

APPENDIX B

Transportation Impact Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: April 28, 2021
To: Mr. Steve Chan, P.E., T.E.
City of Milpitas
From: Eric Tse, P.E.
Subject: Traffic Operations Report for Milpitas Stratford School

Introduction

Hexagon Transportation Consultants, Inc. has completed this traffic operations analysis for the proposed Stratford School located at 125 North Milpitas Boulevard in Milpitas, California. The existing site is a vacant retail store within the Beresford Square Shopping Center (North). The project proposes to retrofit the existing building of 44,088 square feet into a school consisting of 20 classrooms and accessory spaces to accommodate a total of 480 pre-school/pre-kindergarten and elementary grade students. Primary access to the site would be provided via existing driveways at the shopping center on North Milpitas Boulevard and Beresford Court.

The project location and study intersections are shown on Figure 1.

Scope of Study

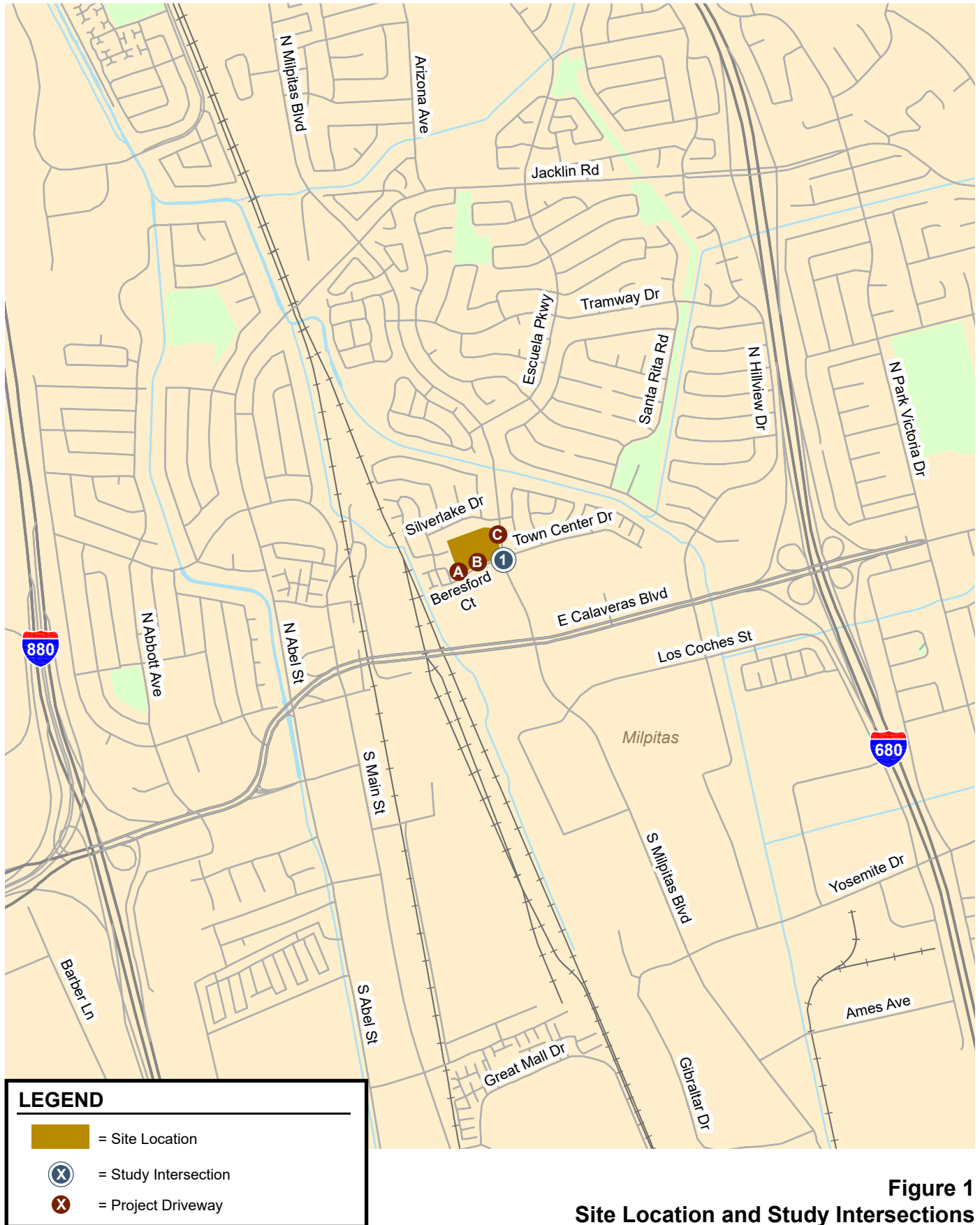
Senate Bill (SB) 743 has changed the primary metric for identifying transportation impacts under CEQA from vehicle level of service (LOS) to daily vehicle miles travelled (VMT). However, the City of Milpitas has not formally adopted a VMT analysis policy at the time when this study was prepared.

A VMT review was conducted to assess the potential impacts caused by the proposed land use change. Because the project would have less than 50,000 square feet of floor space, and its trip generation characteristics are considered similar to a local-serving retail land use entity with over 77 percent¹ of the student population having an approximate 5-mile or less commute from the project site, the project's impacts on VMT are considered *less than significant* in accordance with the Governor's Office of Planning and Research (OPR) *Technical Advisory* dated December 2018.

"By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact."

The study also includes an analysis of site access, onsite circulation, student loading, site driveway level of service, and vehicular queuing. The traffic study includes an analysis of AM, school PM, and commute PM peak hour traffic conditions at key intersections and driveways around the site. The study intersections and driveways are identified below.

¹ Based on student attendance zip code data provided by Stratford School.





- North Milpitas Boulevard and Beresford Court/Town Center Drive
- Site Driveway A and Beresford Court
- Site Driveway B and Beresford Court
- Site Driveway C and North Milpitas Boulevard

Traffic conditions at the study intersections were analyzed for the weekday AM, school PM, and commute PM peak hours of traffic. The commute AM peak hour is typically between 7:00 and 9:00 AM, the School PM peak hour is typically between 2:00 and 4:00 PM, and the commute PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. The operations of the study intersections were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing traffic volumes for the study intersections are based on traffic counts collected in January 2021 and adjusted to pre-COVID traffic conditions using 2019 traffic counts.
- Scenario 2:** *Existing plus Project Conditions.* Existing plus project conditions were estimated by adding the traffic generated by the project to the existing traffic volumes. Existing plus project conditions were evaluated relative to existing conditions.

The potential adverse effects related to the proposed development were evaluated following the standards and methodologies set forth by the City of Milpitas. Intersection and driveway operations were evaluated using the Highway Capacity Manual (HCM) level of service methodology for signalized and unsignalized intersections during the peak hours. Vehicle queuing was evaluated for:

- Northbound left-turn from North Milpitas Boulevard to Beresford Court
- Southbound U and left-turns from North Milpitas Boulevard to Town Center Drive

The project's site access and circulation elements were also evaluated.

Existing Transportation Setting

Roadways

Regional and local access to the site is provided by Calaveras Boulevard (State Route 237), North Milpitas Boulevard, and Beresford Court. These roadways are described below.

Calaveras Boulevard, State Route 237, is a four- to six-lane, east/west, arterial that extends from I-880 at its west end, through central Milpitas, eastward to and past I-680 to Piedmont Road. West of Main Street it is called West Calaveras Boulevard and east of Main Street, it's called East Calaveras Boulevard. Between I-880 and I-680, Calaveras Boulevard is also SR 237. East of Piedmont Road, East Calaveras Boulevard turns into Calaveras Road, a two lane east-west rural road that extends into the hills several miles and ultimately connects to I-680 in Sunol.

North Milpitas Boulevard is a four-lane, north-south, collector street that extends from Dixon Landing Road in the north to Calaveras Boulevard in the south. It primarily serves residential uses and neighborhood retail/commercial uses. At Calaveras Boulevard, North Milpitas Boulevard continues as South Milpitas Boulevard south of Calaveras Boulevard to Montague Expressway, where it leads to the recently opened Milpitas BART station. North Milpitas Boulevard provides direct exit access to the site via a shared driveway with the Beresford Shopping center.

Beresford Court is a two-lane, east-west, residential local street that extends from North Milpitas Boulevard westward until terminates to a cul-de-sac, providing access to adjacent residential neighborhoods and a neighborhood retail area. Beresford Court provides direct entry access to the site via two shared driveways with the Beresford Shopping center.



Bicycle and Pedestrian Facilities

There are bicycle facilities in the vicinity of the site. There is an existing Class I bike path along Berryessa Creek north of the project site. There are existing Class II bike lanes on Milpitas Boulevard between the City boundary with Fremont to north and the Milpitas BART station just south of Montague Expressway.

Existing pedestrian facilities in the project area consist of sidewalks and crosswalks found along all previously-described roadways in the study area near the site. All study intersections have pedestrian crosswalks and curb ramps. All signalized intersections have pedestrian-actuated pedestrian-crossing phases.

Transit service

Existing transit service in the area includes Valley Transportation Authority (VTA) bus line 47 and Alameda-Contra Costa (AC) Transit bus line 217. Line 47 connects the Milpitas BART station with McCarthy Ranch Shopping Center via Calaveras Boulevard, Park Victoria Drive, and Montague Expressway, with 60-minute headways between approximately 7:00 AM and 7:00 PM on weekdays and weekends. Line 47 has stops on Calaveras Boulevard just east of North Milpitas Boulevard about 0.4 mile from the project site. The Milpitas BART station is located approximately two miles south of the site at the northeast corner of the Montague Expressway/Great Mall Parkway intersection. Line 217 connects the Milpitas BART station with the Fremont BART station via Mission Boulevard and Milpitas Boulevard, with 30-minute headways between approximately 7:00 AM and 10:30 PM on weekdays and weekends. Line 217 has stops on North Milpitas Boulevard at Beresford Court/Town Center Drive within walking distance to the project site.

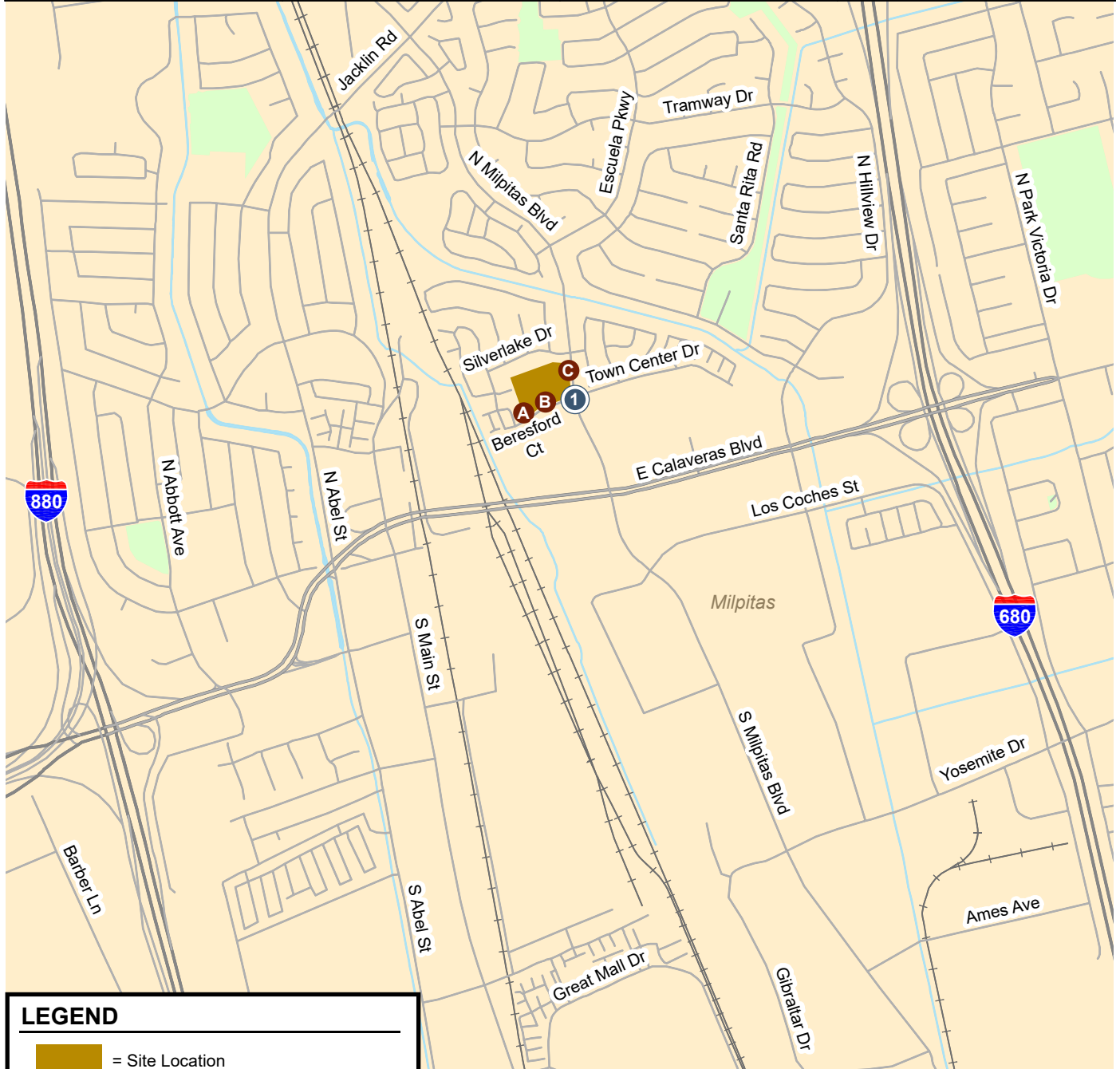
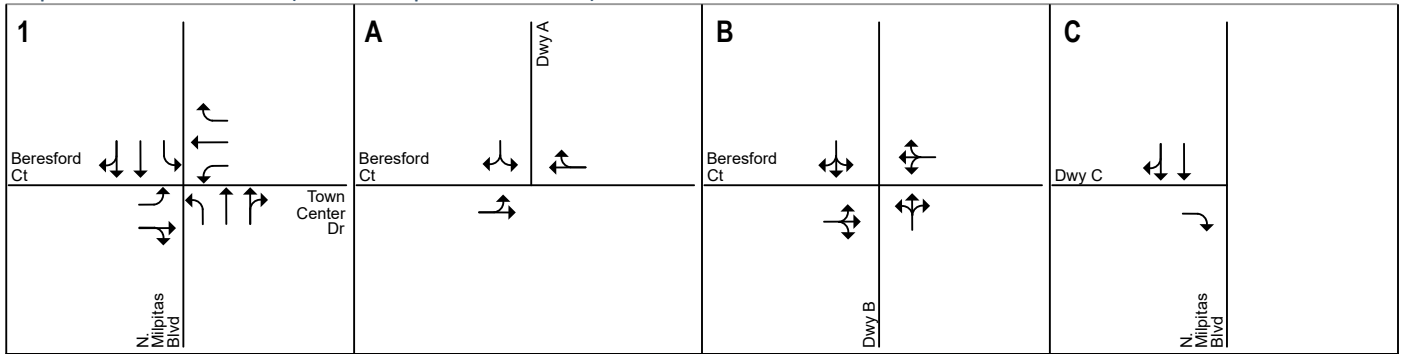
Existing Intersection Geometry and Traffic Volumes

The existing intersection lane configurations are shown on Figure 2. Existing traffic volumes were obtained from peak-hour counts conducted in January 2021. Due to Covid 19 shelter-in-place orders, the 2021 counts were adjusted to pre-Covid 19 conditions by evaluating the traffic volume variations between 2021 counts and available 2019 (pre-Covid) traffic counts. Existing traffic volumes are shown on Figure 3. The count data are included in Appendix A.

