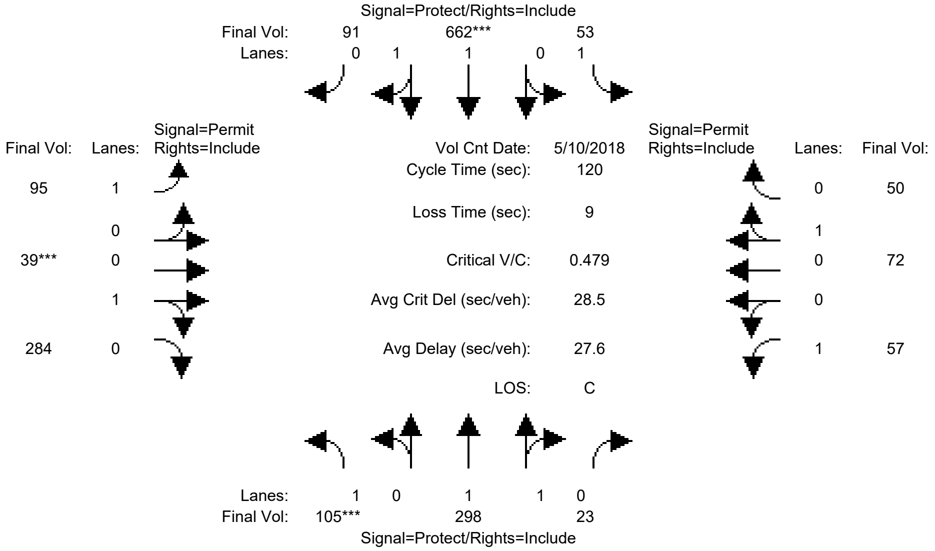

Signal=Protect/Rights=Include
Final Vol: 91 660*** 53
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
95 1
0
39*** 0
1
284 0
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 120
Loss Time (sec): 9
Critical V/C: 0.479
Avg Crit Del (sec/veh): 28.5
Avg Delay (sec/veh): 27.7
LOS: C
Signal=Permit
Rights=Include
Lanes: Final Vol:
0 50
1
0 72
0
1 57
Lanes: 1 0 1 1 0
Final Vol: 105*** 288 23
Signal=Protect/Rights=Include

```
Street Name:       De La Cruz Boulevard               Aldo Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      95  262    22    42  473    81    81   34   258    45   59    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:   95  262    22    42  473    81    81   34   258    45   59    41
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            4    9     0     8  147     5     8    3     9     9    9     6
Initial Fut:   99  271    22    50  620    86    89   37   267    54   68    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:   105  288    23    53  660    91    95   39   284    57   72    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  288    23    53  660    91    95   39   284    57   72    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  105  288    23    53  660    91    95   39   284    57   72    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.85  0.15  1.00 1.75  0.25  1.00 0.12  0.88  1.00 0.59  0.41
Final Sat.:  1750 3422   278  1750 3249   451  1750  219  1581  1750 1064   736
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.08  0.08  0.03 0.20  0.20  0.05 0.18  0.18  0.03 0.07  0.07
Crit Moves:  ****                  ****             ****
Green Time:  15.1 47.3  47.3  18.7 50.9  50.9  45.0 45.0  45.0  45.0 45.0  45.0
Volume/Cap:  0.48 0.21  0.21  0.20 0.48  0.48  0.14 0.48  0.48  0.09 0.18  0.18
Delay/Veh:   50.4 24.1  24.1  44.4 25.2  25.2  24.9 29.1  29.1  24.3 25.3  25.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.4 24.1  24.1  44.4 25.2  25.2  24.9 29.1  29.1  24.3 25.3  25.3
LOS by Move:    D    C     C     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      4    4     4     2   10    10     2   10    10     1    3     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue


Signal=Protect/Rights=Include
Final Vol: 91 662*** 53
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
95 1
0
39*** 0
1
284 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 50
1
0 72
0
1 57
Lanes: 1 0 1 1 0
Final Vol: 105*** 298 23
Signal=Protect/Rights=Include

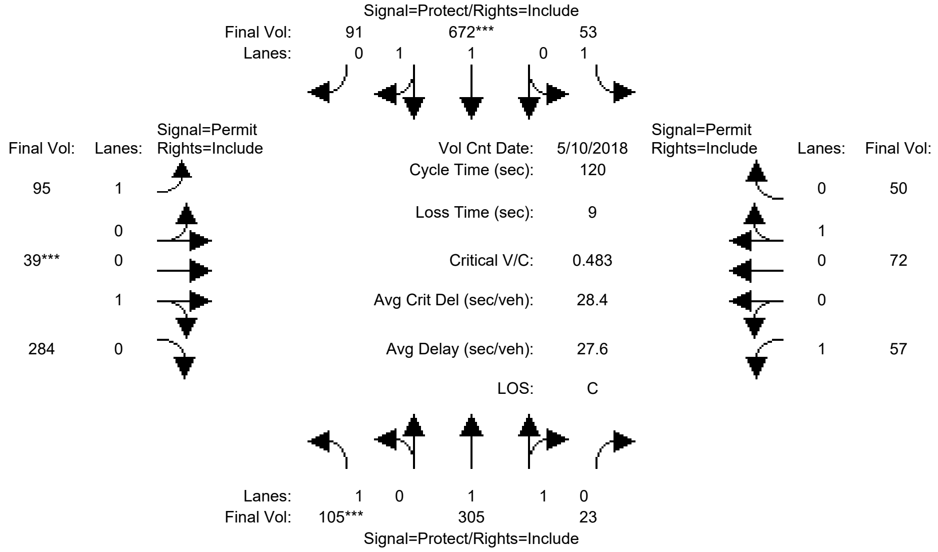
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 120
Loss Time (sec): 9
Critical V/C: 0.479
Avg Crit Del (sec/veh): 28.5
Avg Delay (sec/veh): 27.6
LOS: C

```
Street Name:       De La Cruz Boulevard                 Aldo Avenue
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    4    5     5    4    5     5   10   10    10    4    4     4
Y+R:         4.0  5.0   5.0  4.0  5.0   5.0  5.0  5.0   5.0  5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     95  262    22   42  473    81   81   34   258   45   59    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:  95  262    22   42  473    81   81   34   258   45   59    41
Added Vol:     0    9     0    0    2     0    0    0     0    0    0     0
ATI:           4    9     0    8  147     5    8    3     9    9    9     6
Initial Fut:  99  280    22   50  622    86   89   37   267   54   68    47
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94
PHF Volume:  105  298    23   53  662    91   95   39   284   57   72    50
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol: 105  298    23   53  662    91   95   39   284   57   72    50
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    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: 105  298    23   53  662    91   95   39   284   57   72    50
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment: 0.92 0.98  0.95 0.92 0.98  0.95 0.92 0.95  0.95 0.92 0.95  0.95
Lanes:      1.00 1.85  0.15 1.00 1.75  0.25 1.00 0.12  0.88 1.00 0.59  0.41
Final Sat.: 1750 3430   270 1750 3250   449 1750  219  1581 1750 1064   736
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.09  0.09 0.03 0.20  0.20 0.05 0.18  0.18 0.03 0.07  0.07
Crit Moves: ****                 ****            ****
Green Time: 15.1 47.7  47.7 18.3 51.0  51.0 45.0 45.0  45.0 45.0 45.0  45.0
Volume/Cap: 0.48 0.22  0.22 0.20 0.48  0.48 0.14 0.48  0.48 0.09 0.18  0.18
Delay/Veh:  50.5 23.9  23.9 44.8 25.2  25.2 24.9 29.1  29.1 24.3 25.3  25.3
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 50.5 23.9  23.9 44.8 25.2  25.2 24.9 29.1  29.1 24.3 25.3  25.3
LOS by Move:   D    C     C    D    C     C    C    C     C    C    C     C
HCM2kAvgQ:     4    4     4    2   10    10    2   10    10    1    3     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #118: De La Cruz Boulevard and Aldo Avenue

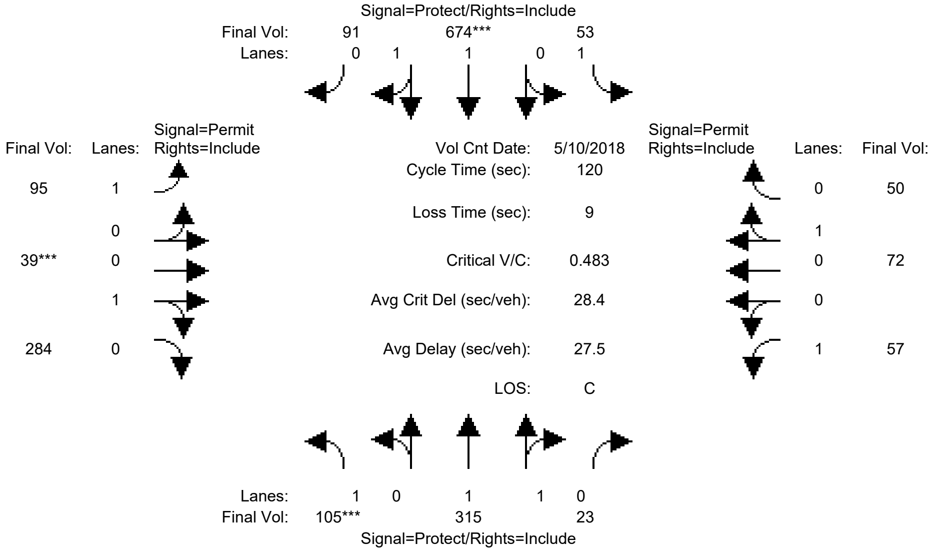

Signal=Protect/Rights=Include
Final Vol: 91 672*** 53
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
95 1
0
39*** 0
1
284 0
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 120
Loss Time (sec): 9
Critical V/C: 0.483
Avg Crit Del (sec/veh): 28.4
Avg Delay (sec/veh): 27.6
LOS: C
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 50
1
0 72
0
1 57
Lanes: 1 0 1 1 0
Final Vol: 105*** 305 23
Signal=Protect/Rights=Include

```
Street Name:       De La Cruz Boulevard                   Aldo Avenue
Approach:      North Bound      South Bound        East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      99  271    22    50  620    86    89   37   267    54   68    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:   99  271    22    50  620    86    89   37   267    54   68    47
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   16     0     0   12     0     0    0     0     0    0     0
Initial Fut:   99  287    22    50  632    86    89   37   267    54   68    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:   105  305    23    53  672    91    95   39   284    57   72    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  305    23    53  672    91    95   39   284    57   72    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  105  305    23    53  672    91    95   39   284    57   72    50
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.85  0.15  1.00 1.75  0.25  1.00 0.12  0.88  1.00 0.59  0.41
Final Sat.:  1750 3436   263  1750 3256   443  1750  219  1581  1750 1064   736
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09  0.09  0.03 0.21  0.21  0.05 0.18  0.18  0.03 0.07  0.07
Crit Moves:  ****                  ****             ****
Green Time:  15.0 48.2  48.2  18.1 51.3  51.3  44.7 44.7  44.7  44.7 44.7  44.7
Volume/Cap:  0.48 0.22  0.22  0.20 0.48  0.48  0.15 0.48  0.48  0.09 0.18  0.18
Delay/Veh:   50.6 23.6  23.6  45.0 25.0  25.0  25.1 29.4  29.4  24.5 25.5  25.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.6 23.6  23.6  45.0 25.0  25.0  25.1 29.4  29.4  24.5 25.5  25.5
LOS by Move:    D    C     C     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      4    4     4     2   10    10     2   10    10     1    3     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #118: De La Cruz Boulevard and Aldo Avenue


Signal=Protect/Rights=Include
Final Vol: 91 674*** 53
Lanes: 0 1 1 0 1
Signal=Permit
Rights=Include
Final Vol:
Lanes:
95 1
0
39*** 0
1
284 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 50
1
0 72
0
1 57
Lanes: 1 0 1 1 0
Final Vol: 105*** 315 23
Signal=Protect/Rights=Include

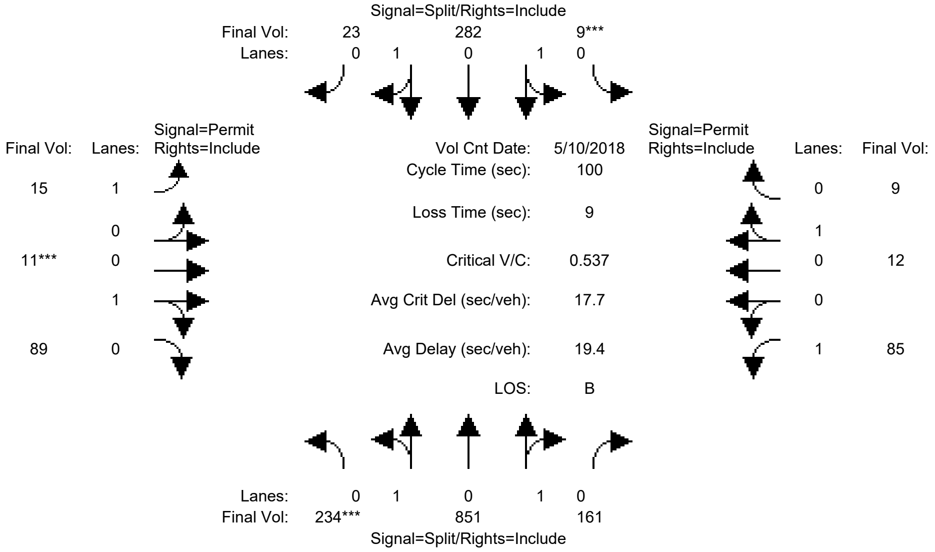
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 120
Loss Time (sec): 9
Critical V/C: 0.483
Avg Crit Del (sec/veh): 28.4
Avg Delay (sec/veh): 27.5
LOS: C

```
Street Name:       De La Cruz Boulevard                  Aldo Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     4    5     5     4    5     5    10   10    10     4    4     4
Y+R:          4.0  5.0   5.0   4.0  5.0   5.0   5.0  5.0   5.0   5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      99  271    22    50  620    86    89   37   267    54   68    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:   99  271    22    50  620    86    89   37   267    54   68    47
Added Vol:      0    9     0     0    2     0     0    0     0     0    0     0
ATI:            0   16     0     0   12     0     0    0     0     0    0     0
Initial Fut:   99  296    22    50  634    86    89   37   267    54   68    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:   105  315    23    53  674    91    95   39   284    57   72    50
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  105  315    23    53  674    91    95   39   284    57   72    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  105  315    23    53  674    91    95   39   284    57   72    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       1.00 1.86  0.14  1.00 1.75  0.25  1.00 0.12  0.88  1.00 0.59  0.41
Final Sat.:  1750 3444   256  1750 3258   442  1750  219  1581  1750 1064   736
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09  0.09  0.03 0.21  0.21  0.05 0.18  0.18  0.03 0.07  0.07
Crit Moves:  ****                  ****             ****
Green Time:  14.9 48.6  48.6  17.7 51.4  51.4  44.6 44.6  44.6  44.6 44.6  44.6
Volume/Cap:  0.48 0.23  0.23  0.21 0.48  0.48  0.15 0.48  0.48  0.09 0.18  0.18
Delay/Veh:   50.6 23.4  23.4  45.3 24.9  24.9  25.1 29.4  29.4  24.5 25.5  25.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.6 23.4  23.4  45.3 24.9  24.9  25.1 29.4  29.4  24.5 25.5  25.5
LOS by Move:    D    C     C     D    C     C     C    C     C     C    C     C
HCM2kAvgQ:      4    4     4     2   10    10     2   10    10     1    3     3
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road


Signal=Split/Rights=Include
Final Vol: 23 282 9***
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
15 1
0
11*** 0
1
89 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 9
1
0 12
0
1 85
Lanes: 0 1 0 1 0
Final Vol: 234*** 851 161
Signal=Split/Rights=Include

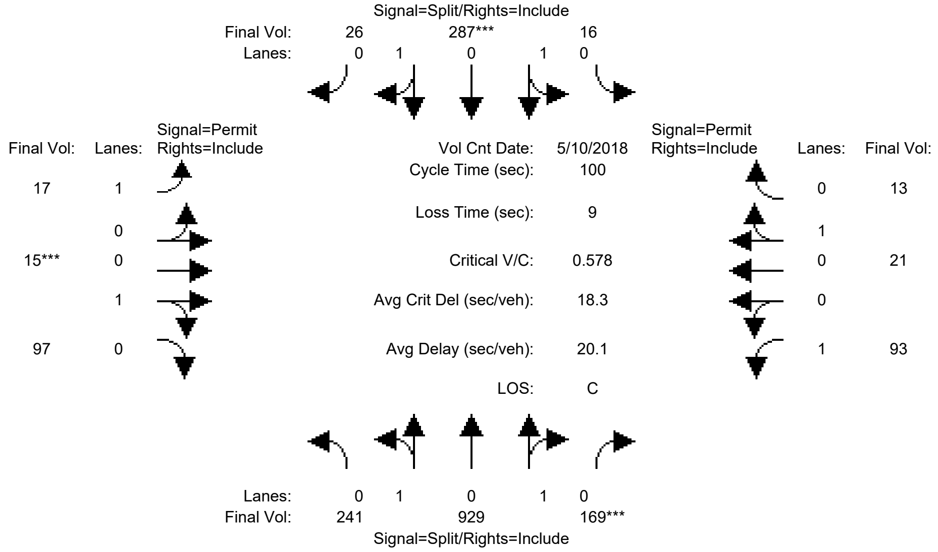
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.537
Avg Crit Del (sec/veh): 17.7
Avg Delay (sec/veh): 19.4
LOS: B

```
Street Name:       De La Cruz Boulevard             Laurelwood 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:    4    4     4    4    4     4    4    4     4    4    4     4
Y+R:         5.5  5.5   5.5  5.5  5.5   5.5  5.5  5.5   5.5  5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:    222  808   153    9  268    22   14   10    85   81   11     9
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse: 222  808   153    9  268    22   14   10    85   81   11     9
Added Vol:     0    0     0    0    0     0    0    0     0    0    0     0
ATI:           0    0     0    0    0     0    0    0     0    0    0     0
Initial Fut: 222  808   153    9  268    22   14   10    85   81   11     9
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95
PHF Volume:  234  851   161    9  282    23   15   11    89   85   12     9
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol: 234  851   161    9  282    23   15   11    89   85   12     9
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    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: 234  851   161    9  282    23   15   11    89   85   12     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment: 0.95 0.95  0.95 0.95 0.95  0.95 0.92 0.95  0.95 0.92 0.95  0.95
Lanes:      0.37 1.37  0.26 0.06 1.79  0.15 1.00 0.11  0.89 1.00 0.55  0.45
Final Sat.:  676 2459   466  108 3227   265 1750  189  1611 1750  990   810
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.35  0.35 0.09 0.09  0.09 0.01 0.06  0.06 0.05 0.01  0.01
Crit Moves: ****            ****                  ****
Green Time: 64.4 64.4  64.4 16.3 16.3  16.3 10.3 10.3  10.3 10.3 10.3  10.3
Volume/Cap: 0.54 0.54  0.54 0.54 0.54  0.54 0.08 0.54  0.54 0.47 0.11  0.11
Delay/Veh:   9.9  9.9   9.9 39.4 39.4  39.4 40.7 45.7  45.7 44.2 40.9  40.9
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  9.9  9.9   9.9 39.4 39.4  39.4 40.7 45.7  45.7 44.2 40.9  40.9
LOS by Move:   A    A     A    D    D     D    D    D     D    D    D     D
HCM2kAvgQ:    11   11    11    5    5     5    0    4     4    3    1     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road

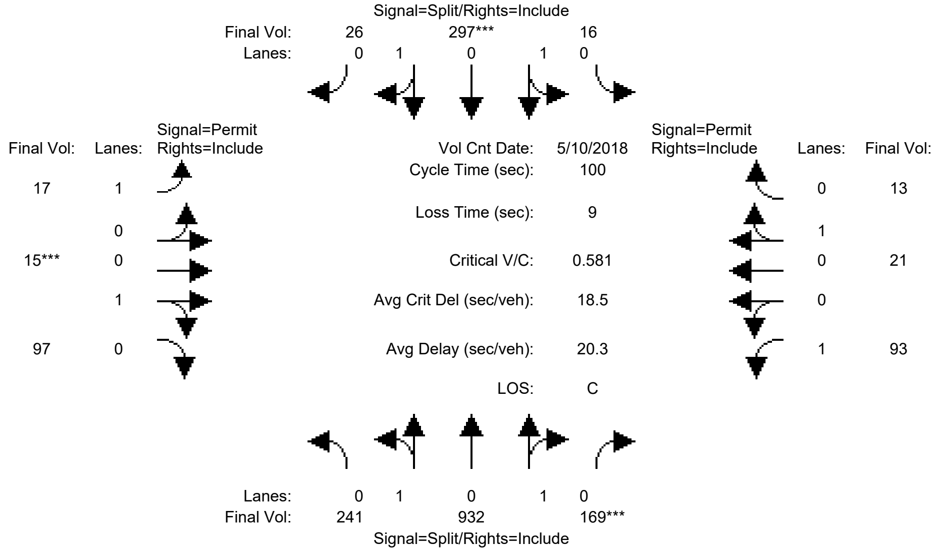

Signal=Split/Rights=Include
Final Vol: 26 287*** 16
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
17 1
0
15*** 0
1
97 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 13
1
0 21
0
1 93
Lanes: 0 1 0 1 0
Final Vol: 241 929 169***
Signal=Split/Rights=Include

Vol Cnt Date: 5/10/2018
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.578
Avg Crit Del (sec/veh): 18.3
Avg Delay (sec/veh): 20.1
LOS: C

```
Street Name:       De La Cruz Boulevard              Laurelwood 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:     4    4     4    4    4     4    4    4     4    4    4     4
Y+R:          5.5  5.5   5.5  5.5  5.5   5.5  5.5  5.5   5.5  5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     222  808   153    9  268    22   14   10    85   81   11     9
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  222  808   153    9  268    22   14   10    85   81   11     9
Added Vol:      0    0     0    0    0     0    0    0     0    0    0     0
ATI:            7   75     8    6    5     3    2    4     7    7    9     3
Initial Fut:  229  883   161   15  273    25   16   14    92   88   20    12
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95
PHF Volume:   241  929   169   16  287    26   17   15    97   93   21    13
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  241  929   169   16  287    26   17   15    97   93   21    13
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     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:  241  929   169   16  287    26   17   15    97   93   21    13
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.95 0.95  0.95 0.95 0.95  0.95 0.92 0.95  0.95 0.92 0.95  0.95
Lanes:       0.36 1.39  0.25 0.10 1.74  0.16 1.00 0.13  0.87 1.00 0.62  0.38
Final Sat.:   648 2497   455  173 3140   288 1750  238  1562 1750 1125   675
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.37  0.37 0.09 0.09  0.09 0.01 0.06  0.06 0.05 0.02  0.02
Crit Moves:             ****      ****              ****
Green Time:  64.4 64.4  64.4 15.8 15.8  15.8 10.7 10.7  10.7 10.7 10.7  10.7
Volume/Cap:  0.58 0.58  0.58 0.58 0.58  0.58 0.09 0.58  0.58 0.49 0.17  0.17
Delay/Veh:   10.4 10.4  10.4 40.5 40.5  40.5 40.4 46.8  46.8 44.1 41.0  41.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  10.4 10.4  10.4 40.5 40.5  40.5 40.4 46.8  46.8 44.1 41.0  41.0
LOS by Move:    B    B     B    D    D     D    D    D     D    D    D     D
HCM2kAvgQ:     12   12    12    5    5     5    1    4     4    4    1     1
Note: Queue reported is the number of cars per lane.
```

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road



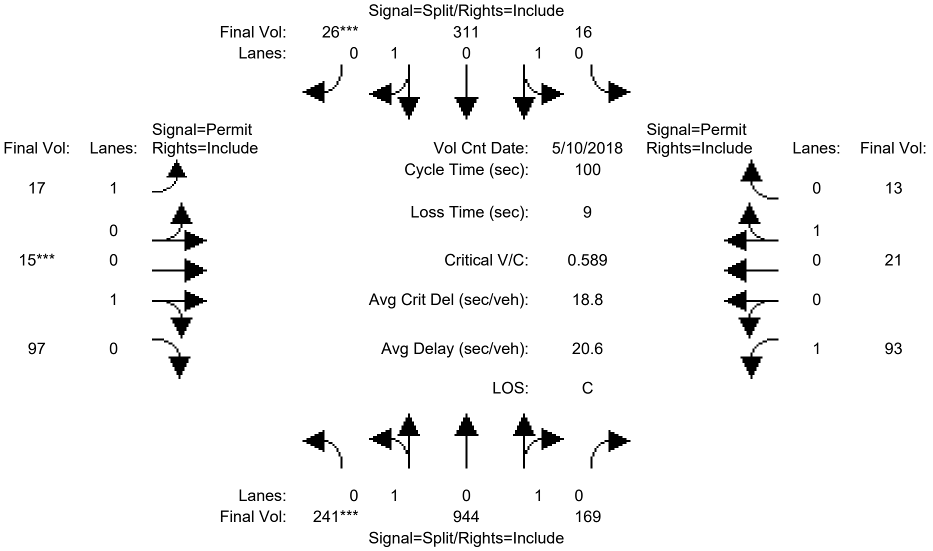
```
                      Signal=Split/Rights=Include
     Final Vol:    26        297***          16
         Lanes:     0    1      0        1    0