Existing Intersection Analysis

Traffic operations at the study intersections were evaluated using TRAFFIX software to determine level of service for the AM, school PM, and commute PM peak hours. The results show that all of the study intersections currently operate at an acceptable level of service (LOS) D or better during AM, school PM, and commute PM peak hours. The results of the intersection level of service analysis under existing conditions are summarized in Table 1. It should be noted that, based on field observations, driveways A and C have little material traffic. Thus, existing delay calculations are not meaningful and therefore they are not included in Table 1. The levels of service calculation sheets are included in the Appendix B.

Milpitas Stratford School (125 N. Milpitas Boulevard)



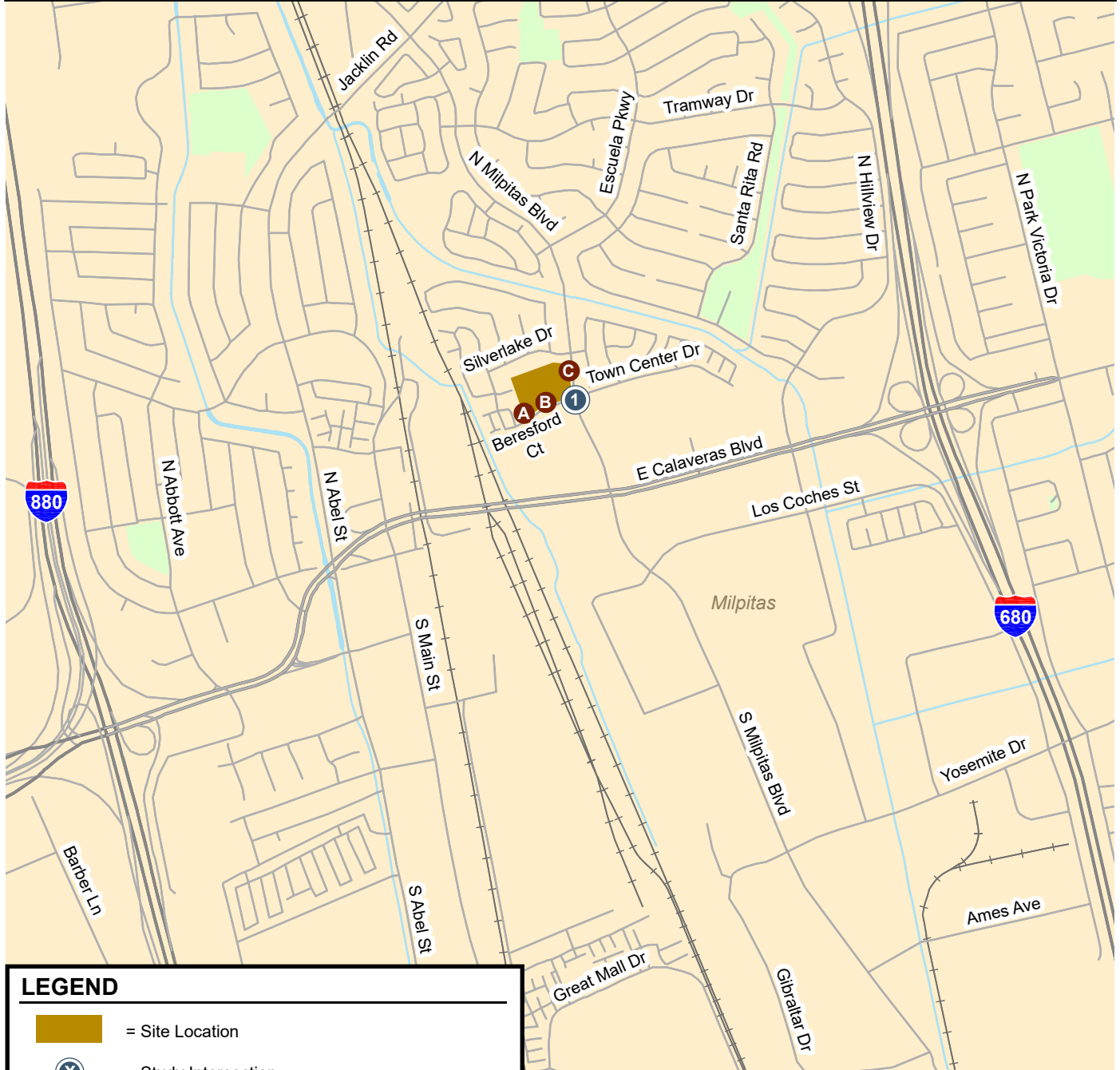
LEGEND

-  = Site Location
-  = Study Intersection
-  = Project Driveway

Figure 2
Existing Lane Configurations

Milpitas Stratford School (125 N. Milpitas Boulevard)

1 Beresford Ct 44[88](110) 529[710](647) 138[245](204) 83[242](292) 22[30](47) 74[173](182) 63[198](229) 17[66](52) 36[157](151) N. Milpitas Blvd 91[242](198) 306[675](727) 58[226](198) Town Center Dr	A Beresford Ct Dwy A 52[83](91) 41[113](88) →	B Beresford Ct 8[6](8) 6[17](19) 8[113](127) 8[50](63) 33[61](66) 63[102](121) Dwy B 33[99](80) 8[14](8) 11[17](17) 0[22](17) 74[231](253)	C Dwy C 710[1044](961) N. Milpitas Blvd 452[1115](1247)
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LEGEND



= Site Location



= Study Intersection



= Project Driveway

XX[XX](XX) = AM[School PM](PM) Peak-Hour Traffic Volumes

Figure 3
Existing Traffic Volumes



Table 1
Existing Intersection Levels of Service

Intersection / Driveway	Control	Peak Hour	Count Date ³	Existing	
				Avg Delay (sec/veh)	LOS
North Milpitas Boulevard and Town Center Drive/Beresford Court	Signal ¹	AM	01/12/21	18.4	B
		School PM	01/12/21	26.2	C
		PM	01/12/21	33.5	C
Beresford Court and Project Driway B	SSSC ²	AM	01/12/21	5.7/9.9	A/A
		School PM	01/12/21	9.3/21.7	A/C
		PM	01/12/21	10.4/25.6	B/D
¹ Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.					
² Side Street Stop Controlled intersection. Delays are reported for both the overall average delay / the approach with highest delay.					
³ 2021 January traffic counts were adjusted to pre-Covid 19 existing conditions using 2019 traffic counts.					

Project Traffic Estimates

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates to the size of the development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, 10th Edition. Based on ITE's trip generation rates for private schools (ITE codes 534 and 536), the project would generate 1,967 gross daily vehicle trips, with 399 gross trips occurring during the AM peak hour, 352 gross trips occurring during the school PM peak hour, and 278 gross trips occurring during the commute PM peak hour

The project also receives trip credits for the previously occupied retail development at the project site. The trip credits were estimated based on ITE's trip generation rates for shopping malls (ITE code 820). After applying the appropriate trip reductions, the project would generate 303 net new daily trips, 358 net new trips during the AM peak hour, 184 net new trips during the school PM peak hour, and 110 net new trips during the commute PM peak hour. Generally, shopping centers generate steady hourly traffic demand, whereas, schools generate traffic demand during sharp peaks around the bell schedule. The net trip generation estimates are shown in Table 2.

Based on information provided by Stratford School, the planned bell schedules of the Kindergarten/Elementary and Pre-kindergarten/Pre-school are as follows.

Arrival

7:00 to 8:00 AM	Morning Extended Day Program
7:45 AM	Arrival for Kindergarten/1 st Grade ²
8:15 AM	Arrival for Pre-School/Pre-Kindergarten ²

Departure

3:00 PM	Departure for Pre-School/Pre-Kindergarten ³
3:30 PM	Departure for Kindergarten/1 st Grade ³
3:00 to 6:00 PM	Afternoon Extended Day Program

² For students not enrolled in the Morning Extended Day Program

³ For students not enrolled in the Afternoon Extended Day Program



Table 2
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Commute Hour				School PM Peak Hour				PM Commute Hour			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
					Trips				Trips				Trips		
Proposed Use															
Private School (K-8) ¹	192 students	4.11	789	0.91	175	96	79	0.62	119	56	63	0.26	50	23	27
Pre-School ²	288 students	4.09	1,178	0.78	225	119	106	0.81	233	110	123	0.79	228	107	121
	480 students														
	Total Project Trips		1,967		399	215	184		352	166	186		278	130	148
Prior Approved Use															
Shopping Center ³	44,088 sq.ft.	37.75	(1664)	0.94	(41)	(26)	(15)	3.81	(168)	(81)	(87)	3.81	(168)	(81)	(87)
	Net Project Trips		303		358	189	169		184	85	99		110	49	61
¹ Rates based on ITE <i>Trip Generation, 10th Edition: average rates</i> for Private School K-8 (ITE 534). ² Rates based on ITE <i>Trip Generation, 10th Edition: average rates</i> for Day Care Center (ITE 565). ³ Rates based on ITE <i>Trip Generation, 10th Edition: average rates</i> for Shopping Center (ITE 820). Note: numbers may not add up due to rounding.															

The trip distribution pattern for the proposed project was estimated based on student attendance zip code data provided by Stratford School and existing travel patterns. The new peak-hour trips generated by the proposed project were added to the roadway network in accordance with the project trip generation and distribution described above. The gross project trip distribution and project trip assignment are shown on Figure 4.

Intersection Level of Service Analysis

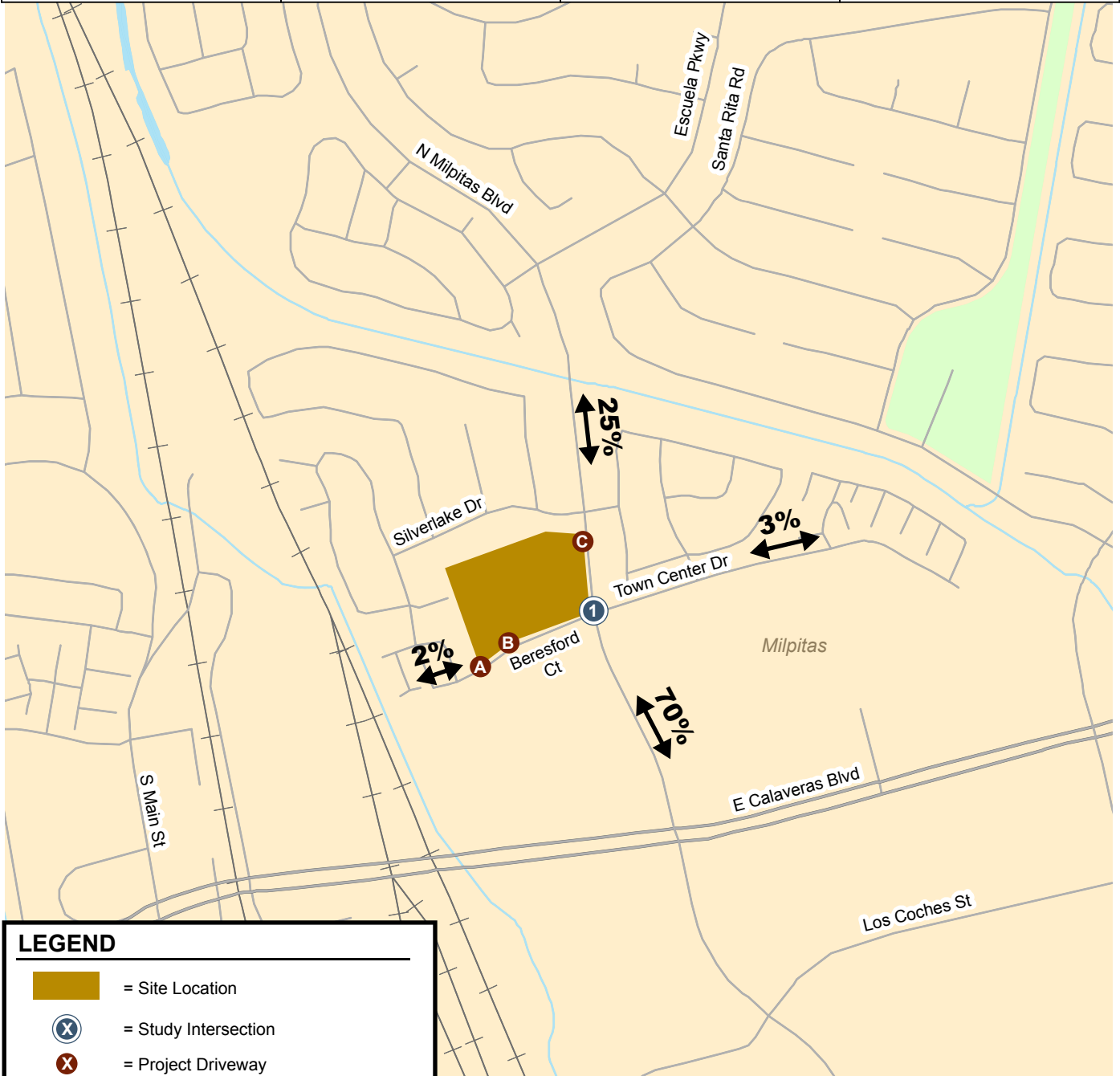
Traffic operations at the study intersections were evaluated using TRAFFIX software to determine level of service for the AM, school PM, and commute PM peak hours under existing and existing plus project conditions. The TRAFFIX calculation sheets are included in the attached appendix.

Project trips were added to the existing traffic volumes to determine the existing with project traffic volumes. Figure 5 shows the existing with project traffic volumes. Existing with project conditions were evaluated relative to existing conditions. The results show that all of the study intersections and driveways, with the exception of Driveway B on Beresford Court, would continue to operate at an acceptable LOS D or better during AM, school PM, and commute PM peak hours. The side-street-stop controlled intersection of Driveway B and Beresford Court would operate at LOS D or better overall and LOS F for the worst (southbound) approach during the school PM and commute PM peak hours. During the AM peak hour, the intersection will operate at LOS A overall and LOS B for the worst approach under project conditions.

As previously mentioned, under existing conditions, driveways A and C have little material traffic. Thus, existing delay calculations are not meaningful. The level of service results are summarized in Table 3.

Milpitas Stratford School (125 N. Milpitas Boulevard)

1 Beresford Ct 56[44](33) 55[43](18) 22[1](1) 20[16](7) 7[5](4) 27[31](30) 3[4](4) 74[86](85) N. Milpitas Blvd 150[116](91)	A Beresford Ct Dwy A 91[55](23) 4[4](3) 2[1](1) 2[2](2)	B Beresford Ct Dwy B 2[2](2) 104[121](119) 120[108](104) 93[57](24)	C Dwy C 54[42](32) 79[63](27) N. Milpitas Blvd
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LEGEND



= Site Location



= Study Intersection



= Project Driveway

XX[XX](XX) = AM[School PM](PM) Peak-Hour Trips

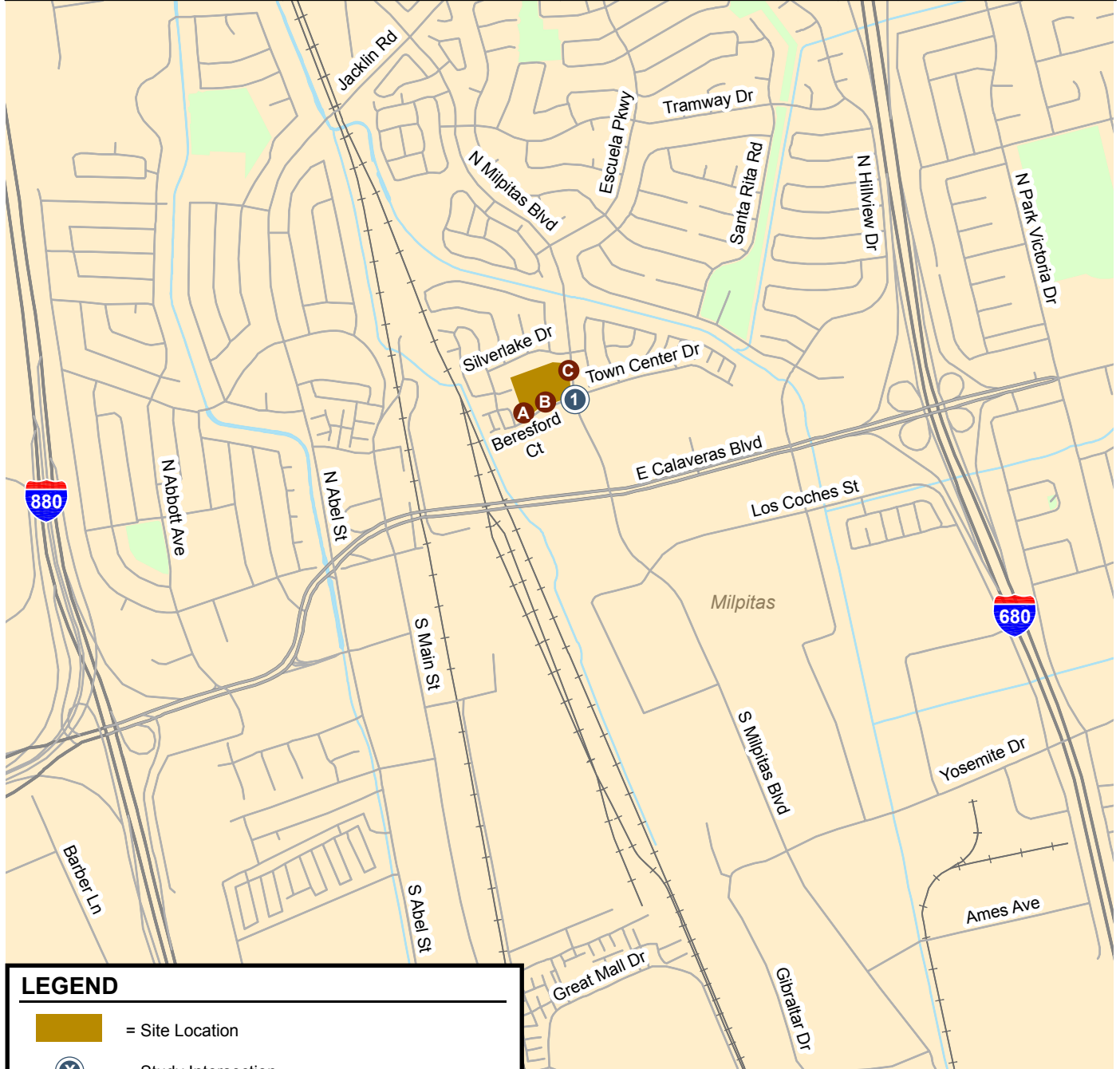


XX% = Trip Distribution

Figure 4
Project Trip Distribution and Trip Assignment

Milpitas Stratford School (125 N. Milpitas Boulevard)

1 Beresford Ct 100[132](143) 584[753](665) 160[263](212) 83[242](292) 29[35](51) 74[173](182) 90[229](259) 20[70](56) 110[243](236) N. Milpitas Blvd 241[358](289) 306[675](727) 58[226](198) Town Center Dr	A Beresford Ct 2[1](1) 43[115](90) Dwy A	B Beresford Ct 10[8](10) 6[17](19) 112[234](246) 128[158](167) 126[118](90) 63[102](121) 2[2](2) 33[99](80) 8[14](8) Dwy B 11[17](17) 0[22](17) 74[231](253)	C Dwy C 764[1086](993) 79[63](27) N. Milpitas Blvd 452[1115](1247)
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LEGEND



= Site Location



= Study Intersection



= Project Driveway

XX[XX](XX) = AM[School PM](PM) Peak-Hour Traffic Volumes

Figure 5
Existing Plus Project Traffic Volumes



Table 3
Existing Plus Project Intersection Levels of Service Summary

				Existing		Existing + Project				
				Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Increase in		
Intersection / Driveway				Control	Peak Hour	Count Date ³			Delay	V/C
1	North Milpitas Boulevard and Town Center Drive/Beresford Court	Signal ¹	AM	01/12/21	18.4	B	21.2	C	4.6	0.172
			School PM	01/12/21	26.2	C	34.0	C	14.2	0.161
			PM	01/12/21	33.5	C	36.8	D	5.0	0.076
A	Beresford Court and Project Driveway A	SSSC ²	AM	01/12/21	N/A	N/A	0.1/7.5	A/A	N/A	N/A
			School PM	01/12/21	N/A	N/A	0.0/7.5	A/A	N/A	N/A
			PM	01/12/21	N/A	N/A	0.0/7.4	A/A	N/A	N/A
B	Beresford Court and Project Drivway B	SSSC ²	AM	01/12/21	5.7/9.9	A/A	5.3/13.9	A/B	-0.4/4.0	0.148
			School PM	01/12/21	9.3/21.7	A/C	22.8/74.7	C/F	13.5/53.0	0.522
			PM	01/12/21	10.4/25.6	B/D	28.8/92.5	D/F	18.4/66.9	0.512
C	North Milpitas Boulevard and Project Driveway C	SSSC ²	AM	01/12/21	N/A	N/A	0.9/9.6	A/A	N/A	N/A
			School PM	01/12/21	N/A	N/A	0.4/13.4	A/B	N/A	N/A
			PM	01/12/21	N/A	N/A	0.9/14.5	A/B	N/A	N/A
¹ Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.										
² Side Street Stop Controlled intersection. Delays are reported for both the overall average delay / the approach with highest delay.										
³ 2021 January traffic counts were adjusted to pre-Covid 19 existing conditions using 2019 traffic counts.										

Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the left and U-turn movements where the project would add traffic at the intersection of North Milpitas Boulevard/Beresford Court/Town Center Drive. Vehicle queues were estimated using a Poisson probability distribution. 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 per signal cycle for a particular 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 movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The vehicle queuing estimates and a tabulated summary of the findings for the study intersections are provided in Tables 4 and 5. The analysis indicated that the estimated maximum vehicle queues would exceed the vehicle storage capacity at the southbound left turn of North Milpitas Boulevard and Beresford Court/Town Center Drive intersection.



Table 4
Vehicle Queuing Analysis Summary (Commute AM and PM Peak Hour)

Measurement	North Milpitas Blvd. & Beresford Ct.	
	SB Left Turn	NB Left Turn
<u>Existing (AM)</u>		
Cycle/Delay ¹ (sec)	60	60
Volume (vph)	138	91
Avg. Queue (veh)	2.3	1.5
Avg. Queue (ft.) ²	58	38
95th %. Queue (veh)	5	4
95th %. Queue (ft.) ²	125	100
Storage	125	300
Adequate (Y/N)	Y	Y
<u>Existing + Project (AM)</u>		
Cycle/Delay ¹ (sec)	60	60
Volume (vph)	160	241
Avg. Queue (veh)	2.7	4.0
Avg. Queue (ft.) ²	67	100
95th %. Queue (veh)	6	8
95th %. Queue (ft.) ²	150	200
Storage	125	300
Adequate (Y/N)	N	Y
<u>Existing (PM)</u>		
Cycle/Delay ¹ (sec)	90	90
Volume (vph)	204	198
Avg. Queue (veh)	5.1	5.0
Avg. Queue (ft.) ²	128	124
95th %. Queue (veh)	9	9
95th %. Queue (ft.) ²	225	225
Storage	125	300
Adequate (Y/N)	N	Y
<u>Existing + Project (PM)</u>		
Cycle/Delay ¹ (sec)	90	90
Volume (vph)	212	289
Avg. Queue (veh)	5.3	7.2
Avg. Queue (ft.) ²	133	181
95th %. Queue (veh)	9	12
95th %. Queue (ft.) ²	225	300
Storage	125	300
Adequate (Y/N)	N	Y
¹ Vehicle queue calculations based on cycle length for signalized intersections. ² Assumes 25 feet per vehicle queued		



Table 5
Vehicle Queuing Analysis Summary (School PM Peak Hour)

Measurement	North Milpitas Blvd. & Beresford Ct.	
	SB Left Turn	NB Left Turn
<u>Existing (School PM)</u>		
Cycle/Delay ¹ (sec)	60	60
Volume (vph)	245	242
Avg. Queue (veh)	4.1	4.0
Avg. Queue (ft.) ²	102	101
95th % Queue (veh)	8	8
95th % Queue (ft.) ²	200	200
Storage	125	300
Adequate (Y/N)	N	Y
<u>Existing + Project (School PM)</u>		
Cycle/Delay ¹ (sec)	60	60
Volume (vph)	263	358
Avg. Queue (veh)	4.4	6.0
Avg. Queue (ft.) ²	110	149
95th % Queue (veh)	8	10
95th % Queue (ft.) ²	200	250
Storage	125	300
Adequate (Y/N)	N	Y
¹ Vehicle queue calculations based on cycle length for signalized intersections. ² Assumes 25 feet per vehicle queued		

North Milpitas Boulevard and Beresford Court – Southbound Left turn

Under existing conditions, there is approximately 125 feet of storage capacity for the southbound left turn lane at the intersection of North Milpitas Boulevard and Beresford Court. The storage capacity is measured as the distance between the intersection crosswalk and the middle of the taper of the left turn pocket where turning vehicles queuing in the storage would not block the adjacent through traffic lane. Under existing conditions, the calculated 95th percentile queues would be 125, 200, and 225 feet during the AM, school PM, and commute PM peak hours, respectively. The 95th percentile queue under existing conditions would exceed the available storage by four vehicles during the school PM and commute PM peak hours. Traffic from the project would add 25 feet (or one vehicle) to the 95th percentile queue under existing plus project conditions relative to existing conditions during the AM peak hour. During the school PM and commute PM peak hours, project traffic would not be significant enough to increase the 95th percentile queue compared to those under existing conditions.

Because the project would add up to 25 feet (or one vehicle) to the 95th percentile queue during the AM peak hour only and the intersection is projected to operate at an acceptable LOS D or better under existing plus project conditions, signal timing changes such as (1) extended green times, (2) shortened traffic signal cycles, and/or (3) a left turn recall phase could be considered to reduce the potential vehicular spillover for the southbound left turn on North Milpitas Boulevard at Beresford Court.



Site Access and On-Site Circulation

This section describes the site access and on-site circulation for the proposed project. The site review is based on the conceptual site plan provided to Hexagon dated March 29, 2021 (See Figure 6).

Site Access and Project Driveways

The proposed project's access would be provided via two existing driveways (Driveways A and B) on Beresford Court and one existing driveway (Driveway C) on North Milpitas Boulevard. Driveways A and C would serve inbound and outbound traffic for elementary grade students, respectively. Driveway B would serve both inbound and outbound traffic for pre-school and pre-kindergarten students. All site driveways currently have one outbound lane and one inbound lane. Traffic operations at the site driveways were evaluated using TRAFFIX traffic analysis software based on the project trip assignment at the driveways, using queuing and delay. The gross project trip assignment at the site driveways is shown on Figure 4.

Driveway A is located on Beresford Court approximately 450 feet west of North Milpitas Boulevard. This driveway currently provides access to the staff parking and loading areas at the back of the existing retail store building. Existing traffic at this driveway is minimal. This driveway is slightly offset by approximately 30 feet from another driveway on opposite side of Beresford Court. There is perpendicular parking on both sides of the drive aisle connected to the driveway. Under project conditions, Driveway A would serve inbound elementary grade students and is projected to accommodate 93 AM, 56 school PM, and 24 commute PM inbound-only peak hour trips. Because this is primarily an entry access driveway with minimal outbound traffic, delay and queuing at the driveway would be minimal. The sight distance at this driveway was also observed in the field and determined to be adequate.

Driveway B is located on Beresford Court approximately 250 feet west of North Milpitas Boulevard. This driveway currently provides access to the main shopping center parking lot. This driveway is aligned with an opposite driveway on the other side of Beresford Court. Under project conditions, Driveway B would serve both inbound and outbound pre-school/pre-kindergarten students and is projected to accommodate 228 AM, 233 school PM, and 227 commute PM inbound-only peak hour trips. According to the LOS and queueing calculations, the southbound (exit) approach of Driveway B would operate at LOS F with 95th percentile queues of maximum 10 vehicles during the school PM and commute PM peak hours, there may be short periods where the queues would block access to nearby perpendicular parking stalls during the school and commute PM peak hours. The on-site queues would generally not interfere with traffic operations on Beresford Court. The sight distance at this driveway was also observed in the field and determined to be adequate.

Driveway C is located on North Milpitas Boulevard approximately 170 feet north of Beresford Court. This driveway will serve outbound elementary grade students exiting the project site. Because there is a median island opposite the driveway that prevents left turns into or out of the driveway, all exiting traffic will turn right onto southbound North Milpitas Boulevard. Driveway C is projected to accommodate 79 AM, 63 school PM, and 27 commute PM outbound peak hour trips. Based on the LOS and queueing calculations, the outbound movements from the project Driveway C would operate at LOS B or better with 95th percentile queues of 20 feet or shorter during the AM, school PM, and commute PM peak hours. The sight distance at this driveway was also observed in the field and determined to be adequate. The driveway has a clear throat depth of approximately 40 feet (approximately two vehicle's length) and on-site queues would generally not interfere with public street traffic operations.