       Signal=Permit                                     Signal=Permit
Final Vol: Lanes: Rights=Include   Vol Cnt Date:  5/10/2018  Rights=Include  Lanes: Final Vol:
                                Cycle Time (sec):    100
  17        1                                                               0       13
                                 Loss Time (sec):     9
            0                                                               1
 15***      0                       Critical V/C:    0.581                  0       21
            1               Avg Crit Del (sec/veh):  18.5                   0
  97        0                   Avg Delay (sec/veh):  20.3                  1       93
                                             LOS:     C

         Lanes:     0    1      0        1    0
     Final Vol:   241          932          169***
                      Signal=Split/Rights=Include
```

```
Street Name:       De La Cruz Boulevard             Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     222  808   153     9  268    22    14   10    85    81   11     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  222  808   153     9  268    22    14   10    85    81   11     9
Added Vol:      0    2     0     0    9     0     0    0     0     0    0     0
ATI:            7   75     8     6    5     3     2    4     7     7    9     3
Initial Fut:  229  885   161    15  282    25    16   14    92    88   20    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   241  932   169    16  297    26    17   15    97    93   21    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  241  932   169    16  297    26    17   15    97    93   21    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  241  932   169    16  297    26    17   15    97    93   21    13
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.36 1.39  0.25  0.09 1.75  0.16  1.00 0.13  0.87  1.00 0.62  0.38
Final Sat.:   647 2499   455   168 3153   280  1750  238  1562  1750 1125   675
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.37  0.37  0.09 0.09  0.09  0.01 0.06  0.06  0.05 0.02  0.02
Crit Moves:             ****       ****              ****
Green Time:  64.1 64.1  64.1  16.2 16.2  16.2  10.7 10.7  10.7  10.7 10.7  10.7
Volume/Cap:  0.58 0.58  0.58  0.58 0.58  0.58  0.09 0.58  0.58  0.50 0.18  0.18
Delay/Veh:   10.6 10.6  10.6  40.3 40.3  40.3  40.5 47.0  47.0  44.2 41.1  41.1
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:  10.6 10.6  10.6  40.3 40.3  40.3  40.5 47.0  47.0  44.2 41.1  41.1
LOS by Move:    B    B     B     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:     13   13    13     5    5     5     1    4     4     4    1     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #119: De La Cruz Boulevard and Laurelwood Road



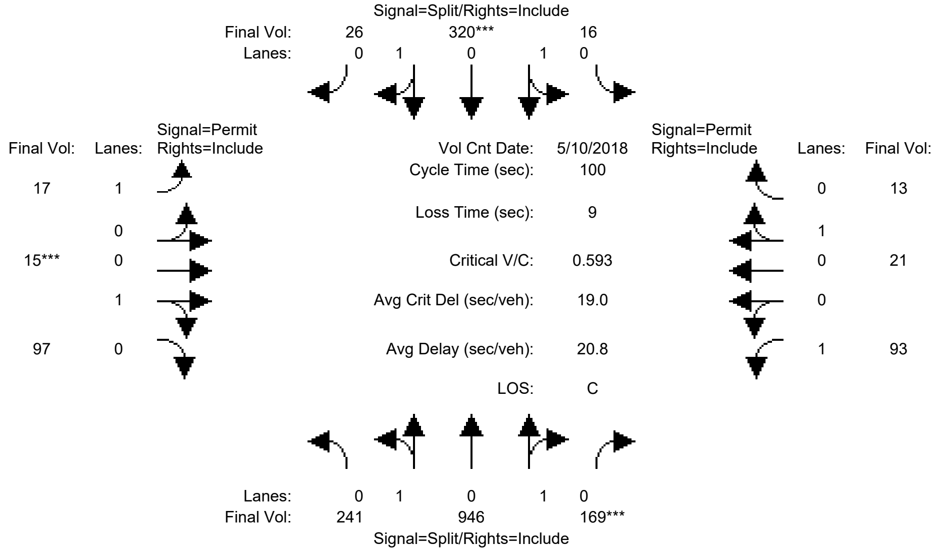
```
                         Signal=Split/Rights=Include
           Final Vol:   26***          311          16
               Lanes:        0    1     0      1    0

                  Signal=Permit                                       Signal=Permit
Final Vol:  Lanes: Rights=Include        Vol Cnt Date:   5/10/2018   Rights=Include   Lanes:   Final Vol:
                                       Cycle Time (sec):    100
    17        1                                                                        0         13
                                        Loss Time (sec):      9
              0                                                                        1
  15***       0                             Critical V/C:    0.589                     0         21
              1                      Avg Crit Del (sec/veh):  18.8                     0
    97        0                           Avg Delay (sec/veh):  20.6                   1         93
                                                      LOS:    C

               Lanes:        0    1     0      1    0
           Final Vol:  241***          944         169
                         Signal=Split/Rights=Include
```

```
Street Name:        De La Cruz Boulevard              Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     229  883   161    15  273    25    16   14    92    88   20    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  229  883   161    15  273    25    16   14    92    88   20    12
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:  229  897   161    15  295    25    16   14    92    88   20    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   241  944   169    16  311    26    17   15    97    93   21    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  241  944   169    16  311    26    17   15    97    93   21    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  241  944   169    16  311    26    17   15    97    93   21    13
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.36 1.39  0.25  0.09 1.76  0.15  1.00 0.13  0.87  1.00 0.62  0.38
Final Sat.:   641 2509   450   161 3170   269  1750  238  1562  1750 1125   675
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.38 0.38  0.38  0.10 0.10  0.10  0.01 0.06  0.06  0.05 0.02  0.02
Crit Moves:  ****                        ****        ****
Green Time:  63.9 63.9  63.9  16.6 16.6  16.6  10.5 10.5  10.5  10.5 10.5  10.5
Volume/Cap:  0.59 0.59  0.59  0.59 0.59  0.59  0.09 0.59  0.59  0.50 0.18  0.18
Delay/Veh:   10.9 10.9  10.9  40.1 40.1  40.1  40.6 47.5  47.5  44.5 41.2  41.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.9 10.9  10.9  40.1 40.1  40.1  40.6 47.5  47.5  44.5 41.2  41.2
LOS by Move:    B    B     B     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:     13   13    13     5    5     5     1    4     4     4    1     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road



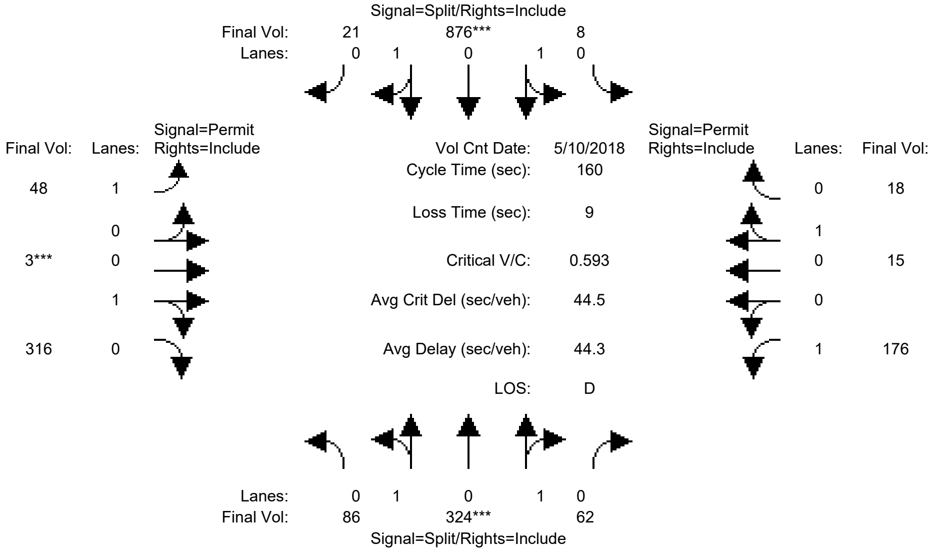
```
                          Signal=Split/Rights=Include
                Final Vol:   26       320***        16
                    Lanes:    0    1     0     1     0

            Signal=Permit                                    Signal=Permit
Final Vol:  Lanes: Rights=Include   Vol Cnt Date:  5/10/2018  Rights=Include  Lanes:  Final Vol:
                                Cycle Time (sec):  100
   17        1                                                                  0       13
                                 Loss Time (sec):  9
             0                                                                  1
  15***      0                       Critical V/C:  0.593                       0       21
             1                Avg Crit Del (sec/veh):  19.0                     0
   97        0                  Avg Delay (sec/veh):  20.8                      1       93
                                             LOS:  C

                    Lanes:    0    1     0     1     0
                Final Vol:  241         946        169***
                          Signal=Split/Rights=Include
```

```
Street Name:       De La Cruz Boulevard              Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     229  883   161    15  273    25    16   14    92    88   20    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  229  883   161    15  273    25    16   14    92    88   20    12
Added Vol:      0    2     0     0    9     0     0    0     0     0    0     0
ATI:            0   14     0     0   22     0     0    0     0     0    0     0
Initial Fut:  229  899   161    15  304    25    16   14    92    88   20    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   241  946   169    16  320    26    17   15    97    93   21    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  241  946   169    16  320    26    17   15    97    93   21    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:  241  946   169    16  320    26    17   15    97    93   21    13
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.36 1.39  0.25  0.09 1.77  0.14  1.00 0.13  0.87  1.00 0.62  0.38
Final Sat.:   640 2511   450   157 3181   262  1750  238  1562  1750 1125   675
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.38 0.38  0.38  0.10 0.10  0.10  0.01 0.06  0.06  0.05 0.02  0.02
Crit Moves:             ****        ****             ****
Green Time:  63.6 63.6  63.6  17.0 17.0  17.0  10.5 10.5  10.5  10.5 10.5  10.5
Volume/Cap:  0.59 0.59  0.59  0.59 0.59  0.59  0.09 0.59  0.59  0.51 0.18  0.18
Delay/Veh:   11.1 11.1  11.1  39.9 39.9  39.9  40.7 47.7  47.7  44.6 41.3  41.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  11.1 11.1  11.1  39.9 39.9  39.9  40.7 47.7  47.7  44.6 41.3  41.3
LOS by Move:    B    B     B     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:     13   13    13     5    5     5     1    4     4     4    1     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road


Signal=Split/Rights=Include
Final Vol: 21 876*** 8
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
48 1
0
3*** 0
1
316 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 18
1
0 15
0
1 176
Lanes: 0 1 0 1 0
Final Vol: 86 324*** 62
Signal=Split/Rights=Include

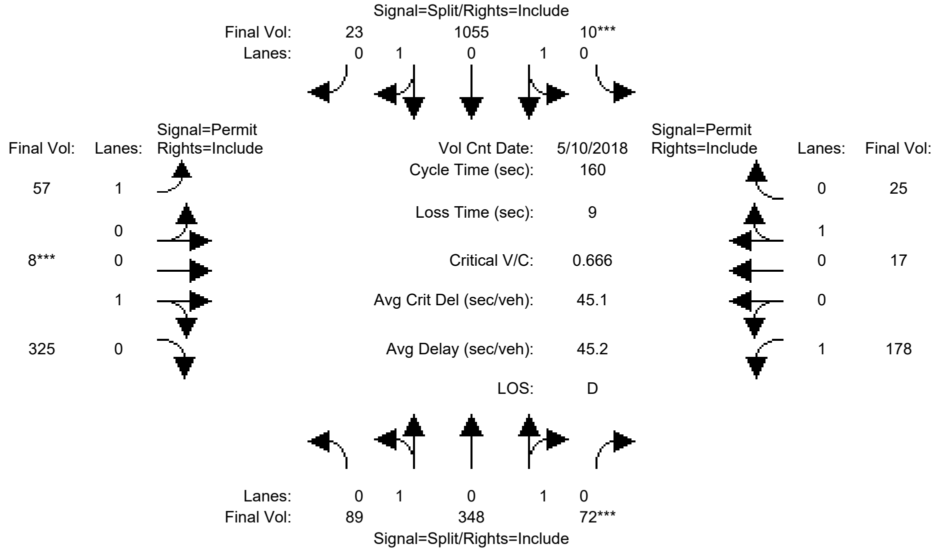
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 160
Loss Time (sec): 9
Critical V/C: 0.593
Avg Crit Del (sec/veh): 44.5
Avg Delay (sec/veh): 44.3
LOS: D

```
Street Name:       De La Cruz Boulevard              Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      79  298    57     7  806    19    44    3   291   162   14    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79  298    57     7  806    19    44    3   291   162   14    17
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   79  298    57     7  806    19    44    3   291   162   14    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    86  324    62     8  876    21    48    3   316   176   15    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   86  324    62     8  876    21    48    3   316   176   15    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     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:   86  324    62     8  876    21    48    3   316   176   15    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.36 1.38  0.26  0.02 1.94  0.04  1.00 0.01  0.99  1.00 0.45  0.55
Final Sat.:   655 2472   473    30 3487    82  1750   18  1782  1750  813   987
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.13  0.25 0.25  0.25  0.03 0.18  0.18  0.10 0.02  0.02
Crit Moves:       ****             ****             ****
Green Time:  35.3 35.3  35.3  67.8 67.8  67.8  47.9 47.9  47.9  47.9 47.9  47.9
Volume/Cap:  0.59 0.59  0.59  0.59 0.59  0.59  0.09 0.59  0.59  0.34 0.06  0.06
Delay/Veh:   57.1 57.1  57.1  36.1 36.1  36.1  40.5 49.5  49.5  44.1 40.1  40.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  57.1 57.1  57.1  36.1 36.1  36.1  40.5 49.5  49.5  44.1 40.1  40.1
LOS by Move:    E    E     E     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:     11   11    11    17   17    17     2   14    14     7    1     1
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road


Signal=Split/Rights=Include
Final Vol: 23 1055 10***
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
57 1
0
8*** 0
1
325 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 25
1
0 17
0
1 178
Lanes: 0 1 0 1 0
Final Vol: 89 348 72***
Signal=Split/Rights=Include

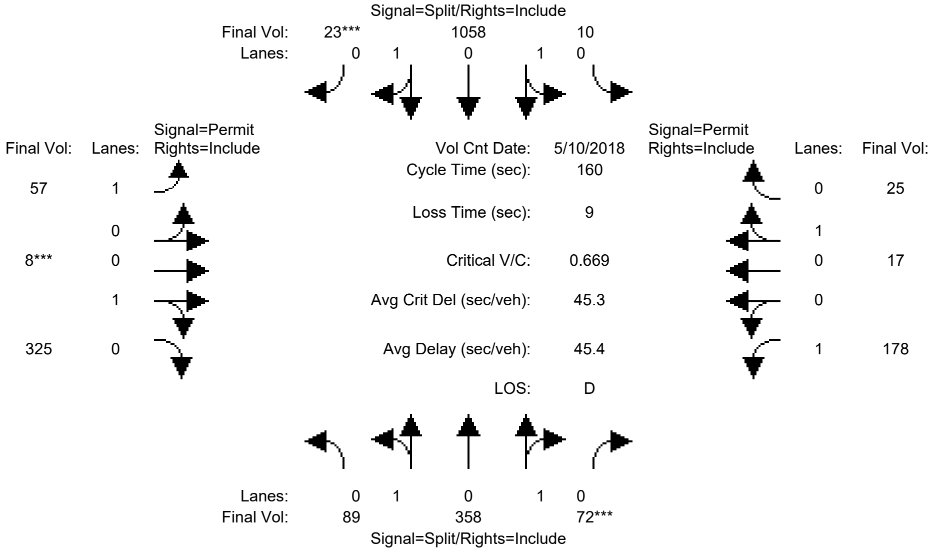
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 160
Loss Time (sec): 9
Critical V/C: 0.666
Avg Crit Del (sec/veh): 45.1
Avg Delay (sec/veh): 45.2
LOS: D

```
Street Name:       De La Cruz Boulevard                 Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      79  298    57     7  806    19    44    3   291   162   14    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79  298    57     7  806    19    44    3   291   162   14    17
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            3   22     9     2  165     2     8    4     8     2    2     6
Initial Fut:   82  320    66     9  971    21    52    7   299   164   16    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    89  348    72    10 1055    23    57    8   325   178   17    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   89  348    72    10 1055    23    57    8   325   178   17    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   89  348    72    10 1055    23    57    8   325   178   17    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.35 1.37  0.28  0.02 1.94  0.04  1.00 0.02  0.98  1.00 0.41  0.59
Final Sat.:   631 2462   508    32 3492    76  1750   41  1759  1750  738  1062
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.14  0.30 0.30  0.30  0.03 0.18  0.18  0.10 0.02  0.02
Crit Moves:             ****  ****                  ****
Green Time:  34.0 34.0  34.0  72.6 72.6  72.6  44.4 44.4  44.4  44.4 44.4  44.4
Volume/Cap:  0.67 0.67  0.67  0.67 0.67  0.67  0.12 0.67  0.67  0.37 0.08  0.08
Delay/Veh:   60.1 60.1  60.1  35.2 35.2  35.2  43.3 54.6  54.6  47.0 42.8  42.8
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:  60.1 60.1  60.1  35.2 35.2  35.2  43.3 54.6  54.6  47.0 42.8  42.8
LOS by Move:    E    E     E     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:     13   13    13    21   21    21     2   16    16     7    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road

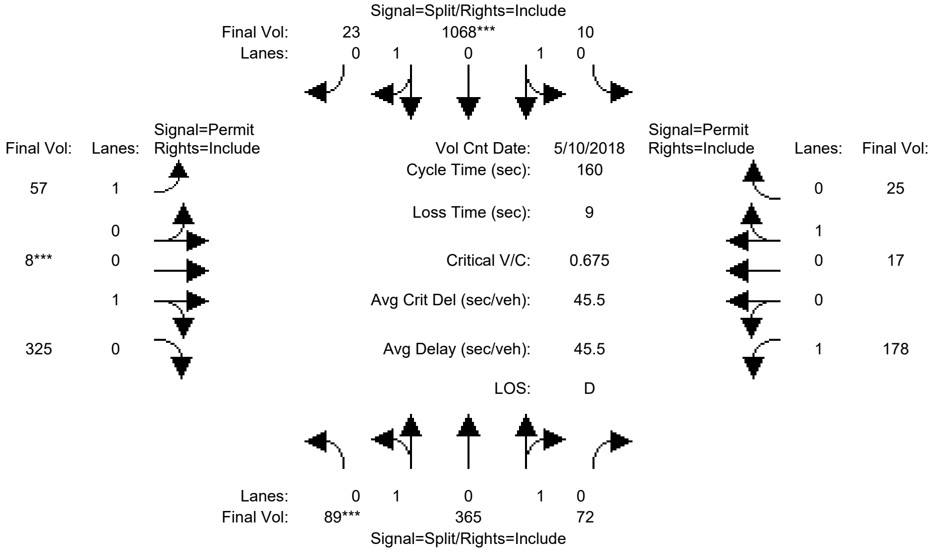

Signal=Split/Rights=Include
Final Vol: 23*** 1058 10
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
57 1
0
8*** 0
1
325 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 25
1
0 17
0
1 178
Lanes: 0 1 0 1 0
Final Vol: 89 358 72***
Signal=Split/Rights=Include

Vol Cnt Date: 5/10/2018
Cycle Time (sec): 160
Loss Time (sec): 9
Critical V/C: 0.669
Avg Crit Del (sec/veh): 45.3
Avg Delay (sec/veh): 45.4
LOS: D

```
Street Name:       De La Cruz Boulevard              Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      79  298    57     7  806    19    44    3   291   162   14    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79  298    57     7  806    19    44    3   291   162   14    17
Added Vol:      0    9     0     0    2     0     0    0     0     0    0     0
ATI:            3   22     9     2  165     2     8    4     8     2    2     6
Initial Fut:   82  329    66     9  973    21    52    7   299   164   16    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    89  358    72    10 1058    23    57    8   325   178   17    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   89  358    72    10 1058    23    57    8   325   178   17    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   89  358    72    10 1058    23    57    8   325   178   17    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.34 1.38  0.28  0.02 1.94  0.04  1.00 0.02  0.98  1.00 0.41  0.59
Final Sat.:   619 2483   498    32 3492    75  1750   41  1759  1750  738  1062
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.14  0.30 0.30  0.30  0.03 0.18  0.18  0.10 0.02  0.02
Crit Moves:             ****              ****       ****
Green Time:  34.4 34.4  34.4  72.4 72.4  72.4  44.2 44.2  44.2  44.2 44.2  44.2
Volume/Cap:  0.67 0.67  0.67  0.67 0.67  0.67  0.12 0.67  0.67  0.37 0.09  0.09
Delay/Veh:   59.8 59.8  59.8  35.5 35.5  35.5  43.4 54.9  54.9  47.2 43.0  43.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  59.8 59.8  59.8  35.5 35.5  35.5  43.4 54.9  54.9  47.2 43.0  43.0
LOS by Move:    E    E     E     D    D     D     D    D     D     D    D     D
HCM2kAvgQ:     13   13    13    22   22    22     2   16    16     8    2     2
Note: Queue reported is the number of cars per lane.
```

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #119: De La Cruz Boulevard and Laurelwood Road


Signal=Split/Rights=Include
Final Vol: 23 1068*** 10
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
57 1
0
8*** 0
1
325 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 25
1
0 17
0
1 178
Lanes: 0 1 0 1 0
Final Vol: 89*** 365 72
Signal=Split/Rights=Include