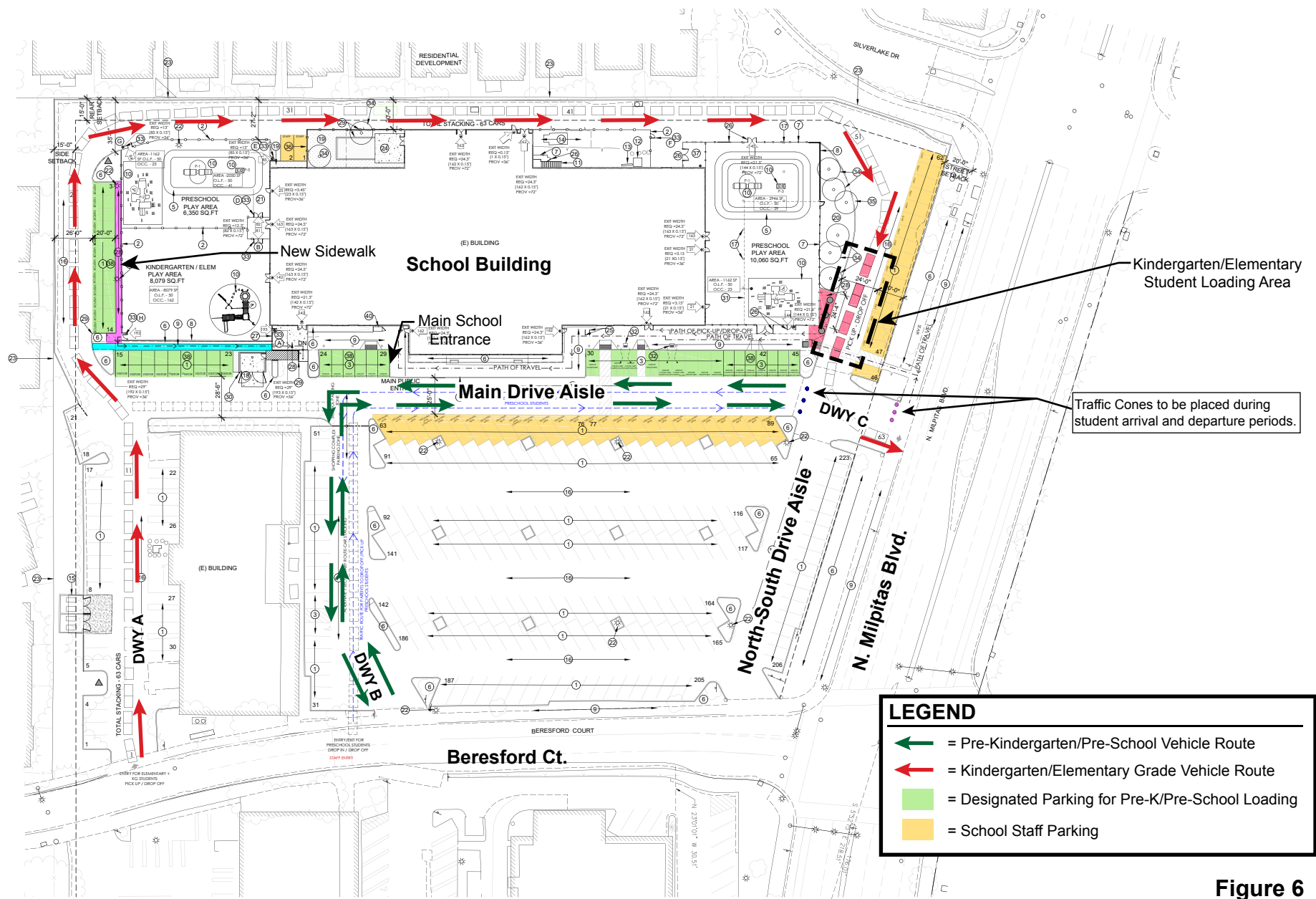


Figure 6
Project Site Plan



Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Upon entering the project site at Driveway A, private vehicles carrying kindergarten and elementary grade students would follow the north-south drive aisle behind the retail store building and proceed straight to west side of the school building, where vehicles would loop around the school building in a clockwise direction. The student loading/unloading area is located along on the east side of school building. After dropping off students at the student loading/unloading area, vehicles would exit the project site by turning left onto Driveway C and exit to North Milpitas Boulevard. For pre-K and pre-school students, vehicles would enter the project site at Driveway B about 200 feet to the east of Driveway A. Upon entering the project site, vehicles would follow the north-south drive aisle in front of the retail store building, turn right onto the east-west drive aisle in front of the school building main entrance, park their vehicles at one of the designated parking spaces for loading, and then escort students to the designated classrooms inside the school building. Additional parking with new sidewalk is available along the west side perimeter of the building for loading. For those who park on the west side of building farthest away from the main entrance, they would follow the same route as the elementary grade students when exiting the school. Because the arrival and departure schedules between the pre-K/pre-school and elementary grade students are staggered, it is anticipated that the additional traffic would not cause any operational issues to the loading/unloading area on the east side of the school building.

Pedestrian pathways along the front perimeter of the school building are shown on the site plan, providing continuous site pedestrian circulation and access between the main building entrance, loading area, and North Milpitas Boulevard.

According to the site operations plan, traffic cones would be placed on the inbound approach of Driveway C during student loading/unloading periods, such that the driveway would be converted to one-way traffic flow operation exiting the project site (eastbound) towards North Milpitas Boulevard. That is, inbound shopping mall traffic will be prohibited at Driveway C during those periods (Inbound shopping mall traffic will have to use driveways on Beresford Court). This temporary driveway traffic control would optimize traffic operations and minimize the likelihood of traffic gridlock at the intersection of the main drive aisle and north-south drive aisle before and after school. It is recommended that the driveway be continually monitored by school staff during initial implementation.

Additional traffic cones would also be placed at the east end of the main east-west drive aisle before intersecting with the north-south drive aisle where traffic exit from the elementary student loading area. It is anticipated that this temporary traffic control treatment would alleviate traffic congestion of exiting pre-school/pre-kindergarten traffic merging with those of the elementary student traffic.

Bike racks and lockers are shown near the main building entrance but the number of spaces provided are not shown on the site plan. City parking code does not specify bike parking requirements for schools. According to the VTA Transportation Impact Analysis Guidelines, a long term bike parking ratio of 1 space per 30 staff, and a short term bike parking ratio of 1 per 75 children is recommended.

Recommendation #1: Based on a total student population of 480 and 56 staff, the project should provide two long term and seven short term bike parking onsite consistent with VTA Transportation Impact Analysis Guidelines requirements.

Figure 7 shows the locations of the recommended improvements.

Student Loading Operations

According to the project site plan, passenger drop off and parking areas will be provided onsite. Since student loading activities will occur onsite, adequate drop-off/pick-up space should be provided. Figure 7 shows the locations of the recommended improvements.

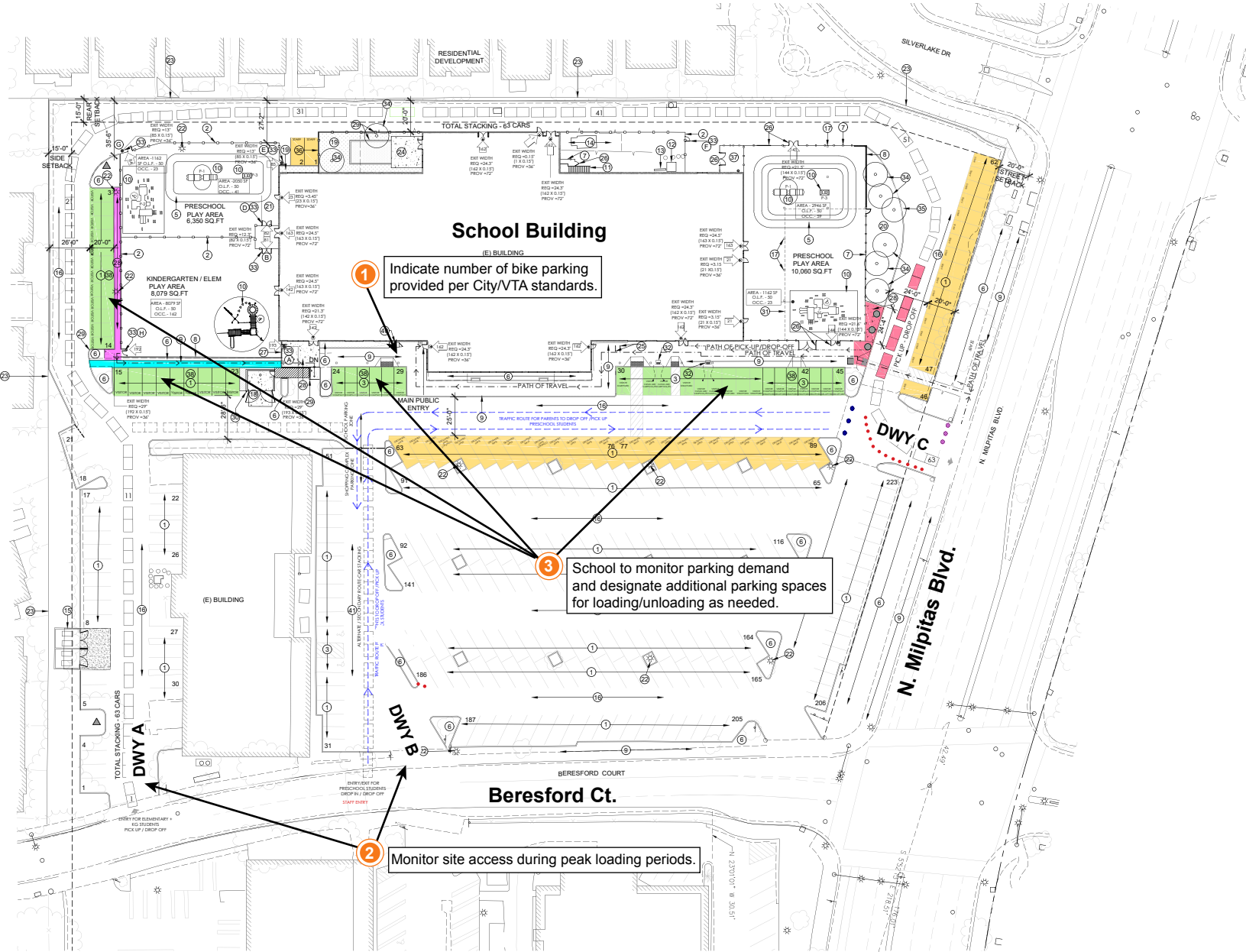


Figure 7
Recommended Operational Improvements



Kindergarten and Elementary Grade Students

As previously mentioned, kindergarten and elementary grade students will use the pick-up/drop-off area on the east side of the school building. Based on information provided by Stratford, historically, approximately 10 percent of the students participate in the morning extended day program and will arrive in school between 7:00 AM and 8:00 AM. The other 90 percent of the students will arrive between 7:45 AM and 8:15 AM. The loading area will accommodate four vehicles at any given time. School staff will be positioned at each loading space to help unload students and direct them to the waiting area. A security guard will then direct unloaded vehicles forward to exit the school in order to allow the next group of four vehicles into the loading area. This process continues until all vehicles are unloaded. School security guards will be assigned at key locations to monitor the flow of traffic in order to ensure safety and compliance with arrival procedures.

In the afternoon, approximately 40 percent of the students will be picked up by their parents between 3:30 PM and 4:00 PM. The other 60 percent of the students who participate in the afternoon program will be picked up randomly before 6:00 PM. Vehicles will queue in the loop around the school building toward the loading area. Parents will be provided with placards with their child's name and room number to be placed on the visor of their vehicles for identification. School staff will be positioned at each loading space to help load students into the appropriate vehicle. Another school staffer will walk along the vehicle queue and relay the names of students to the waiting area so that students ready to be picked up are lined up and escorted to the appropriate loading space. A security guard will then direct unloaded vehicles forward to exit the school in order to allow the next group of four vehicles into the loading area. School security guards will be assigned at key locations to monitor the flow of traffic in order to ensure safety and compliance with departure procedures.

The adequacy of the onsite drop-off/pick-up areas was evaluated based on data collected from three sources: A Texas Transportation Institute paper entitled *Traffic Operations and Safety at Schools: Recommended Guidelines*; a 2010 ITE technical paper by Dustin W. Qualls P.E. PTOE entitled *The Greening of Student Pick-Ups at School Dismissal*; and research conducted by Hexagon at other schools in the Bay Area. Based on our research, the proposed school should provide approximately 1.5 feet of loading/queuing space for each kindergarten and elementary student. Thus, the project should provide approximately 290 linear feet for loading zones and onsite vehicle queuing space for 96 kindergarten and 96 elementary students (192 total), as shown below.

$$192 \text{ students} \times 1.5 \text{ feet per student (average)} = 288 \text{ linear feet}$$

Based on the proposed site plan, the school area provides a drop off loop that would be approximately 1,200 linear feet. Thus, it is anticipated that the project will provide adequate onsite vehicle storage during the peak student loading periods of the day. Although onsite vehicle storage is anticipated to be adequate during the peak student loading periods, it is possible that unforeseeable events inside the project site could cause vehicle queues to spillback to Beresford Court. Once the school opens, traffic operations during the AM and school PM peak periods of student loading should be monitored in order to ensure that safe and efficient site access and circulation is being achieved.

Recommendation #2: It is recommended that the proposed project monitor site access during peak loading periods to identify any recurring operational problems which could cause vehicular spillback to impede through traffic on Beresford Court. If any operational problems surface, the project shall prepare a traffic circulation study to identify the causes and solutions.

Pre-Kindergarten and Pre-School Students

Pre-Kindergarten and Pre-School students will use the designated visitor parking area in front of the school main entrance for loading and unloading. Students will be escorted into the building by their parents while the vehicles are parked.

There will be 43 designated parking spaces in front of the school main entrance and on the west side of the school building for loading students for pre-kindergarten and pre-school students. For these age groups, parent must park at the designated parking spaces and escort their children to the designated classrooms inside the school building. The operation will be supervised by school staff, who will help facilitate pedestrian and vehicle flow through the site. In the morning, the majority (approximately 90



percent) of unloading at the parking lot would occur between 8:15 AM and 8:45 AM. The remaining 10 percent of students would be unloaded between 7:00 AM and 8:00 AM during the morning extended day period. In the afternoon, the approximately 40 percent of loading would occur between 3:00 PM and 3:30 PM, while the remaining percentage would be picked up randomly before 6:00 PM during the afternoon extended day period.

Recommendation #3: The 43 designated parking spaces provided onsite meets City standards for pre-kindergarten and pre-school student loading and unloading⁴. However, every school has unique characteristics in terms of student arrival/departure patterns, parent dwelling times, and location setting, so parking demand ratios can vary within a wide range. Since there would be plenty of parking supply available within the shopping center, it is recommended that the school monitor the project parking demand and designate additional parking spaces for loading/unloading if needed.

Impacts to Transit, Bikes, and Pedestrians

Overall, it is anticipated that the volume of pedestrian and bike trips generated by the project would not exceed the carrying capacity of the existing sidewalks, crosswalks, and bike facilities on streets surrounding the site. The predominant travel mode for private school students tends to be motor vehicles. According to the VTA CMP Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies; or (3) it would provide insufficient bike parking and storage in accordance with the City's ordinance or, if none, VTA Bicycle Technical Guidelines. Construction of the proposed project, with the implementation of the recommendations in this report, would not cause any of these criteria to be met. Consequently, the proposed project would not create an adverse impact to pedestrian or bicycle facilities in the area.

It is anticipated that the project would result in few additional transit riders, as most traffic would be generated via the drop off/pick up of young children. Most riders could be expected to be school staff. The low volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site. The VTA TIA Technical Guidelines state that a project would create an impact on transit if: (1) it would generate a demand for additional transit services that require enhancements on transit service, access or facilities; or (2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users (e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit). The project, by itself, would not require additional transit service to the area or improvements to existing transit service frequencies. Nor would the project preclude, modify or otherwise affect existing or proposed transit projects or policies identified by the VTA. Consequently, the proposed project would not create an adverse impact to transit service in the area.

Conclusions

The effects of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of Milpitas. The analysis resulted in the following key findings:

- A VMT review was conducted to assess the potential impacts caused by the proposed project. Because the project would have less than 50,000 square feet of floor space, and its trip generation characteristics would be similar to a local-serving retail land use, it is anticipated that the project's VMT impact would be *less than significant*.
- Under existing plus project conditions, all of the study intersections, with the exception of Driveway B on Beresford Court, would operate at an acceptable LOS during the AM and PM peak hours per City LOS standards.

⁴ Section XI-10-53.09 of City Code requires: One (1) parking space per six (6) children up to five (5) spaces and thereafter one (1) space per ten (10) children for loading and unloading.