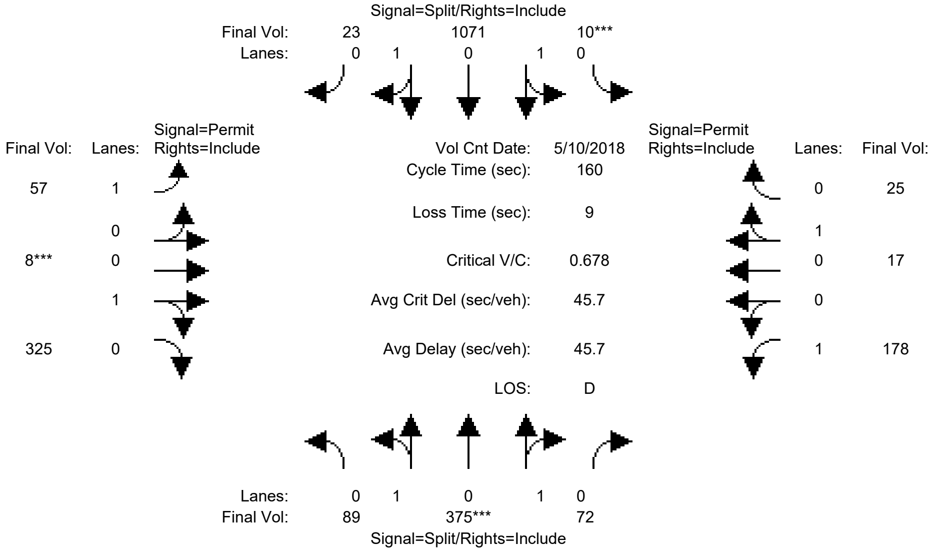
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 160
Loss Time (sec): 9
Critical V/C: 0.675
Avg Crit Del (sec/veh): 45.5
Avg Delay (sec/veh): 45.5
LOS: D

```
Street Name:        De La Cruz Boulevard              Laurelwood 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:    4    4     4    4    4     4    4    4     4    4    4     4
Y+R:         5.5  5.5   5.5  5.5  5.5   5.5  5.5  5.5   5.5  5.0  5.0   5.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:     82  320    66    9  971    21   52    7   299  164   16    23
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  82  320    66    9  971    21   52    7   299  164   16    23
Added Vol:     0    0     0    0    0     0    0    0     0    0    0     0
ATI:           0   16     0    0   12     0    0    0     0    0    0     0
Initial Fut:  82  336    66    9  983    21   52    7   299  164   16    23
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:   89  365    72   10 1068    23   57    8   325  178   17    25
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  89  365    72   10 1068    23   57    8   325  178   17    25
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  89  365    72   10 1068    23   57    8   325  178   17    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.95 0.95  0.95 0.95 0.95  0.95 0.92 0.95  0.95 0.92 0.95  0.95
Lanes:       0.34 1.39  0.27 0.02 1.94  0.04 1.00 0.02  0.98 1.00 0.41  0.59
Final Sat.:   610 2499   491   32 3493    75 1750   41  1759 1750  738  1062
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15  0.15 0.31 0.31  0.31 0.03 0.18  0.18 0.10 0.02  0.02
Crit Moves:  ****                 ****               ****
Green Time:  34.7 34.7  34.7 72.5 72.5  72.5 43.8 43.8  43.8 43.8 43.8  43.8
Volume/Cap:  0.67 0.67  0.67 0.67 0.67  0.67 0.12 0.67  0.67 0.37 0.09  0.09
Delay/Veh:   59.9 59.9  59.9 35.6 35.6  35.6 43.7 55.4  55.4 47.5 43.3  43.3
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:  59.9 59.9  59.9 35.6 35.6  35.6 43.7 55.4  55.4 47.5 43.3  43.3
LOS by Move:    E    E     E    D    D     D    D    E     E    D    D     D
HCM2kAvgQ:     13   13    13   22   22    22    2   16    16    8    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #119: De La Cruz Boulevard and Laurelwood Road


Signal=Split/Rights=Include
Final Vol: 23 1071 10***
Lanes: 0 1 0 1 0
Signal=Permit
Rights=Include
Final Vol:
Lanes:
57 1
0
8*** 0
1
325 0
Signal=Permit
Rights=Include
Lanes:
Final Vol:
0 25
1
0 17
0
1 178
Lanes: 0 1 0 1 0
Final Vol: 89 375*** 72
Signal=Split/Rights=Include

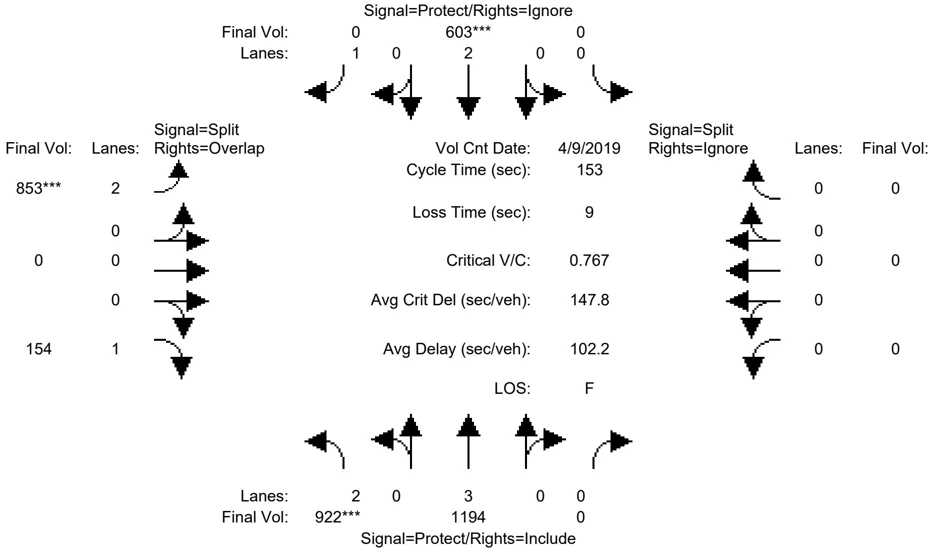
Vol Cnt Date: 5/10/2018
Cycle Time (sec): 160
Loss Time (sec): 9
Critical V/C: 0.678
Avg Crit Del (sec/veh): 45.7
Avg Delay (sec/veh): 45.7
LOS: D

```
Street Name:       De La Cruz Boulevard             Laurelwood 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:     4    4     4     4    4     4     4    4     4     4    4     4
Y+R:          5.5  5.5   5.5   5.5  5.5   5.5   5.5  5.5   5.5   5.0  5.0   5.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:      82  320    66     9  971    21    52    7   299   164   16    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   82  320    66     9  971    21    52    7   299   164   16    23
Added Vol:      0    9     0     0    2     0     0    0     0     0    0     0
ATI:            0   16     0     0   12     0     0    0     0     0    0     0
Initial Fut:   82  345    66     9  985    21    52    7   299   164   16    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    89  375    72    10 1071    23    57    8   325   178   17    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   89  375    72    10 1071    23    57    8   325   178   17    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   89  375    72    10 1071    23    57    8   325   178   17    25
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.95  0.92 0.95  0.95  0.92 0.95  0.95
Lanes:       0.33 1.40  0.27  0.02 1.94  0.04  1.00 0.02  0.98  1.00 0.41  0.59
Final Sat.:   599 2519   482    32 3494    74  1750   41  1759  1750  738  1062
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15  0.15  0.31 0.31  0.31  0.03 0.18  0.18  0.10 0.02  0.02
Crit Moves:       ****        ****                   ****
Green Time:  35.1 35.1  35.1  72.3 72.3  72.3  43.6 43.6  43.6  43.6 43.6  43.6
Volume/Cap:  0.68 0.68  0.68  0.68 0.68  0.68  0.12 0.68  0.68  0.37 0.09  0.09
Delay/Veh:   59.6 59.6  59.6  35.8 35.8  35.8  43.9 55.8  55.8  47.6 43.4  43.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  59.6 59.6  59.6  35.8 35.8  35.8  43.9 55.8  55.8  47.6 43.4  43.4
LOS by Move:    E    E     E     D    D     D     D    E     E     D    D     D
HCM2kAvgQ:     13   13    13    22   22    22     2   16    16     8    2     2
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



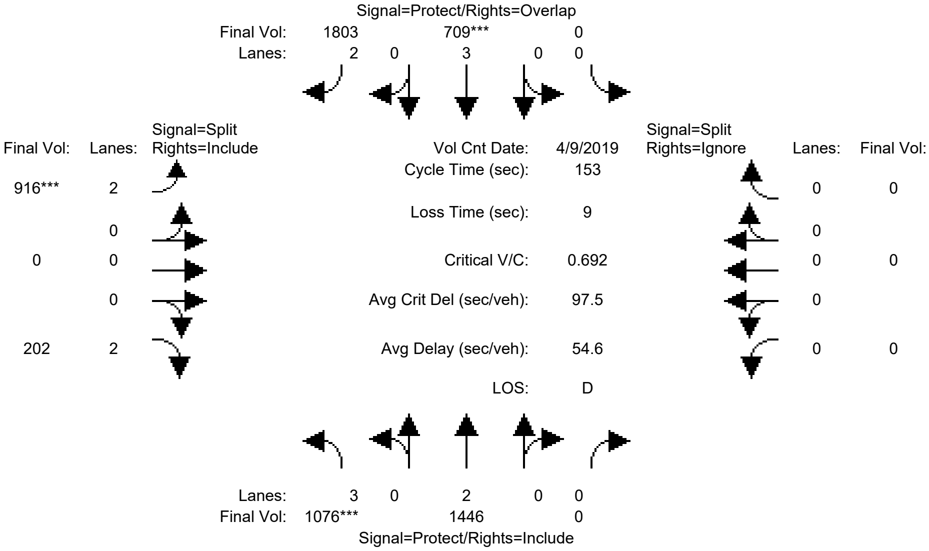
Signal=Protect/Rights=Ignore
Final Vol: 0 603*** 0
Lanes: 1 0 2 0 0
Signal=Split
Rights=Overlap
Final Vol: Lanes:
853*** 2
0
0 0
0
154 1
Vol Cnt Date: 4/9/2019
Cycle Time (sec): 153
Loss Time (sec): 9
Critical V/C: 0.767
Avg Crit Del (sec/veh): 147.8
Avg Delay (sec/veh): 102.2
LOS: F
Signal=Split
Rights=Ignore
Lanes: Final Vol:
0 0
0
0 0
0
0 0
Lanes: 2 0 3 0 0
Final Vol: 922*** 1194 0
Signal=Protect/Rights=Include

```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    27   79     0     0   50    50    67    0    67     0    0     0
Y+R:          4.0  4.0   0.0   0.0  4.0   4.0   4.0  0.0   4.0   0.0  0.0   0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 9 Apr 2019 <<
Base Vol:     922 1194     0     0  603  1664   992    0   154     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  922 1194     0     0  603  1664   992    0   154     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  922 1194     0     0  603  1664   992    0   154     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  0.86 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   922 1194     0     0  603     0   853    0   154     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  922 1194     0     0  603     0   853    0   154     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  922 1194     0     0  603     0   853    0   154     0    0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  3150 5700     0     0 3800  1750  3150    0  1750     0    0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.21  0.00  0.00 0.16  0.00  0.27 0.00  0.09  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:  28.6 78.0   0.0   0.0 49.4   0.0  66.1  0.0  94.8   0.0  0.0   0.0
Volume/Cap:  1.56 0.41  0.00  0.00 0.49  0.00  0.63 0.00  0.14  0.00 0.00  0.00
Delay/Veh:  325.2 23.7   0.0   0.0 42.6   0.0  30.3  0.0   6.5   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 325.2 23.7   0.0   0.0 42.6   0.0  30.3  0.0   6.5   0.0  0.0   0.0
LOS by Move:    F    C     A     A    D     A     C    A     A     A    A     A
HCM2kAvgQ:     52   11     0     0   11     0    16    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



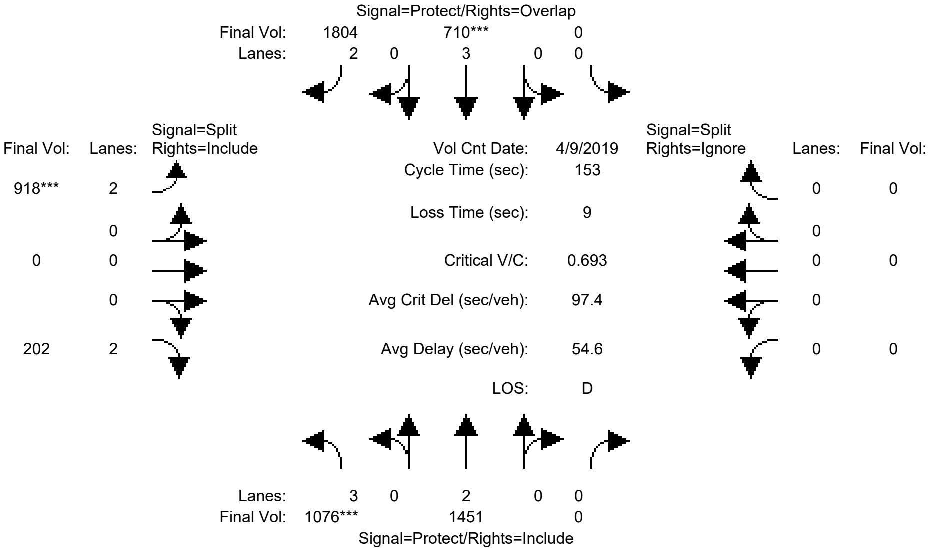
```
                             Signal=Protect/Rights=Overlap
                Final Vol:    1803        709***        0
                    Lanes:       2    0      3      0   0

               Signal=Split                                        Signal=Split
Final Vol:  Lanes:  Rights=Include       Vol Cnt Date:   4/9/2019  Rights=Ignore   Lanes:  Final Vol:
                                      Cycle Time (sec):     153
  916***     2                                                                       0        0

             0                         Loss Time (sec):       9                      0
    0        0                            Critical V/C:   0.692                      0        0
             0                  Avg Crit Del (sec/veh):    97.5                      0
  202        2                     Avg Delay (sec/veh):    54.6                      0        0
                                                   LOS:       D

                    Lanes:       3    0      2      0   0
                Final Vol: 1076***        1446          0
                             Signal=Protect/Rights=Include
```

```
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    27   79     0     0   50    50    67    0    67     0    0     0
Y+R:          4.0  4.0   0.0   0.0  4.0   4.0   4.0  0.0   4.0   0.0  0.0   0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 9 Apr 2019 <<
Base Vol:     922 1194     0     0  603  1664   992    0   154     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  922 1194     0     0  603  1664   992    0   154     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:          154  252     0     0  106   139    73    0    48     0    0     0
Initial Fut: 1076 1446     0     0  709  1803  1065    0   202     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.86 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:  1076 1446     0     0  709  1803   916    0   202     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1076 1446     0     0  709  1803   916    0   202     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume: 1076 1446     0     0  709  1803   916    0   202     0    0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.83 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  3150    0  3150     0    0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.38  0.00  0.00 0.12  0.57  0.29 0.00  0.06  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:  28.6 78.0   0.0   0.0 49.4 115.5  66.1  0.0  66.1   0.0  0.0   0.0
Volume/Cap:  1.26 0.75  0.00  0.00 0.39  0.76  0.67 0.00  0.15  0.00 0.00  0.00
Delay/Veh:  191.0 31.7   0.0   0.0 40.8  12.3  31.6  0.0  23.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 191.0 31.7   0.0   0.0 40.8  12.3  31.6  0.0  23.0   0.0  0.0   0.0
LOS by Move:    F    C     A     A    D     B     C    A     C     A    A     A
HCM2kAvgQ:     35   27     0     0    8    30    18    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

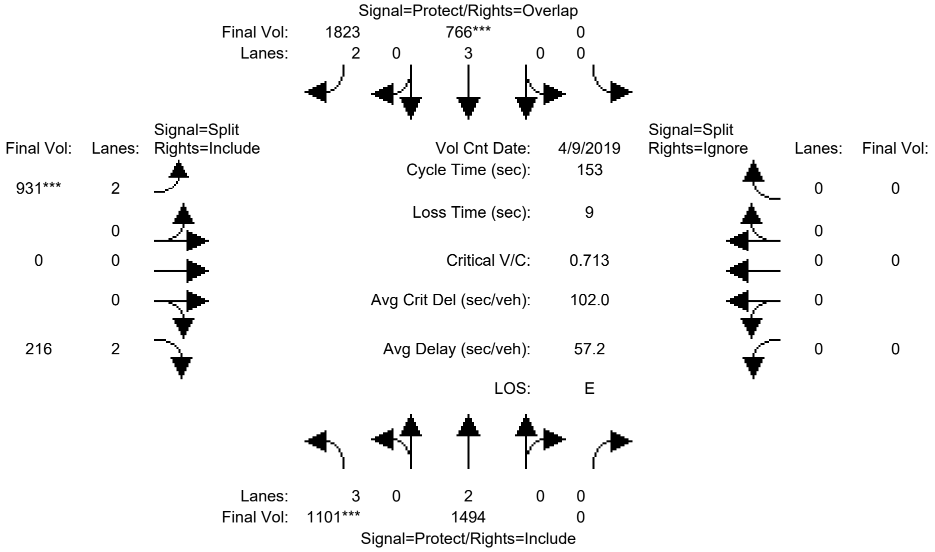

Signal=Protect/Rights=Overlap
Final Vol: 1804 710*** 0
Lanes: 2 0 3 0 0
Signal=Split
Rights=Include
Final Vol:
Lanes:
918*** 2
0
0 0
0
202 2
Vol Cnt Date: 4/9/2019
Cycle Time (sec): 153
Loss Time (sec): 9
Critical V/C: 0.693
Avg Crit Del (sec/veh): 97.4
Avg Delay (sec/veh): 54.6
LOS: D
Signal=Split
Rights=Ignore
Lanes: Final Vol:
0 0
0
0 0
0
0 0
Lanes: 3 0 2 0 0
Final Vol: 1076*** 1451 0
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    27   79     0     0   50    50    67    0    67     0    0     0
Y+R:          4.0  4.0   0.0   0.0  4.0   4.0   4.0  0.0   4.0   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 9 Apr 2019 <<
Base Vol:     922 1194     0     0  603  1664   992    0   154     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  922 1194     0     0  603  1664   992    0   154     0    0     0
Added Vol:      0    5     0     0    1     1     3    0     0     0    0     0
ATI:          154  252     0     0  106   139    73    0    48     0    0     0
Initial Fut: 1076 1451     0     0  710  1804  1068    0   202     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.86 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:  1076 1451     0     0  710  1804   918    0   202     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1076 1451     0     0  710  1804   918    0   202     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume: 1076 1451     0     0  710  1804   918    0   202     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.83 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  3150    0  3150     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.38  0.00  0.00 0.12  0.57  0.29 0.00  0.06  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:  28.6 78.0   0.0   0.0 49.4 115.5  66.1  0.0  66.1   0.0  0.0   0.0
Volume/Cap:  1.26 0.75  0.00  0.00 0.39  0.76  0.67 0.00  0.15  0.00 0.00  0.00
Delay/Veh:  191.0 31.8   0.0   0.0 40.8  12.4  31.6  0.0  23.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 191.0 31.8   0.0   0.0 40.8  12.4  31.6  0.0  23.0   0.0  0.0   0.0
LOS by Move:    F    C     A     A    D     B     C    A     C     A    A     A
HCM2kAvgQ:     35   28     0     0    9    30    18    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (AM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Overlap
Final Vol: 1823 766*** 0
Lanes: 2 0 3 0 0
Signal=Split
Rights=Include
Final Vol:
Lanes:
931*** 2
0
0 0
0
216 2
Signal=Split
Rights=Ignore
Lanes:
Final Vol:
0 0
0
0 0
0
0 0
Lanes: 3 0 2 0 0
Final Vol: 1101*** 1494 0
Signal=Protect/Rights=Include