The analysis also produced the following recommendations:

- The project should provide two long term and seven short term bike parking onsite consistent with VTA Transportation Impact Analysis Guidelines requirements.
- It is recommended that the proposed project monitor site access during peak loading periods to identify any recurring operational problems which could cause vehicular spillback to impede through traffic on Beresford Court. If any operational problems surface, the project shall prepare a traffic circulation study to identify the causes and solutions.
- The 43 designated parking spaces provided onsite meets City standards for pre-kindergarten and pre-school student loading and unloading. However, every school has unique characteristics in terms of student arrival/departure patterns, parent dwelling times, and location setting, so parking demand ratios can vary within a wide range. Since there would be plenty of parking supply available within the shopping center, it is recommended that the school monitor the project parking demand and designate additional parking spaces for loading/unloading if needed.

Appendix A

Traffic Counts



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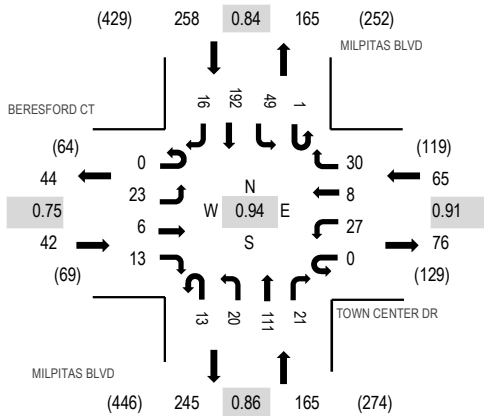
Location: 1 MILPITAS BLVD & TOWN CENTER DR AM

Date: Tuesday, January 12, 2021

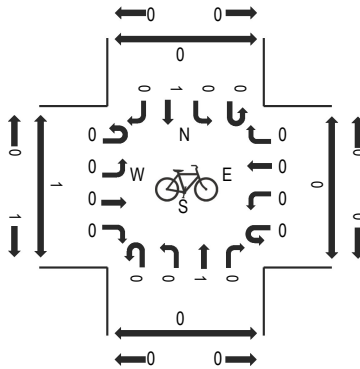
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

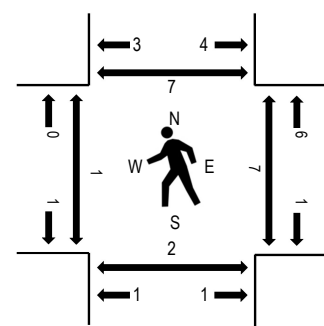
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BERESFORD CT Eastbound				TOWN CENTER DR Westbound				MILPITAS BLVD Northbound				MILPITAS BLVD 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	0	3	1	4	0	4	0	1	5	4	13	2	0	8	29	2	76	361	2	1	0	0
7:15 AM	0	1	1	2	0	6	3	6	8	3	11	6	0	8	33	0	88	419	0	0	0	0
7:30 AM	0	1	1	3	0	10	3	4	4	0	16	3	0	3	36	1	85	472	0	1	0	0
7:45 AM	0	3	4	3	0	9	1	7	3	3	21	7	0	9	42	0	112	523	1	0	1	0
8:00 AM	0	6	2	1	0	7	4	8	5	3	25	6	0	11	49	7	134	530	0	2	0	0
8:15 AM	0	8	0	6	0	5	1	9	2	4	24	4	0	12	63	3	141		1	2	1	2
8:30 AM	0	3	2	2	0	10	2	6	4	5	29	6	1	13	49	4	136		0	2	0	1
8:45 AM	0	6	2	4	0	5	1	7	2	8	33	5	0	13	31	2	119		0	1	1	4

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	6	13	0	24	8	30	13	19	107	20	1	48	188	16	516
Mediums	0	0	0	0	0	3	0	0	0	1	4	1	0	1	4	0	14
Total	0	23	6	13	0	27	8	30	13	20	111	21	1	49	192	16	530



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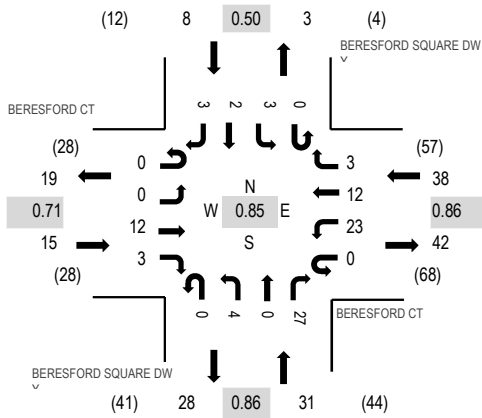
Location: 2 BERESFORD SQUARE DWY & BERESFORD CT AM

Date: Tuesday, January 12, 2021

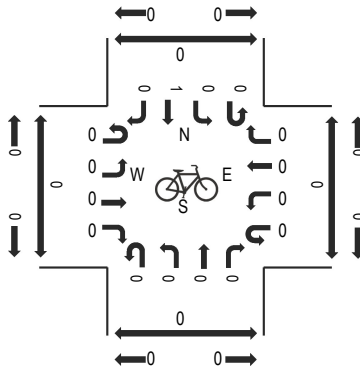
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

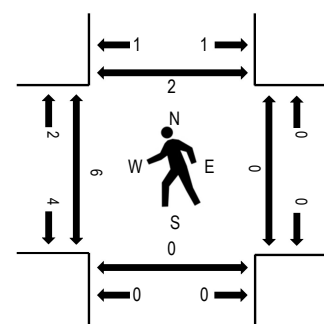
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BERESFORD CT Eastbound				BERESFORD CT Westbound				BERESFORD SQUARE DWY Northbound				BERESFORD SQUARE DWY 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	0	0	2	1	0	2	4	0	0	0	0	5	0	1	0	0	15	49	1	0	0	1
7:15 AM	0	0	2	0	0	2	2	1	0	0	0	1	0	0	1	0	9	56	0	0	0	0
7:30 AM	0	0	3	0	0	3	0	0	0	1	0	1	0	1	0	0	9	74	0	0	0	0
7:45 AM	0	0	4	1	0	3	2	0	0	0	0	5	0	1	0	0	16	85	3	0	0	2
8:00 AM	0	0	1	0	0	7	2	2	0	0	0	8	0	0	0	2	22	92	2	0	0	1
8:15 AM	0	0	5	1	0	4	4	0	0	1	0	8	0	1	2	1	27		1	0	0	1
8:30 AM	0	0	3	2	0	7	2	0	0	2	0	4	0	0	0	0	20		1	0	0	0
8:45 AM	0	0	3	0	0	5	4	1	0	1	0	7	0	2	0	0	23		2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	12	3	0	23	11	3	0	4	0	27	0	3	2	3	91
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	12	3	0	23	12	3	0	4	0	27	0	3	2	3	92



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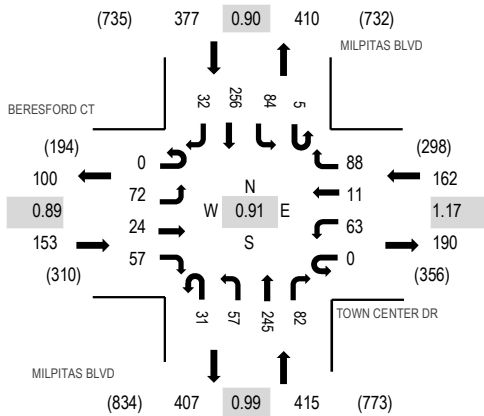
Location: 1 MILPITAS BLVD & TOWN CENTER DR PM

Date: Tuesday, January 12, 2021

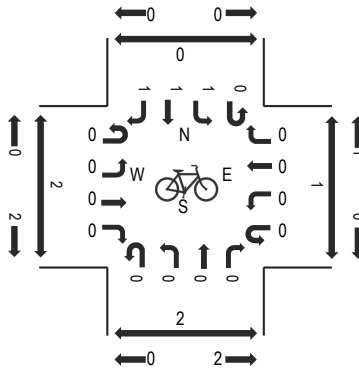
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

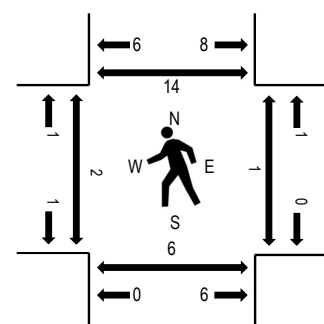
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BERESFORD CT Eastbound				TOWN CENTER DR Westbound				MILPITAS BLVD Northbound				MILPITAS BLVD 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
2:00 PM	0	20	7	14	0	18	4	17	7	15	53	19	2	16	69	7	268	1,009	1	0	0	1
2:15 PM	0	17	6	21	0	16	2	20	5	16	49	19	0	17	52	5	245	993	1	0	0	2
2:30 PM	0	14	7	19	0	21	5	14	9	12	46	12	0	21	73	3	256	997	0	1	0	1
2:45 PM	0	10	6	16	0	11	2	6	7	17	54	18	0	18	69	6	240	1,046	1	3	1	3
3:00 PM	0	19	5	13	0	12	6	22	9	12	55	20	1	16	57	5	252	1,107	1	0	2	2
3:15 PM	0	21	9	11	0	14	3	26	7	16	61	15	1	10	49	6	249		0	0	3	5
3:30 PM	0	12	5	25	0	19	0	19	9	13	67	21	3	32	69	11	305		1	1	1	6
3:45 PM	0	20	5	8	0	18	2	21	6	16	62	26	0	26	81	10	301		0	0	0	1

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	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Lights	0	70	24	56	0	63	11	88	30	56	238	81	5	84	250	32	1,088
Mediums	0	1	0	1	0	0	0	0	1	0	6	1	0	0	6	0	16
Total	0	72	24	57	0	63	11	88	31	57	245	82	5	84	256	32	1,107



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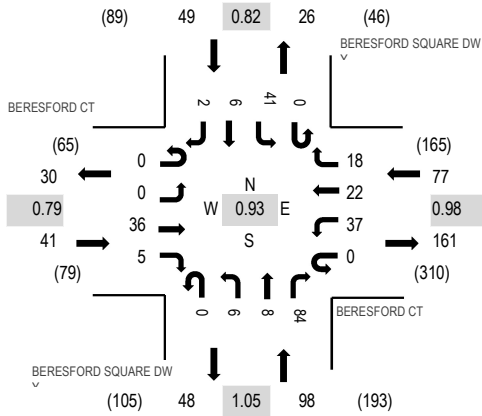
Location: 2 BERESFORD SQUARE DWY & BERESFORD CT PM

Date: Tuesday, January 12, 2021

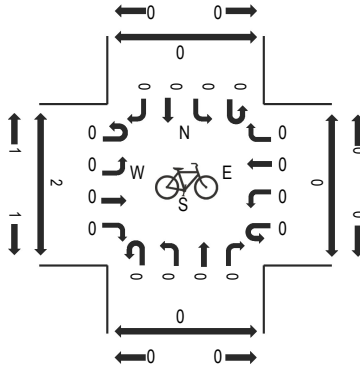
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:00 PM - 02:15 PM

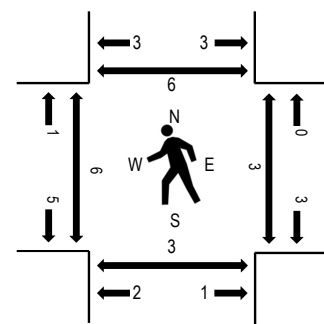
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BERESFORD CT Eastbound				BERESFORD CT Westbound				BERESFORD SQUARE DWY Northbound				BERESFORD SQUARE DWY 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
2:00 PM	0	0	9	1	0	13	6	3	0	4	1	23	0	9	2	0	71	265	1	0	1	0
2:15 PM	0	0	10	3	0	6	6	3	0	0	6	22	0	11	2	2	71	255	2	0	0	1
2:30 PM	0	0	9	1	0	8	3	7	0	1	1	21	0	12	1	0	64	253	0	0	0	2
2:45 PM	0	0	8	0	0	10	7	5	0	1	0	18	0	9	1	0	59	256	3	3	2	3
3:00 PM	0	0	7	2	0	9	5	4	0	1	4	21	0	7	1	0	61	261	3	0	0	3
3:15 PM	0	0	11	1	0	12	10	1	0	2	1	22	0	7	2	0	69		5	3	0	8
3:30 PM	0	0	11	1	0	11	6	5	0	1	1	17	0	14	0	0	67		2	1	0	4
3:45 PM	0	0	2	3	0	14	8	3	0	2	1	22	0	8	1	0	64		2	0	0	1

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	34	5	0	37	22	18	0	6	8	84	0	41	6	2	263
Mediums	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	36	5	0	37	22	18	0	6	8	84	0	41	6	2	265



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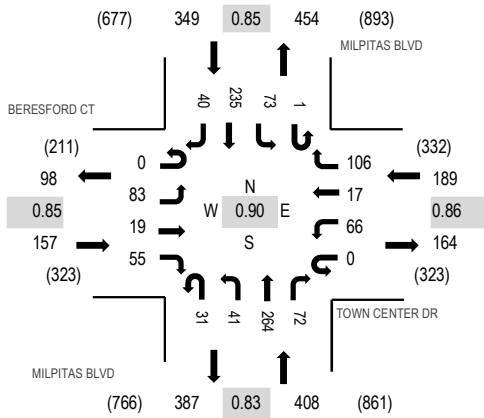
Location: 1 MILPITAS BLVD & TOWN CENTER DR PM

Date: Tuesday, January 12, 2021

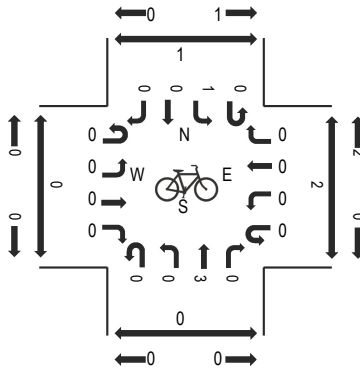
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

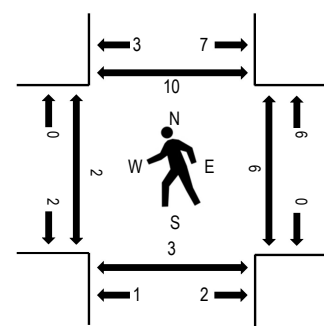
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BERESFORD CT				TOWN CENTER DR				MILPITAS BLVD				MILPITAS BLVD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	18	5	13	0	12	5	29	6	14	67	23	0	25	52	5	274	1,103	2	3	1	4
4:15 PM	0	23	2	19	0	19	6	30	11	10	68	15	1	21	67	16	308	1,092	0	0	0	0
4:30 PM	0	24	7	12	0	19	4	27	5	9	68	22	0	15	56	4	272	1,069	0	3	1	3
4:45 PM	0	18	5	11	0	16	2	20	9	8	61	12	0	12	60	15	249	1,070	0	0	1	3
5:00 PM	0	20	5	14	0	11	4	27	9	12	60	10	0	21	62	8	263	1,090	1	3	0	4
5:15 PM	0	21	7	12	0	10	5	18	10	19	87	21	0	14	52	9	285		1	3	1	5
5:30 PM	0	21	5	23	0	17	3	14	8	22	58	20	0	17	57	8	273		0	5	2	1
5:45 PM	0	20	7	11	0	14	2	18	9	16	75	17	0	15	60	5	269		0	0	1	1

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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Lights	0	83	18	55	0	66	17	105	31	41	259	72	1	70	230	39	1,087
Mediums	0	0	0	0	0	0	0	1	0	0	5	0	0	3	5	0	14
Total	0	83	19	55	0	66	17	106	31	41	264	72	1	73	235	40	1,103