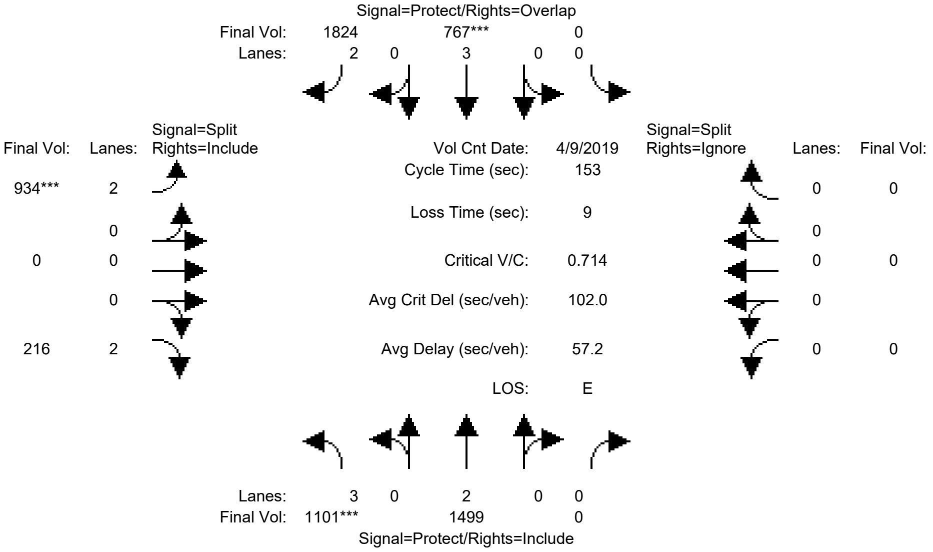
Vol Cnt Date: 4/9/2019
Cycle Time (sec): 153
Loss Time (sec): 9
Critical V/C: 0.713
Avg Crit Del (sec/veh): 102.0
Avg Delay (sec/veh): 57.2
LOS: E

```
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    27   79     0     0   50    50    67    0    67     0    0     0
Y+R:          4.0  4.0   0.0   0.0  4.0   4.0   4.0  0.0   4.0   0.0  0.0   0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 9 Apr 2019 <<
Base Vol:    1076 1446     0     0  709  1803  1065    0   202     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1076 1446     0     0  709  1803  1065    0   202     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           25   48     0     0   57    20    18    0    14     0    0     0
Initial Fut: 1101 1494     0     0  766  1823  1083    0   216     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.86 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:  1101 1494     0     0  766  1823   931    0   216     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1101 1494     0     0  766  1823   931    0   216     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume: 1101 1494     0     0  766  1823   931    0   216     0    0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.83 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  3150    0  3150     0    0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.39  0.00  0.00 0.13  0.58  0.30 0.00  0.07  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:  28.6 78.0   0.0   0.0 49.4 115.5  66.1  0.0  66.1   0.0  0.0   0.0
Volume/Cap:  1.29 0.77  0.00  0.00 0.42  0.77  0.68 0.00  0.16  0.00 0.00  0.00
Delay/Veh:  203.6 32.7   0.0   0.0 41.2  12.6  31.9  0.0  23.1   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 203.6 32.7   0.0   0.0 41.2  12.6  31.9  0.0  23.1   0.0  0.0   0.0
LOS by Move:    F    C     A     A    D     B     C    A     C     A    A     A
HCM2kAvgQ:     36   29     0     0    9    31    19    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Overlap
Final Vol: 1824 767*** 0
Lanes: 2 0 3 0 0
Signal=Split
Rights=Include
Final Vol:
Lanes:
934*** 2
0
0 0
0
216 2
Signal=Split
Rights=Ignore
Lanes:
Final Vol:
0 0
0
0 0
0
0 0
Lanes: 3 0 2 0 0
Final Vol: 1101*** 1499 0
Signal=Protect/Rights=Include

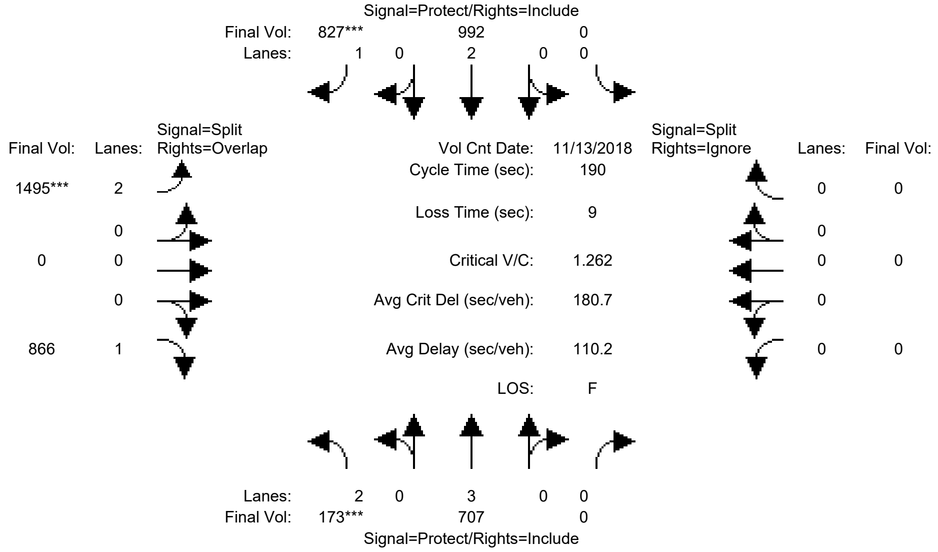
Vol Cnt Date: 4/9/2019
Cycle Time (sec): 153
Loss Time (sec): 9
Critical V/C: 0.714
Avg Crit Del (sec/veh): 102.0
Avg Delay (sec/veh): 57.2
LOS: E

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    27   79     0     0   50    50    67    0    67     0    0     0
Y+R:          4.0  4.0   0.0   0.0  4.0   4.0   4.0  0.0   4.0   0.0  0.0   0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 9 Apr 2019 <<
Base Vol:    1076 1446     0     0  709  1803  1065    0   202     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1076 1446     0     0  709  1803  1065    0   202     0    0     0
Added Vol:      0    5     0     0    1     1     3    0     0     0    0     0
ATI:           25   48     0     0   57    20    18    0    14     0    0     0
Initial Fut: 1101 1499     0     0  767  1824  1086    0   216     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.86 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:  1101 1499     0     0  767  1824   934    0   216     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1101 1499     0     0  767  1824   934    0   216     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume: 1101 1499     0     0  767  1824   934    0   216     0    0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.83 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  3150    0  3150     0    0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.39  0.00  0.00 0.13  0.58  0.30 0.00  0.07  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:  28.6 78.0   0.0   0.0 49.4 115.5  66.1  0.0  66.1   0.0  0.0   0.0
Volume/Cap:  1.29 0.77  0.00  0.00 0.42  0.77  0.69 0.00  0.16  0.00 0.00  0.00
Delay/Veh:  203.6 32.8   0.0   0.0 41.2  12.6  32.0  0.0  23.1   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 203.6 32.8   0.0   0.0 41.2  12.6  32.0  0.0  23.1   0.0  0.0   0.0
LOS by Move:    F    C     A     A    D     B     C    A     C     A    A     A
HCM2kAvgQ:     36   29     0     0    9    31    19    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

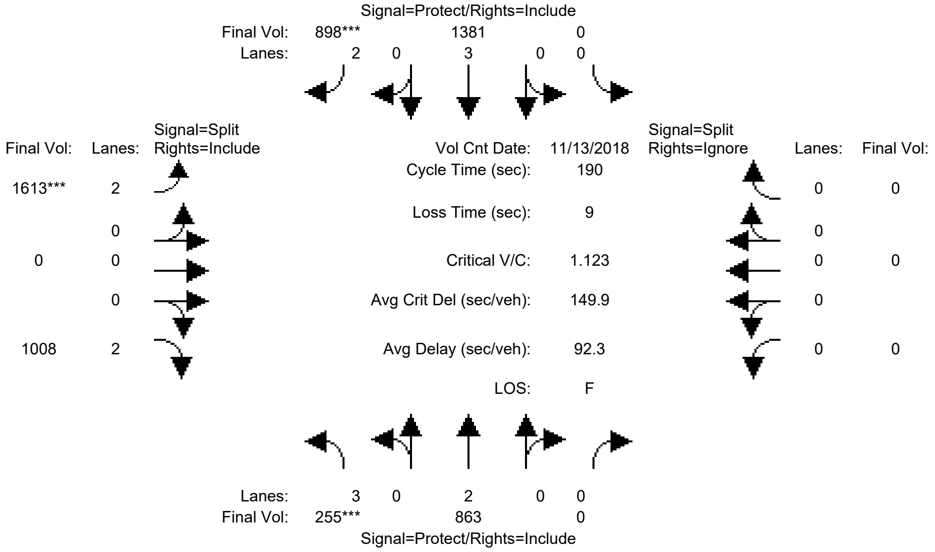

Signal=Protect/Rights=Include
Final Vol: 827*** 992 0
Lanes: 1 0 2 0 0
Signal=Split
Rights=Overlap
Final Vol:
Lanes:
1495*** 2
0
0 0
0
866 1
Vol Cnt Date: 11/13/2018
Cycle Time (sec): 190
Loss Time (sec): 9
Critical V/C: 1.262
Avg Crit Del (sec/veh): 180.7
Avg Delay (sec/veh): 110.2
LOS: F
Signal=Split
Rights=Ignore
Lanes:
Final Vol:
0 0
0
0 0
0
0 0
Lanes: 2 0 3 0 0
Final Vol: 173*** 707 0
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   51     0     0   71    71   108    0   108     0    0     0
Y+R:          5.4  5.4   5.4   0.0  5.4   5.4   6.2  0.0   6.2   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM
Base Vol:     173  707     0     0  992   827  2136    0   866     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  173  707     0     0  992   827  2136    0   866     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  173  707     0     0  992   827  2136    0   866     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.70 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   173  707     0     0  992   827  1495    0   866     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  707     0     0  992   827  1495    0   866     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  173  707     0     0  992   827  1495    0   866     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.58 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  3150 5700     0     0 3800  1750  2205    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.12  0.00  0.00 0.26  0.47  0.68 0.00  0.49  0.00 0.00  0.00
Crit Moves:  ****                        ****  ****
Green Time:  13.2 80.0   0.0   0.0 66.8  66.8 101.6  0.0 114.8   0.0  0.0   0.0
Volume/Cap:  0.79 0.29  0.00  0.00 0.74  1.34  1.27 0.00  0.82  0.00 0.00  0.00
Delay/Veh:  110.3 38.8   0.0   0.0 59.8 231.2 160.9  0.0  22.9   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 110.3 38.8   0.0   0.0 59.8 231.2 160.9  0.0  22.9   0.0  0.0   0.0
LOS by Move:    F    D     A     A    E     F     F    A     C     A    A     A
HCM2kAvgQ:      8    9     0     0   27    83    78    0    34     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Signal=Protect/Rights=Include
Final Vol: 898*** 1381 0
Lanes: 2 0 3 0 0

Signal=Split
Rights=Include
Final Vol: 1613*** / Lanes: 2
Lanes: 0
Final Vol: 0 / Lanes: 0
Lanes: 0
Final Vol: 1008 / Lanes: 2

Vol Cnt Date: 11/13/2018
Cycle Time (sec): 190
Loss Time (sec): 9
Critical V/C: 1.123
Avg Crit Del (sec/veh): 149.9
Avg Delay (sec/veh): 92.3
LOS: F

Signal=Split
Rights=Ignore
Lanes: 0 / Final Vol: 0
Lanes: 0
Lanes: 0 / Final Vol: 0
Lanes: 0
Lanes: 0 / Final Vol: 0

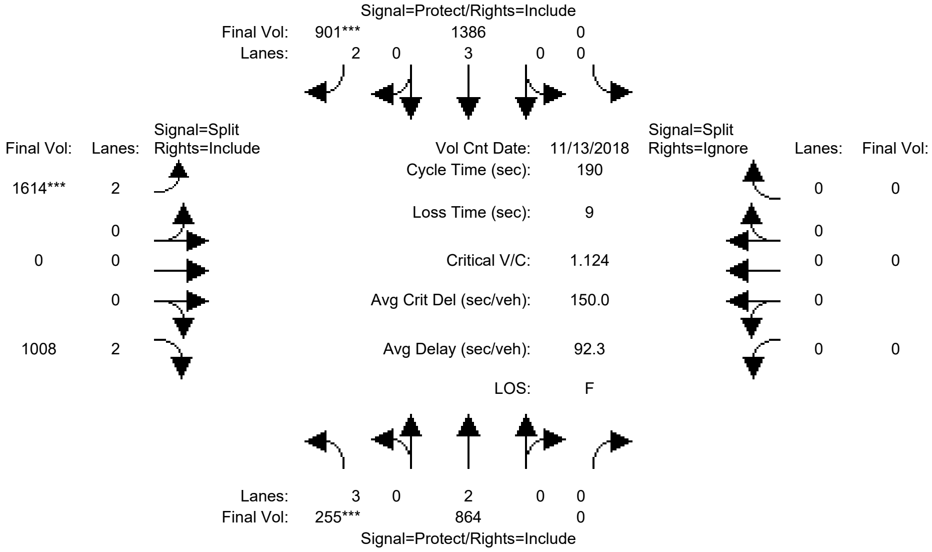
Lanes: 3 0 2 0 0
Final Vol: 255*** 863 0
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   51     0     0   71    71   108    0   108     0    0     0
Y+R:          5.4  5.4   5.4   0.0  5.4   5.4   6.2  0.0   6.2   0.0  0.0   0.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM
Base Vol:     173  707     0     0  992   827  2136    0   866     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  173  707     0     0  992   827  2136    0   866     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           82  156     0     0  389    71   168    0   142     0    0     0
Initial Fut:  255  863     0     0 1381   898  2304    0  1008     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.70 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   255  863     0     0 1381   898  1613    0  1008     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  255  863     0     0 1381   898  1613    0  1008     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  255  863     0     0 1381   898  1613    0  1008     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.58 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  2205    0  3150     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.23  0.00  0.00 0.24  0.29  0.73 0.00  0.32  0.00 0.00  0.00
Crit Moves:  ****                        ****  ****
Green Time:  13.2 80.0   0.0   0.0 66.8  66.8 101.6  0.0 101.6   0.0  0.0   0.0
Volume/Cap:  0.81 0.54  0.00  0.00 0.69  0.81  1.37 0.00  0.60  0.00 0.00  0.00
Delay/Veh:  107.0 44.2   0.0   0.0 57.1  64.0 204.5  0.0  23.4   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 107.0 44.2   0.0   0.0 57.1  64.0 204.5  0.0  23.4   0.0  0.0   0.0
LOS by Move:    F    D     A     A    E     E     F    A     C     A    A     A
HCM2kAvgQ:      8   19     0     0   24    31    91    0    19     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Signal=Protect/Rights=Include
Final Vol: 901*** 1386 0
Lanes: 2 0 3 0 0

Signal=Split
Rights=Include
Final Vol: 1614*** / 0 / 1008
Lanes: 2 / 0 / 0 / 0 / 2

Vol Cnt Date: 11/13/2018
Cycle Time (sec): 190
Loss Time (sec): 9
Critical V/C: 1.124
Avg Crit Del (sec/veh): 150.0
Avg Delay (sec/veh): 92.3
LOS: F

Signal=Split
Rights=Ignore
Lanes: 0 / 0 / 0 / 0 / 0
Final Vol: 0 / 0 / 0

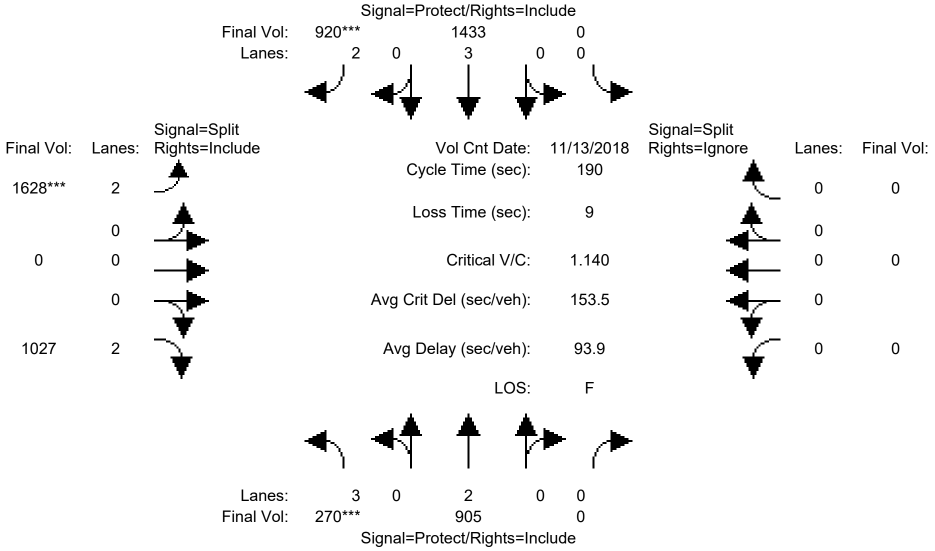
Lanes: 3 0 2 0 0
Final Vol: 255*** 864 0
Signal=Protect/Rights=Include

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    14   51     0     0   71     71   108     0   108     0    0      0
Y+R:          5.4  5.4   5.4   0.0  5.4    5.4   6.2   0.0   6.2   0.0  0.0    0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM
Base Vol:     173  707     0     0  992    827  2136     0   866     0    0      0
Growth Adj:  1.00 1.00  1.00  1.00 1.00   1.00  1.00  1.00  1.00  1.00 1.00   1.00
Initial Bse:  173  707     0     0  992    827  2136     0   866     0    0      0
Added Vol:      0    1     0     0    5      3     1     0     0     0    0      0
ATI:           82  156     0     0  389     71   168     0   142     0    0      0
Initial Fut:  255  864     0     0 1386    901  2305     0  1008     0    0      0
User Adj:    1.00 1.00  1.00  1.00 1.00   1.00  0.70  1.00  1.00  1.00 1.00   0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00   1.00  1.00  1.00  1.00  1.00 1.00   0.00
PHF Volume:   255  864     0     0 1386    901  1614     0  1008     0    0      0
Reduct Vol:     0    0     0     0    0      0     0     0     0     0    0      0
Reduced Vol:  255  864     0     0 1386    901  1614     0  1008     0    0      0
PCE Adj:     1.00 1.00  1.00  1.00 1.00   1.00  1.00  1.00  1.00  1.00 1.00   0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00   1.00  1.00  1.00  1.00  1.00 1.00   0.00
FinalVolume:  255  864     0     0 1386    901  1614     0  1008     0    0      0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900   1900  1900  1900  1900  1900 1900   1900
Adjustment:  0.80 1.00  0.92  0.92 1.00   0.83  0.58  1.00  0.83  0.92 1.00   0.92
Lanes:       3.00 2.00  0.00  0.00 3.00   2.00  2.00  0.00  2.00  0.00 0.00   0.00
Final Sat.:  4551 3800     0     0 5700   3150  2205     0  3150     0    0      0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.23  0.00  0.00 0.24   0.29  0.73  0.00  0.32  0.00 0.00   0.00
Crit Moves:  ****                         ****  ****
Green Time:  13.2 80.0   0.0   0.0 66.8   66.8 101.6   0.0 101.6   0.0  0.0    0.0
Volume/Cap:  0.81 0.54  0.00  0.00 0.69   0.81  1.37  0.00  0.60  0.00 0.00   0.00
Delay/Veh:  107.0 44.2   0.0   0.0 57.2   64.2 204.7   0.0  23.4   0.0  0.0    0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00   1.00  1.00  1.00  1.00  1.00 1.00   1.00
AdjDel/Veh: 107.0 44.2   0.0   0.0 57.2   64.2 204.7   0.0  23.4   0.0  0.0    0.0
LOS by Move:    F    D     A     A    E      E     F     A     C     A    A      A
HCM2kAvgQ:      8   19     0     0   24     31    91     0    19     0    0      0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project (PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD


Signal=Protect/Rights=Include
Final Vol: 920*** 1433 0
Lanes: 2 0 3 0 0
Signal=Split
Rights=Include
Final Vol: Lanes:
1628*** 2
0
0 0
0
1027 2
Signal=Split
Rights=Ignore
Lanes: Final Vol:
0 0
0
0 0
0
0 0
Lanes: 3 0 2 0 0
Final Vol: 270*** 905 0
Signal=Protect/Rights=Include

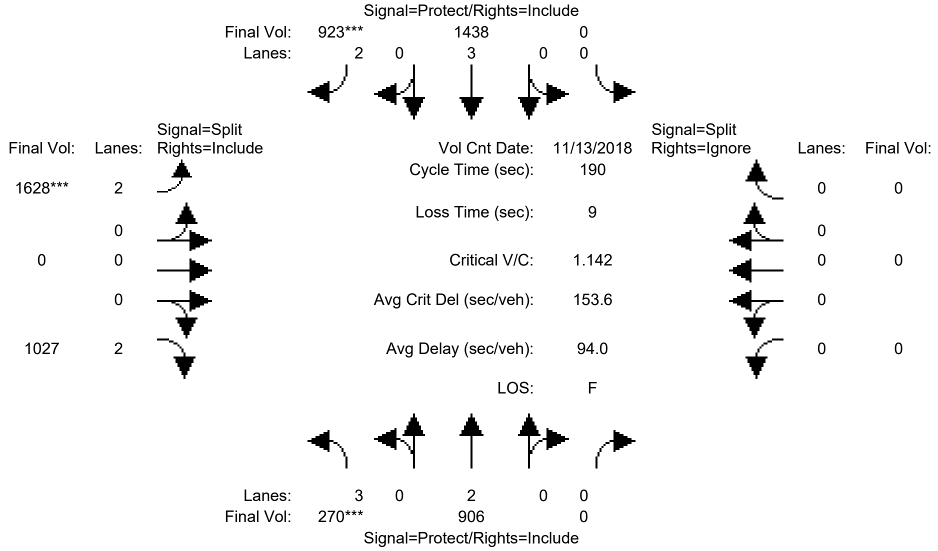
Vol Cnt Date: 11/13/2018
Cycle Time (sec): 190
Loss Time (sec): 9
Critical V/C: 1.140
Avg Crit Del (sec/veh): 153.5
Avg Delay (sec/veh): 93.9
LOS: F

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    14   51     0     0   71    71   108    0   108     0    0     0
Y+R:          5.4  5.4   5.4   0.0  5.4   5.4   6.2  0.0   6.2   0.0  0.0   0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM
Base Vol:     255  863     0     0 1381   898  2304    0  1008     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  255  863     0     0 1381   898  2304    0  1008     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:           15   42     0     0   52    22    21    0    19     0    0     0
Initial Fut:  270  905     0     0 1433   920  2325    0  1027     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.70 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   270  905     0     0 1433   920  1628    0  1027     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  270  905     0     0 1433   920  1628    0  1027     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  270  905     0     0 1433   920  1628    0  1027     0    0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.58 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  2205    0  3150     0    0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.24  0.00  0.00 0.25  0.29  0.74 0.00  0.33  0.00 0.00  0.00
Crit Moves:  ****                        ****  ****
Green Time:  13.2 80.0   0.0   0.0 66.8  66.8 101.6  0.0 101.6   0.0  0.0   0.0
Volume/Cap:  0.86 0.57  0.00  0.00 0.72  0.83  1.38 0.00  0.61  0.00 0.00  0.00
Delay/Veh:  113.0 45.0   0.0   0.0 58.0  65.4 210.0  0.0  23.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 113.0 45.0   0.0   0.0 58.0  65.4 210.0  0.0  23.7   0.0  0.0   0.0
LOS by Move:    F    D     A     A    E     E     F    A     C     A    A     A
HCM2kAvgQ:      9   21     0     0   26    32    92    0    19     0    0     0
Note: Queue reported is the number of cars per lane.
```

350 West Trimble Road Manufacturing Development
City of San Jose

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



```
                         Signal=Protect/Rights=Include
               Final Vol:   923***     1438       0
                  Lanes:        2   0    3    0   0

          Signal=Split                                      Signal=Split
Final Vol: Lanes: Rights=Include   Vol Cnt Date: 11/13/2018  Rights=Ignore   Lanes:  Final Vol:
                                 Cycle Time (sec):   190
1628***    2                                                                  0       0
                                  Loss Time (sec):     9
           0                                                                  0
0          0                         Critical V/C:   1.142                    0       0
           0                  Avg Crit Del (sec/veh):   153.6                 0
1027       2                      Avg Delay (sec/veh):    94.0                0       0
                                             LOS:      F

                  Lanes:        3   0    2    0   0
               Final Vol:   270***      906       0
                         Signal=Protect/Rights=Include
```

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Min. Green:    14   51     0     0   71    71   108    0   108     0    0     0
Y+R:          5.4  5.4   5.4   0.0  5.4   5.4   6.2  0.0   6.2   0.0  0.0   0.0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM
Base Vol:     255  863     0     0 1381   898  2304    0  1008     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  255  863     0     0 1381   898  2304    0  1008     0    0     0
Added Vol:      0    1     0     0    5     3     1    0     0     0    0     0
ATI:           15   42     0     0   52    22    21    0    19     0    0     0
Initial Fut:  270  906     0     0 1438   923  2326    0  1027     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  0.70 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:   270  906     0     0 1438   923  1628    0  1027     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  270  906     0     0 1438   923  1628    0  1027     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:  270  906     0     0 1438   923  1628    0  1027     0    0     0
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.83  0.58 1.00  0.83  0.92 1.00  0.92
Lanes:       3.00 2.00  0.00  0.00 3.00  2.00  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:  4551 3800     0     0 5700  3150  2205    0  3150     0    0     0
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.24  0.00  0.00 0.25  0.29  0.74 0.00  0.33  0.00 0.00  0.00
Crit Moves:  ****                        ****  ****
Green Time:  13.2 80.0   0.0   0.0 66.8  66.8 101.6  0.0 101.6   0.0  0.0   0.0
Volume/Cap:  0.86 0.57  0.00  0.00 0.72  0.83  1.38 0.00  0.61  0.00 0.00  0.00
Delay/Veh:  113.0 45.0   0.0   0.0 58.1  65.6 210.2  0.0  23.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 113.0 45.0   0.0   0.0 58.1  65.6 210.2  0.0  23.7   0.0  0.0   0.0
LOS by Move:    F    D     A     A    E     E     F    A     C     A    A     A
HCM2kAvgQ:      9   21     0     0   26    33    92    0    19     0    0     0
Note: Queue reported is the number of cars per lane.
```

Appendix F
Queue Length Calculations

Orchard/Trimble
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4088	0.4088	0
0.3657	0.7745	1
0.1635	0.9381	2
0.0488	0.9868	3
0.0109	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4088	0.4088	0
0.3657	0.7745	1
0.1635	0.9381	2
0.0488	0.9868	3
0.0109	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2030	0.2030	0
0.3237	0.5267	1
0.2581	0.7848	2
0.1372	0.9220	3
0.0547	0.9766	4
0.0174	0.9941	5
0.0046	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2030	0.2030	0
0.3237	0.5267	1
0.2581	0.7848	2
0.1372	0.9220	3
0.0547	0.9766	4
0.0174	0.9941	5
0.0046	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2030	0.2030	0
0.3237	0.5267	1
0.2581	0.7848	2
0.1372	0.9220	3
0.0547	0.9766	4
0.0174	0.9941	5
0.0046	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1738	0.1738	0
0.3041	0.4779	1
0.2661	0.7440	2
0.1552	0.8992	3
0.0679	0.9671	4
0.0238	0.9909	5
0.0069	0.9978	6
0.0017	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0092	0.0106	1
0.0302	0.0408	2
0.0662	0.1070	3
0.1087	0.2157	4
0.1429	0.3586	5
0.1566	0.5152	6
0.1470	0.6622	7
0.1208	0.7829	8
0.0882	0.8711	9
0.0580	0.9291	10
0.0346	0.9637	11
0.0190	0.9826	12
0.0096	0.9922	13
0.0045	0.9967	14
0.0020	0.9987	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.6
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0013	0.0013	0
0.0089	0.0102	1
0.0294	0.0396	2
0.0648	0.1044	3
0.1071	0.2115	4
0.1416	0.3531	5
0.1560	0.5091	6
0.1473	0.6564	7
0.1218	0.7782	8
0.0894	0.8676	9
0.0591	0.9268	10
0.0355	0.9623	11
0.0196	0.9819	12
0.0100	0.9919	13
0.0047	0.9966	14
0.0021	0.9986	15
0.0009	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.9
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0071	0.0081	1
0.0243	0.0324	2
0.0557	0.0881	3
0.0958	0.1839	4
0.1320	0.3159	5
0.1514	0.4672	6
0.1489	0.6161	7
0.1281	0.7442	8
0.0980	0.8421	9
0.0674	0.9096	10
0.0422	0.9517	11
0.0242	0.9759	12
0.0128	0.9888	13
0.0063	0.9951	14
0.0029	0.9980	15
0.0012	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0034	0.0034	0
0.0194	0.0228	1
0.0551	0.0780	2
0.1044	0.1824	3
0.1481	0.3305	4
0.1682	0.4987	5
0.1592	0.6579	6
0.1291	0.7870	7
0.0916	0.8787	8
0.0578	0.9365	9
0.0328	0.9693	10
0.0169	0.9862	11
0.0080	0.9943	12
0.0035	0.9978	13
0.0014	0.9992	14
0.0005	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0034	0.0034	0
0.0194	0.0228	1
0.0551	0.0780	2
0.1044	0.1824	3
0.1481	0.3305	4
0.1682	0.4987	5
0.1592	0.6579	6
0.1291	0.7870	7
0.0916	0.8787	8
0.0578	0.9365	9
0.0328	0.9693	10
0.0169	0.9862	11
0.0080	0.9943	12
0.0035	0.9978	13
0.0014	0.9992	14
0.0005	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Trimble
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0073	0.0084	1
0.0250	0.0333	2
0.0569	0.0902	3
0.0974	0.1877	4
0.1334	0.3210	5
0.1521	0.4731	6
0.1487	0.6219	7
0.1273	0.7491	8
0.0968	0.8459	9
0.0662	0.9122	10
0.0412	0.9534	11
0.0235	0.9769	12
0.0124	0.9893	13
0.0061	0.9953	14
0.0028	0.9981	15
0.0012	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4439	0.4439	0
0.3605	0.8044	1
0.1464	0.9508	2
0.0396	0.9904	3
0.0080	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4439	0.4439	0
0.3605	0.8044	1
0.1464	0.9508	2
0.0396	0.9904	3
0.0080	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2249	0.2249	0
0.3356	0.5604	1
0.2504	0.8108	2
0.1245	0.9353	3
0.0465	0.9818	4
0.0139	0.9957	5
0.0034	0.9991	6
0.0007	0.9998	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8598	0.8598	0
0.1299	0.9897	1
0.0098	0.9995	2
0.0005	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8598	0.8598	0
0.1299	0.9897	1
0.0098	0.9995	2
0.0005	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7533	0.7533	0
0.2134	0.9667	1
0.0302	0.9969	2
0.0029	0.9998	3
0.0002	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8437	0.8437	0
0.1434	0.9871	1
0.0122	0.9993	2
0.0007	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8437	0.8437	0
0.1434	0.9871	1
0.0122	0.9993	2
0.0007	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7118	0.7118	0
0.2420	0.9538	1
0.0411	0.9949	2
0.0047	0.9996	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1827	0.1827	0
0.3106	0.4932	1
0.2640	0.7572	2
0.1496	0.9068	3
0.0636	0.9704	4
0.0216	0.9920	5
0.0061	0.9981	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1827	0.1827	0
0.3106	0.4932	1
0.2640	0.7572	2
0.1496	0.9068	3
0.0636	0.9704	4
0.0216	0.9920	5
0.0061	0.9981	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.4
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0875	0.0875	0
0.2131	0.3005	1
0.2596	0.5602	2
0.2109	0.7710	3
0.1285	0.8995	4
0.0626	0.9621	5
0.0254	0.9875	6
0.0088	0.9963	7
0.0027	0.9990	8
0.0007	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4439	0.4439	0
0.3605	0.8044	1
0.1464	0.9508	2
0.0396	0.9904	3
0.0080	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4439	0.4439	0
0.3605	0.8044	1
0.1464	0.9508	2
0.0396	0.9904	3
0.0080	0.9985	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3675	0.3675	0
0.3679	0.7354	1
0.1841	0.9195	2
0.0614	0.9809	3
0.0154	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8929	0.8929	0
0.1012	0.9940	1
0.0057	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8929	0.8929	0
0.1012	0.9940	1
0.0057	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Orchard/Project Driveway
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3963	0.3963	0
0.3668	0.7631	1
0.1698	0.9329	2
0.0524	0.9852	3
0.0121	0.9974	4
0.0022	0.9996	5
0.0003	0.9999	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65