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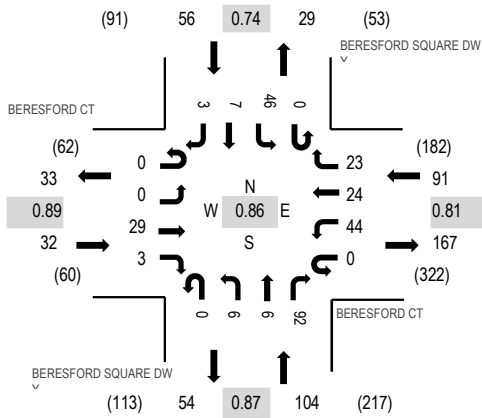
Location: 2 BERESFORD SQUARE DWY & BERESFORD CT PM

Date: Tuesday, January 12, 2021

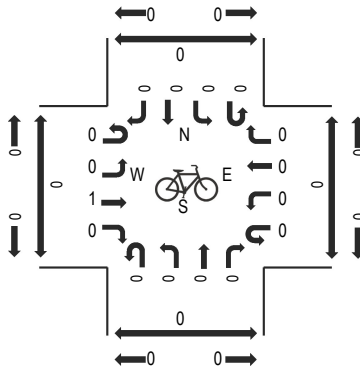
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

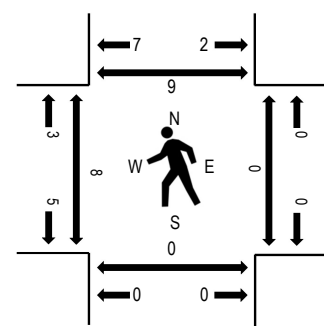
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BERESFORD CT Eastbound				BERESFORD CT Westbound				BERESFORD SQUARE DWY Northbound				BERESFORD SQUARE DWY 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
4:00 PM	0	0	8	0	0	7	8	4	0	0	1	20	0	7	0	0	55	267	2	0	0	5
4:15 PM	0	0	7	2	0	21	6	5	0	0	2	29	0	11	2	0	85	275	2	0	0	1
4:30 PM	0	0	6	1	0	8	7	1	0	1	1	26	0	7	2	0	60	259	5	0	0	3
4:45 PM	0	0	4	0	0	14	6	4	0	1	6	26	0	4	2	0	67	281	5	0	1	4
5:00 PM	0	0	9	0	0	10	4	3	0	1	2	20	0	11	2	1	63	283	3	0	0	4
5:15 PM	0	0	8	1	0	14	6	4	0	2	2	26	0	4	2	0	69		3	0	0	3
5:30 PM	0	0	7	1	0	10	8	11	0	1	0	25	0	18	0	1	82		2	0	0	2
5:45 PM	0	0	5	1	0	10	6	5	0	2	2	21	0	13	3	1	69		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	29	3	0	44	24	23	0	6	6	91	0	46	7	3	282
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	29	3	0	44	24	23	0	6	6	92	0	46	7	3	283

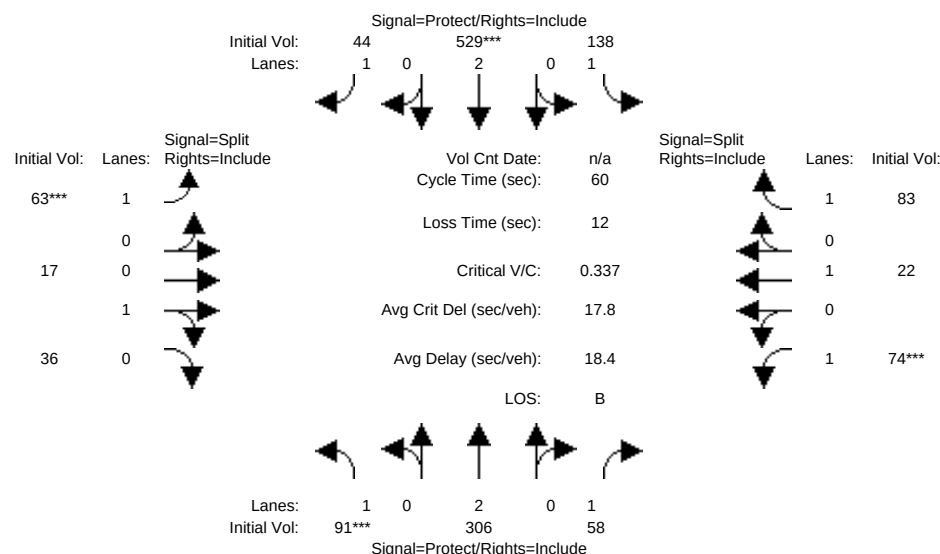
Appendix B

Level of Service Calculations

Milpitas Stratford School

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

Intersection #1: N. Milpitas Blvd and Beresford /Town Center



Street Name:	N. Milpitas Blvd						Beresford CourtTown Center 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:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	91	306	58	138	529	44	63	17	36	74	22	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	306	58	138	529	44	63	17	36	74	22	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	306	58	138	529	44	63	17	36	74	22	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:	91	306	58	138	529	44	63	17	36	74	22	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	306	58	138	529	44	63	17	36	74	22	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:	91	306	58	138	529	44	63	17	36	74	22	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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	576	1220	1750	1900	1750

Capacity Analysis Module:

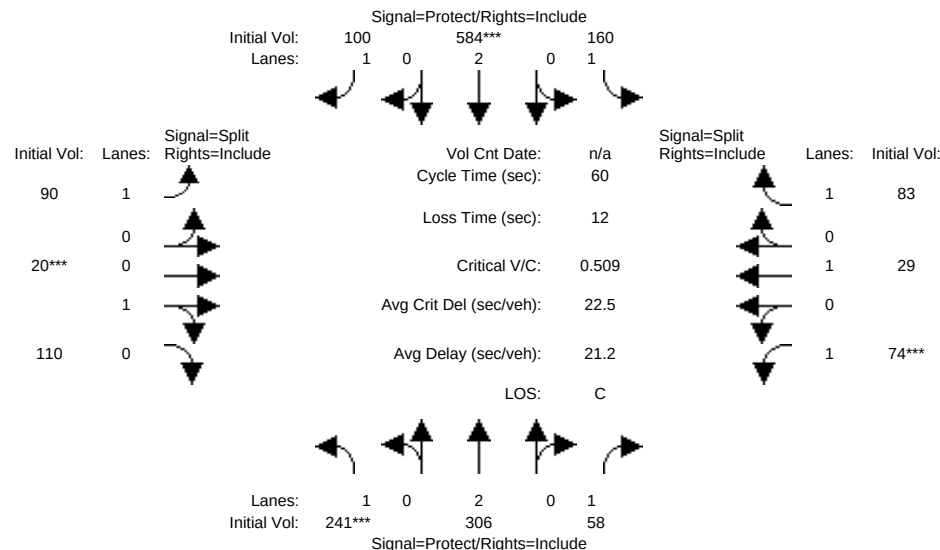
Vol/Sat:	0.05	0.08	0.03	0.08	0.14	0.03	0.04	0.03	0.03	0.04	0.01	0.05
Crit Moves:	****				****		****			****		
Green Time:	7.6	16.5	16.5	11.5	20.4	20.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.41	0.29	0.12	0.41	0.41	0.07	0.22	0.18	0.18	0.25	0.07	0.28
Delay/Veh:	25.4	17.3	16.4	22.1	15.4	13.5	22.0	21.8	21.8	22.2	21.2	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	17.3	16.4	22.1	15.4	13.5	22.0	21.8	21.8	22.2	21.2	22.4
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	5	2	6	8	1	3	2	2	3	1	3

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

Milpitas Stratford School

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

Intersection #1: N. Milpitas Blvd and Beresford /Town Center



Street Name:	N. Milpitas Blvd			Beresford CourtTown Center Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	91	306	58	138	529	44	63	17	36	74	22	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	306	58	138	529	44	63	17	36	74	22	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	150	0	0	22	55	56	27	3	74	0	7	0
Initial Fut:	241	306	58	160	584	100	90	20	110	74	29	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:	241	306	58	160	584	100	90	20	110	74	29	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	306	58	160	584	100	90	20	110	74	29	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
Final Volume:	241	306	58	160	584	100	90	20	110	74	29	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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.14	0.86	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	273	1499	1750	1900	1750

Capacity Analysis Module:

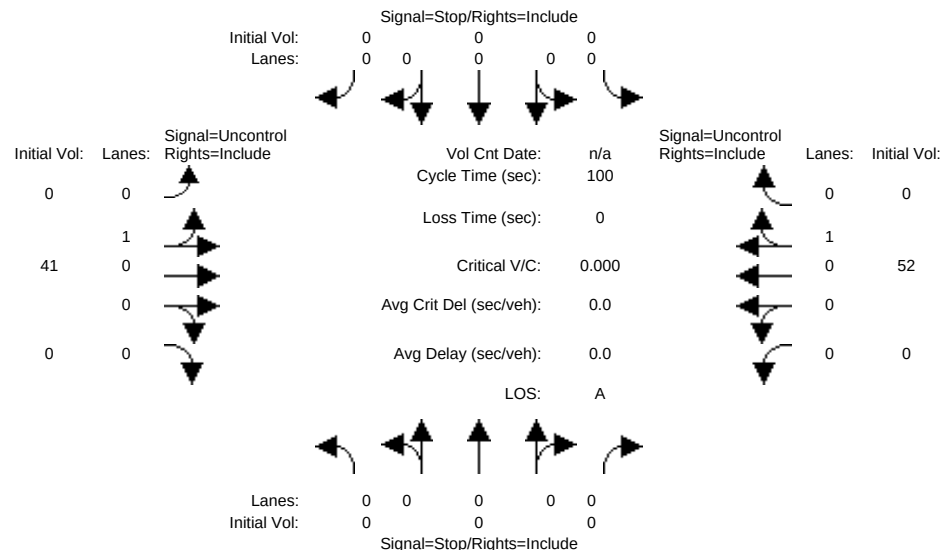
Vol/Sat:	0.14	0.08	0.03	0.09	0.15	0.06	0.05	0.07	0.07	0.04	0.02	0.05
Crit Moves:	***				***		***			***		
Green Time:	13.2	16.5	16.5	11.5	14.8	14.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.62	0.29	0.12	0.48	0.62	0.23	0.31	0.44	0.44	0.25	0.09	0.28
Delay/Veh:	24.3	17.3	16.4	22.6	21.5	18.4	22.6	23.5	23.5	22.2	21.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	17.3	16.4	22.6	21.5	18.4	22.6	23.5	23.5	22.2	21.3	22.4
LOS by Move:	C	B	B	C	C	B	C	C	C	C	C	C
HCM2k95thQ:	11	5	2	7	11	4	4	6	6	3	1	3

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

Milpitas Stratford School

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

Intersection #2: Project Site Driveway A



Street Name: Project Driveway A Beresford Court

Approach: North Bound South Bound East Bound West Bound

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

Volume Module:													
Base Vol:	0	0	0	0	0	0	0	41	0	0	52	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	41	0	0	52	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	41	0	0	52	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	41	0	0	52	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	41	0	0	52	0	0

Critical Gap Module:

Critical Gp:xxxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx

FollowUpTim:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx

Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

Potent Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

Move Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx

LOS by Move: * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx

Shared LOS: * * * * *

ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: * * * *

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	41		0		0	52		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

----- ----- ----- ----- -----																					
Approach:		North Bound					South Bound					East Bound					West Bound				
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----																					
Control:		Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:		0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	52	0	0	
----- ----- ----- ----- -----																					
Major Street Volume:							93														
Minor Approach Volume:							0														
Minor Approach Volume Threshold:							853														

SIGNAL WARRANT DISCLAIMER

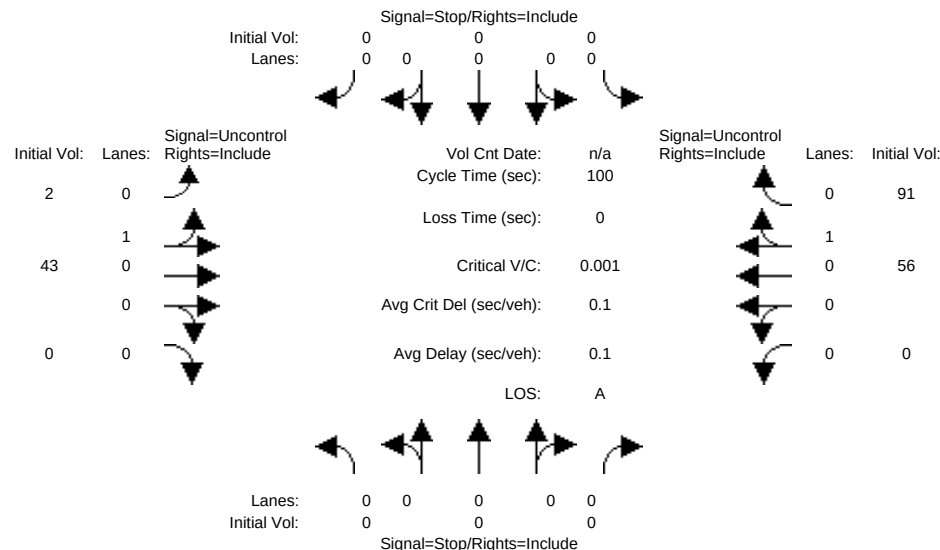
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Milpitas Stratford School

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

Intersection #2: Project Site Driveway A



Street Name: Project Driveway A Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	41	0	0	52	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	41	0	0	52	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	2	2	0	4	91
Initial Fut:	0	0	0	0	0	0	0	2	43	0	56	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2	43	0	56	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	2	43	0	56	91

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1447	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	0	0	0	0	0	0	0	0	0	2	43	0	0	56	91	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	0	0	0	0	0	0	0	0	0	2	43	0	0	56	91	
Major Street Volume:					192											
Minor Approach Volume:					0											
Minor Approach Volume Threshold:					660											

SIGNAL WARRANT DISCLAIMER

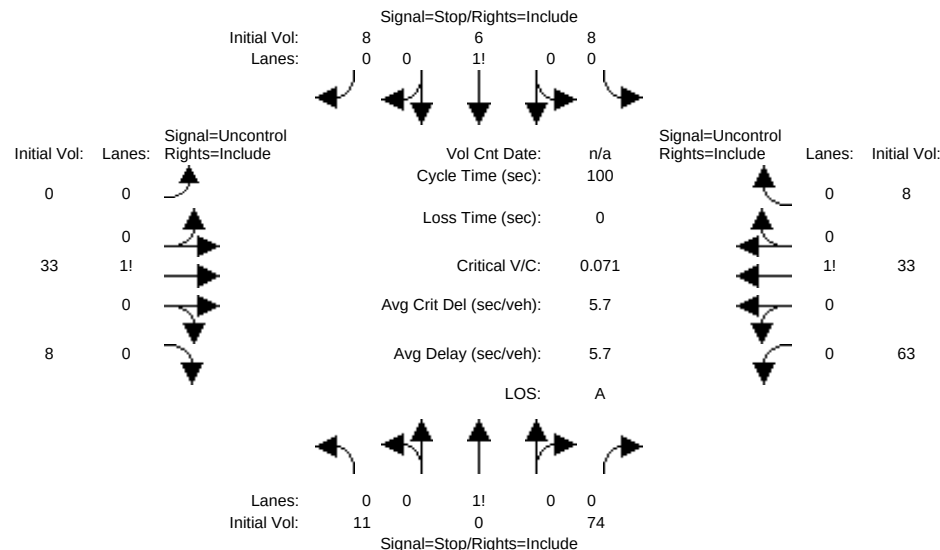
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Milpitas Stratford School

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

Intersection #3: Project Driveway B



Street Name: Project Driveway B Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	11	0	74	8	6	8	0	33	8	63	33	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:	11	0	74	8	6	8	0	33	8	63	33	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	74	8	6	8	0	33	8	63	33	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:	11	0	74	8	6	8	0	33	8	63	33	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	74	8	6	8	0	33	8	63	33	8

Critical Gap Module:

Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	207	204	37	237	204	37	xxxx	xxxx	xxxxx	41	xxxx	xxxxx
Potent Cap.:	755	696	1041	722	696	1041	xxxx	xxxx	xxxxx	1581	xxxx	xxxxx
Move Cap.:	721	667	1041	649	667	1041	xxxx	xxxx	xxxxx	1581	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.07	0.01	0.01	0.01	xxxx	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	984	xxxxx	xxxx	759	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.0	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.0			9.9			xxxxxx		xxxxxx			
ApproachLOS:	A			A			*		*		*	

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 0 1 0      0 0 1! 0 0
Initial Vol:    11 0 74        8 6 8          0 33 8          63 33 8
ApproachDel:     9.0            9.9            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

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

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=85]

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

Signal Warrant Rule #3: [approach count=4][total volume=252]

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

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

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

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

Signal Warrant Rule #2: [approach volume=22]

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

Signal Warrant Rule #3: [approach count=4][total volume=252]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 0 1 0      0 0 1! 0 0
Initial Vol:    11 0 74        8 6 8          0 33 8          63 33 8
-----|-----|-----|-----|-----|

```

Major Street Volume: 145

Minor Approach Volume: 85

Minor Approach Volume Threshold: 734

SIGNAL WARRANT DISCLAIMER

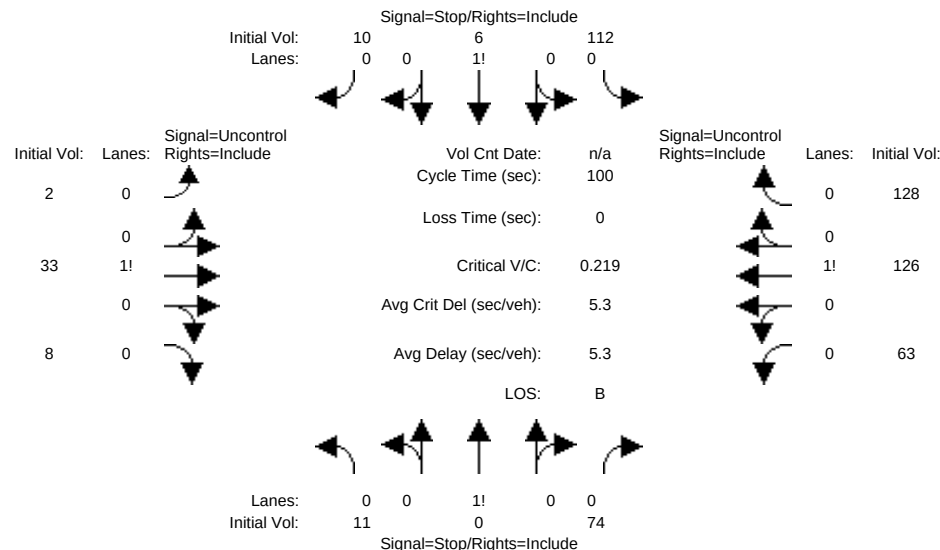
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Milpitas Stratford School

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

Intersection #3: Project Driveway B



Street Name: Project Driveway B Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:													
Base Vol:	11	0	74	8	6	8	0	33	8	63	33	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:	11	0	74	8	6	8	0	33	8	63	33	8	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Project:	0	0	0	104	0	2	2	0	0	0	93	120	
Initial Fut:	11	0	74	112	6	10	2	33	8	63	126	128	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	11	0	74	112	6	10	2	33	8	63	126	128	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Final Volume:	11	0	74	112	6	10	2	33	8	63	126	128	

Critical Gap Module:													
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	

Capacity Module:													
Cnflct Vol:	365	421	37	394	361	190	254	xxxx	xxxxx	41	xxxx	xxxxx	
Potent Cap.:	595	527	1041	569	569	857	1323	xxxx	xxxxx	1581	xxxx	xxxxx	
Move Cap.:	564	504	1041	512	545	857	1323	xxxx	xxxxx	1581	xxxx	xxxxx	
Volume/Cap:	0.02	0.00	0.07	0.22	0.01	0.01	0.00	xxxx	xxxx	0.04	xxxx	xxxx	

Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.4	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*	
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	938	xxxxx	xxxx	530	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	9.2	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*	
ApproachDel:	9.2			13.9			xxxxxx			xxxxxx			
ApproachLOS:	A			B			*			*			

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    11  0  74      112  6  10      2  33  8      63 126 128
ApproachDel:     9.2          13.9          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

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

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=85]

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

Signal Warrant Rule #3: [approach count=4][total volume=573]

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

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

Signal Warrant Rule #1: [vehicle-hours=0.5]

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

Signal Warrant Rule #2: [approach volume=128]

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

Signal Warrant Rule #3: [approach count=4][total volume=573]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    11  0  74      112  6  10      2  33  8      63 126 128
-----|-----|-----|-----|-----|

```

Major Street Volume: 360

Minor Approach Volume: 128

Minor Approach Volume Threshold: 492

SIGNAL WARRANT DISCLAIMER

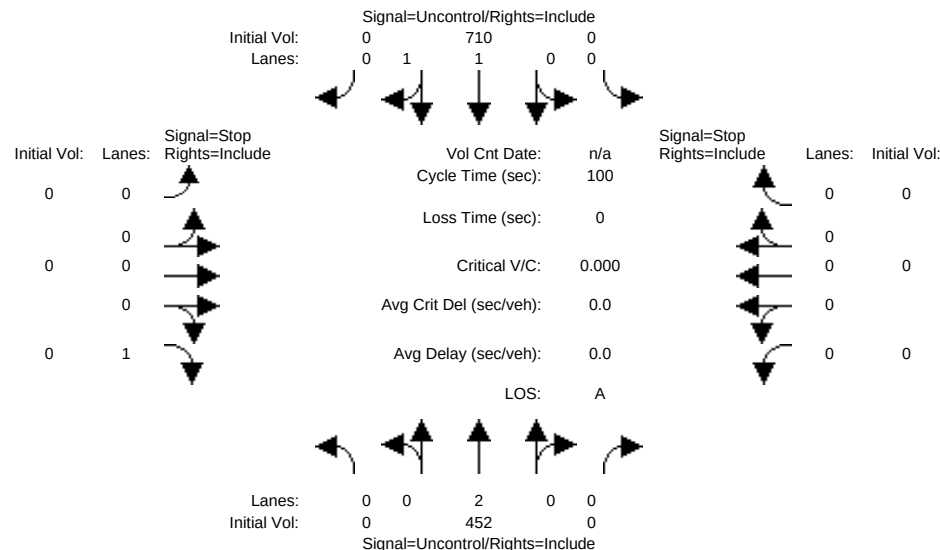
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Milpitas Stratford School

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

Intersection #4: N Milpitas Blvd and Project Driveway C



Street Name: N Milpitas Blvd Project Driveway C

Approach: North Bound South Bound East Bound West Bound

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

Volume Module:

Base Vol:	0	452	0	0	710	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	452	0	0	710	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	452	0	0	710	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	452	0	0	710	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	452	0	0	710	0	0	0	0	0	0

Critical Gap Module:

Critical Gap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 6.9 xxxxxx xxxxxx xxxxxx

FollowUpTim: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.3 xxxxxx xxxxxx xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	355	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	647	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	647	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: * * * * *

ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: * * *

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

Peak Hour Delay Signal Warrant Report

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 452 0	0 710 0	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 452 0	0 710 0	0 0 0	0 0 0
Major Street Volume:	1162			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	233			

SIGNAL WARRANT DISCLAIMER

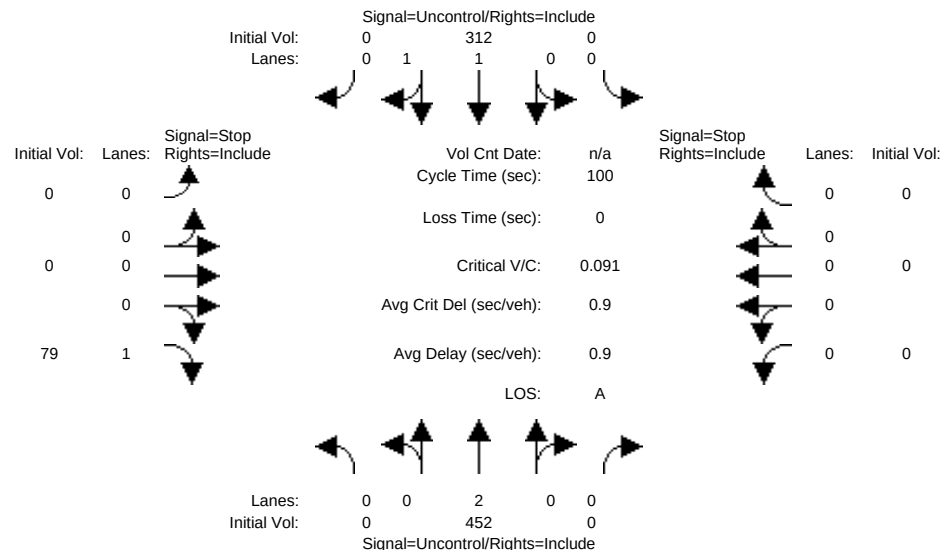
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Milpitas Stratford School

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

Intersection #4: N Milpitas Blvd and Project Driveway C



Street Name: N Milpitas Blvd Project Driveway C

Approach: North Bound South Bound East Bound West Bound

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

Volume Module:

Base Vol:	0	452	0	0	258	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	452	0	0	258	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	54	0	0	0	79	0	0
Initial Fut:	0	452	0	0	312	0	0	0	79	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	452	0	0	312	0	0	0	79	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	452	0	0	312	0	0	0	79	0	0

Critical Gap Module:

Critical Gp: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.9 xxxxx xxxxx xxxxx

FollowUpTim: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	156	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	868	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	868	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	9.6	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						9.6	xxxxxx		
ApproachLOS:	*		*						A	*		

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

Peak Hour Delay Signal Warrant Report

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 452 0	0 312 0	0 0 79	0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.6	xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=79]

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

Signal Warrant Rule #3: [approach count=3][total volume=843]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 452 0	0 312 0	0 0 79	0 0 0

Major Street Volume: 764

Minor Approach Volume: 79

Minor Approach Volume Threshold: 378

SIGNAL WARRANT DISCLAIMER

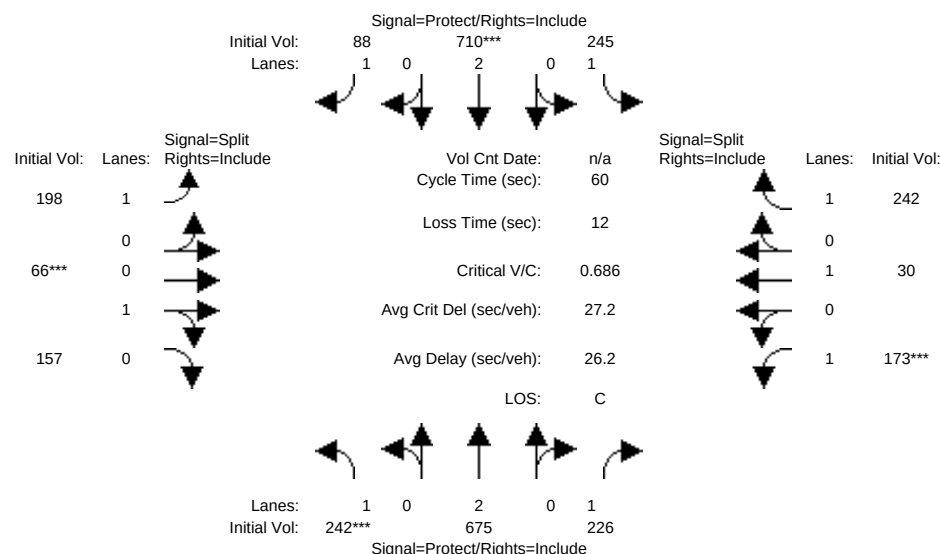
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software,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

Milpitas Stratford School

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

Intersection #1: N. Milpitas Blvd and Beresford /Town Center



Street Name:	N. Milpitas Blvd						Beresford CourtTown Center 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:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	675	226	245	710	88	198	66	157	173	30	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	675	226	245	710	88	198	66	157	173	30	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	675	226	245	710	88	198	66	157	173	30	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	675	226	245	710	88	198	66	157	173	30	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	675	226	245	710	88	198	66	157	173	30	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	675	226	245	710	88	198	66	157	173	30	242

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.28	0.72	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	530	1262	1750	1900	1750

Capacity Analysis Module:

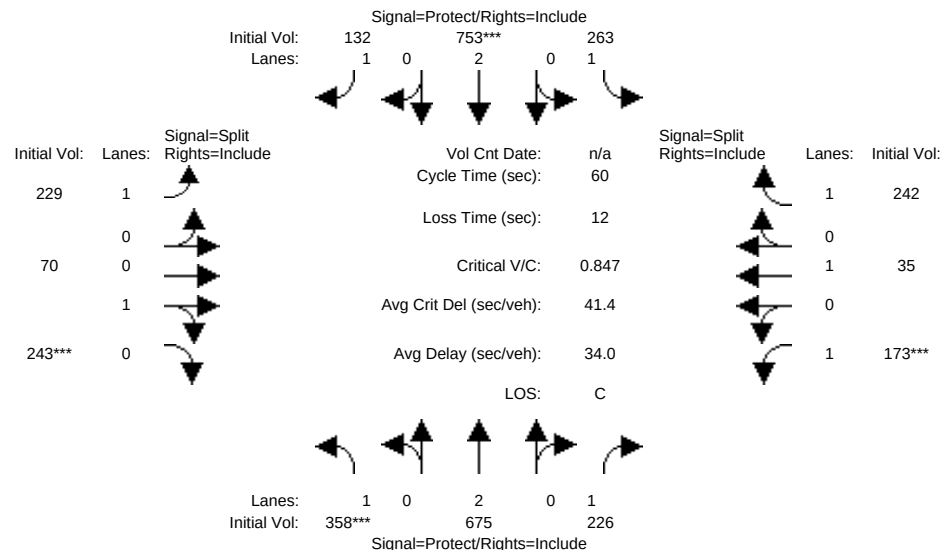
Vol/Sat:	0.14	0.18	0.13	0.14	0.19	0.05	0.11	0.12	0.12	0.10	0.02	0.14
Crit Moves:	****			****			****			****		
Green Time:	11.0	14.5	14.5	11.4	14.9	14.9	10.0	10.0	10.0	12.1	12.1	12.1
Volume/Cap:	0.75	0.74	0.54	0.74	0.75	0.20	0.68	0.75	0.75	0.49	0.08	0.69
Delay/Veh:	32.9	24.1	21.2	31.2	24.3	18.1	29.8	33.7	33.7	22.3	19.5	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:	32.9	24.1	21.2	31.2	24.3	18.1	29.8	33.7	33.7	22.3	19.5	27.7
LOS by Move:	C	C	C	C	C	B	C	C	C	C	B	C
HCM2k95thQ:	13	14	9	12	15	3	10	12	12	7	1	12

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

Milpitas Stratford School

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

Intersection #1: N. Milpitas Blvd and Beresford /Town Center



Street Name: N. Milpitas Blvd Beresford CourtTown Center 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: 7 10 10 7 10 10 10 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol: 242 675 226 245 710 88 198 66 157 173 30 242

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 242 675 226 245 710 88 198 66 157 173 30 242

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Project: 116 0 0 18 43 44 31 4 86 0 5 0

Initial Fut: 358 675 226 263 753 132 229 70 243 173 35 242

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 358 675 226 263 753 132 229 70 243 173 35 242

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 358 675 226 263 753 132 229 70 243 173 35 242

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 358 675 226 263 753 132 229 70 243 173 35 242

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.21 0.79 1.00 1.00 1.00

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 398 1383 1750 1900 1750

Capacity Analysis Module:

Vol/Sat: 0.20 0.18 0.13 0.15 0.20 0.08 0.13 0.18 0.18 0.10 0.02 0.14

Crit Moves: **** **** **** ****

Green Time: 13.4 14.3 14.3 12.1 13.0 13.0 11.5 11.5 11.5 10.0 10.0 10.0

Volume/Cap: 0.91 0.74 0.54 0.74 0.91 0.35 0.68 0.91 0.91 0.59 0.11 0.83

Delay/Veh: 48.0 24.5 21.4 30.8 37.4 20.4 28.1 51.6 51.6 26.4 21.4 41.9

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: 48.0 24.5 21.4 30.8 37.4 20.4 28.1 51.6 51.6 26.4 21.4 41.9

LOS by Move: D C C C D C C D D C C D

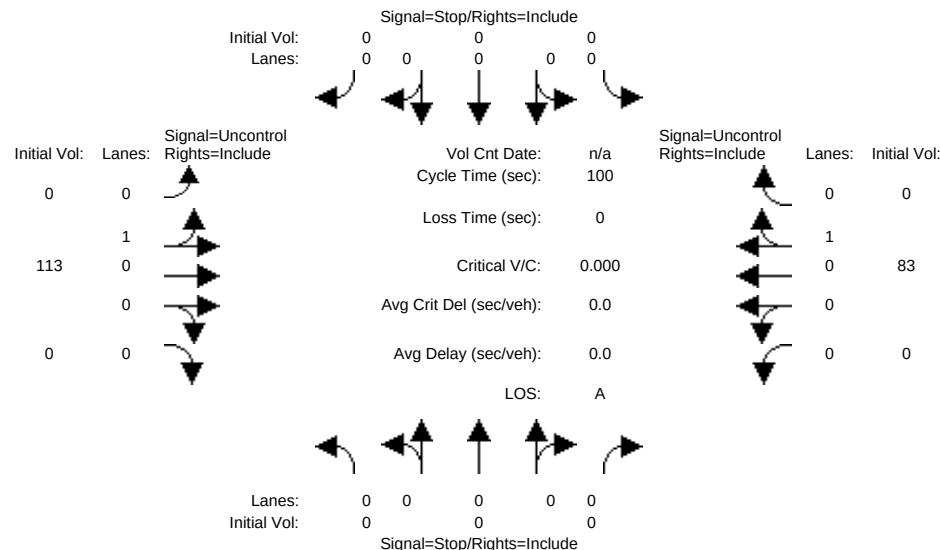
HCM2k95thQ: 21 15 9 13 20 5 11 19 19 8 1 14

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

Milpitas Stratford School

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

Intersection #2: Project Site Driveway A



Street Name: Project Driveway A Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	113	0	0	83	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	113	0	0	83	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	113	0	0	83	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	113	0	0	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	113	0	0	83	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:

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

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	113		0		0	83		0	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

North Bound					South Bound					East Bound					West Bound					
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	113	0	0	0	0	83	0	0	0
Major Street Volume:					196															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					654															

SIGNAL WARRANT DISCLAIMER

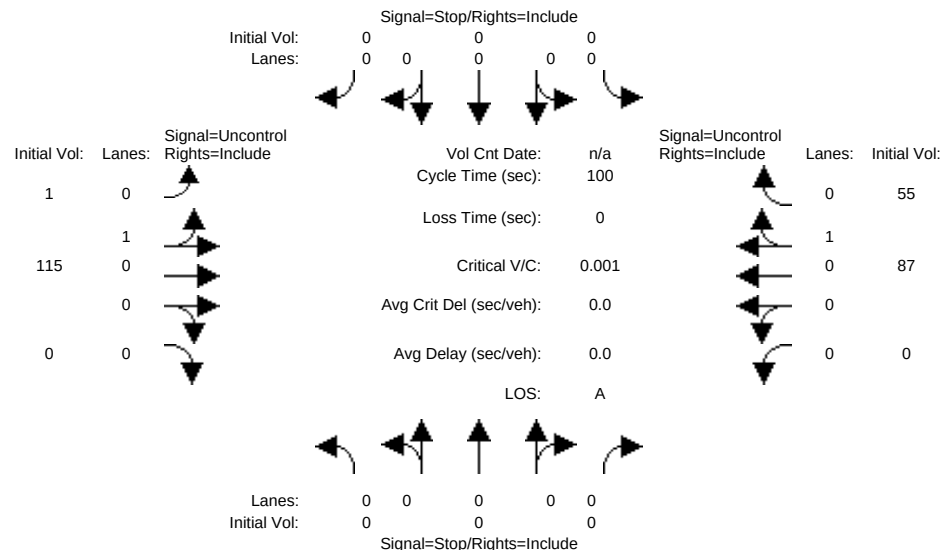
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Milpitas Stratford School

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

Intersection #2: Project Site Driveway A



Street Name: Project Driveway A Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	113	0	0	83	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	113	0	0	83	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	1	2	0	4	55
Initial Fut:	0	0	0	0	0	0	0	1	115	0	87	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1	115	0	87	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	1	115	0	87	55

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1453	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1453	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	0	0	0	0	0	0	0	0	0	1	115	0	0	0	87	55
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	0	0	0	0	0	0	0	0	0	1	115	0	0	0	87	55
Major Street Volume:					258											
Minor Approach Volume:					0											
Minor Approach Volume Threshold:					581											

SIGNAL WARRANT DISCLAIMER

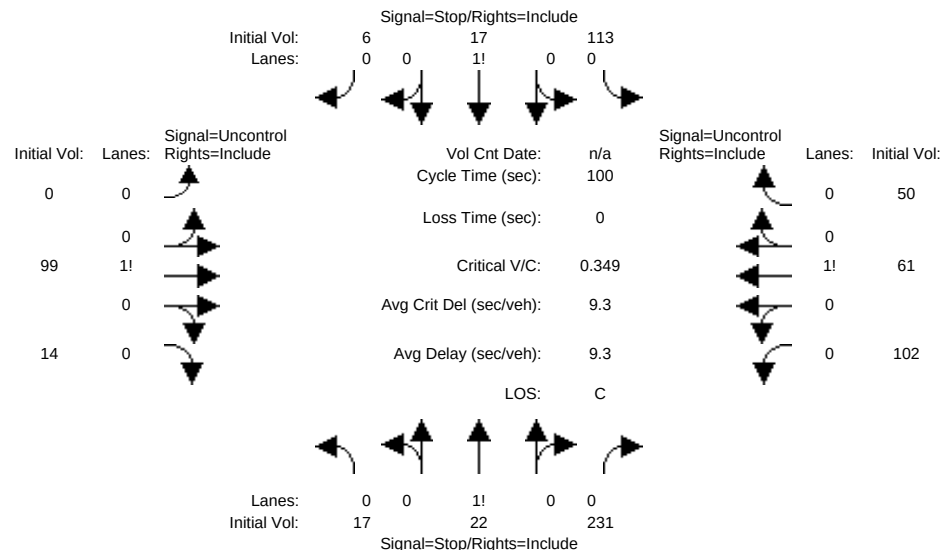
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Milpitas Stratford School

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

Intersection #3: Project Driveway B



Street Name: Project Driveway B Beresford Court

Approach: North Bound South Bound East Bound West Bound

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

Volume Module:

Base Vol:	17	22	231	113	17	6	0	99	14	102	61	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	231	113	17	6	0	99	14	102	61	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	22	231	113	17	6	0	99	14	102	61	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	231	113	17	6	0	99	14	102	61	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	22	231	113	17	6	0	99	14	102	61	50

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	408	421	106	523	403	86	xxxxx	xxxx	xxxxx	113	xxxx	xxxxx
Potent Cap.:	558	527	954	468	539	978	xxxxx	xxxx	xxxxx	1489	xxxx	xxxxx
Move Cap.:	510	489	954	324	500	978	xxxxx	xxxx	xxxxx	1489	xxxx	xxxxx
Volume/Cap:	0.03	0.05	0.24	0.35	0.03	0.01	xxxxx	xxxx	xxxxx	0.07	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	842	xxxxx	xxxx	349	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	21.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:	11.3			21.7			xxxxxx		xxxxxx			
ApproachLOS:	B			C			*		*		*	

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0
Initial Vol:	17		22		231	113		17		6	0		99		14	102		61		50
ApproachDel:	11.3				21.7				xxxxxx				xxxxxx							

```

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=270]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=732]
  FAIL - Total volume less than 650 for intersection
        with less than four approaches.

```

```

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=136]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=732]
  FAIL - Total volume less than 650 for intersection
        with less than four approaches.

```

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

```

*****
Intersection #3 Project Driveway B
*****
Future Volume Alternative: Peak Hour Warrant NOT Met

```

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0
Initial Vol:	17		22		231	113		17		6	0		99		14	102		61		50

```

Major Street Volume:          326
Minor Approach Volume:        270
Minor Approach Volume Threshold: 518

```

SIGNAL WARRANT DISCLAIMER

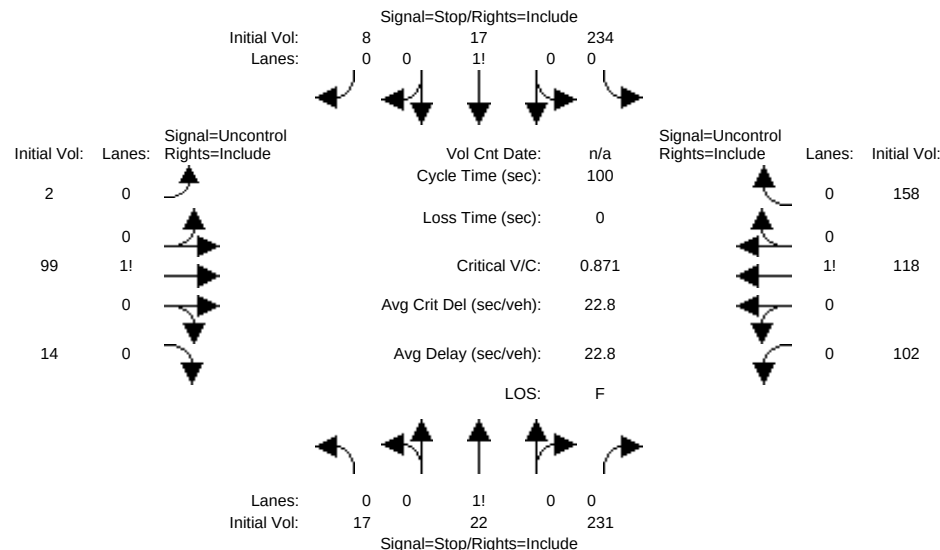
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Milpitas Stratford School

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

Intersection #3: Project Driveway B



Street Name: Project Driveway B Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	17	22	231	113	17	6	0	99	14	102	61	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	22	231	113	17	6	0	99	14	102	61	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	121	0	2	2	0	0	0	57	108
Initial Fut:	17	22	231	234	17	8	2	99	14	102	118	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	22	231	234	17	8	2	99	14	102	118	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	22	231	234	17	8	2	99	14	102	118	158

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	524	590	106	638	518	197	276	xxxx	xxxxx	113	xxxx	xxxxx
Potent Cap.:	467	423	954	393	465	849	1299	xxxx	xxxxx	1489	xxxx	xxxxx
Move Cap.:	424	392	954	269	430	849	1299	xxxx	xxxxx	1489	xxxx	xxxxx
Volume/Cap:	0.04	0.06	0.24	0.87	0.04	0.01	0.00	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	798	xxxxx	xxxx	282	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.8	xxxxx	xxxxx	74.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	F	*	*	*	*	*	*	*
ApproachDel:	11.8			74.7			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    17  22  231    234  17  8      2  99  14    102 118  158
ApproachDel:     11.8           74.7           xxxxxx           xxxxxx
-----|-----|-----|-----|-----|

```

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

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

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

Signal Warrant Rule #2: [approach volume=270]

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

Signal Warrant Rule #3: [approach count=4][total volume=1022]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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

Signal Warrant Rule #1: [vehicle-hours=5.4]

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

Signal Warrant Rule #2: [approach volume=259]

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

Signal Warrant Rule #3: [approach count=4][total volume=1022]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    17  22  231    234  17  8      2  99  14    102 118  158
-----|-----|-----|-----|-----|

```

Major Street Volume: 493

Minor Approach Volume: 270

Minor Approach Volume Threshold: 408

SIGNAL WARRANT DISCLAIMER

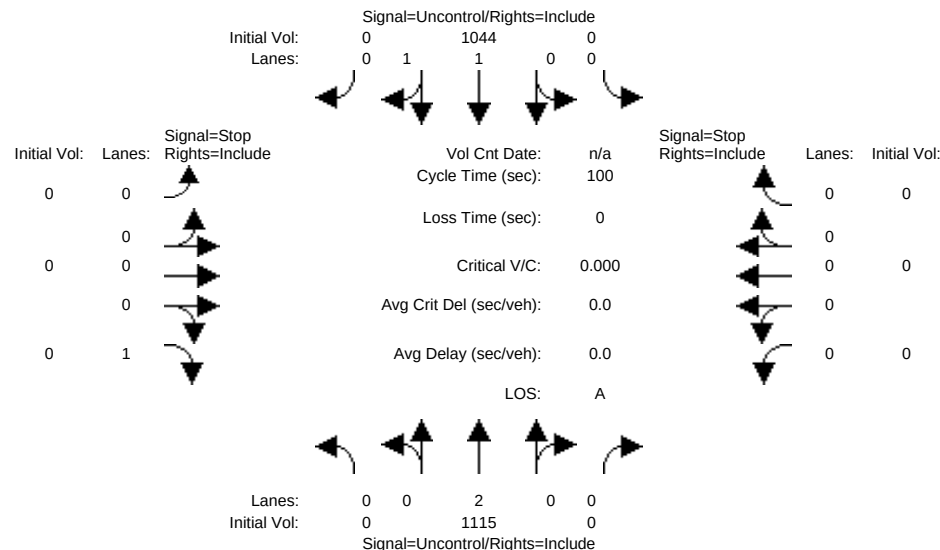
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Milpitas Stratford School

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

Intersection #4: N Milpitas Blvd and Project Driveway C



Street Name:	N Milpitas Blvd						Project Driveway C								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	1115	0	0	1044	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1115	0	0	1044	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1115	0	0	1044	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1115	0	0	1044	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1115	0	0	1044	0	0	0	0	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	522	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	505	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	505	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		xxxxxx			
ApproachLOS:	*			*			*			*		*			

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

Peak Hour Delay Signal Warrant Report

 Intersection #4 N Milpitas Blvd and Project Driveway C

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1115 0	0 1044 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1115 0	0 1044 0	0 0 0 0	0 0 0 0
Major Street Volume:	2159			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	20 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER

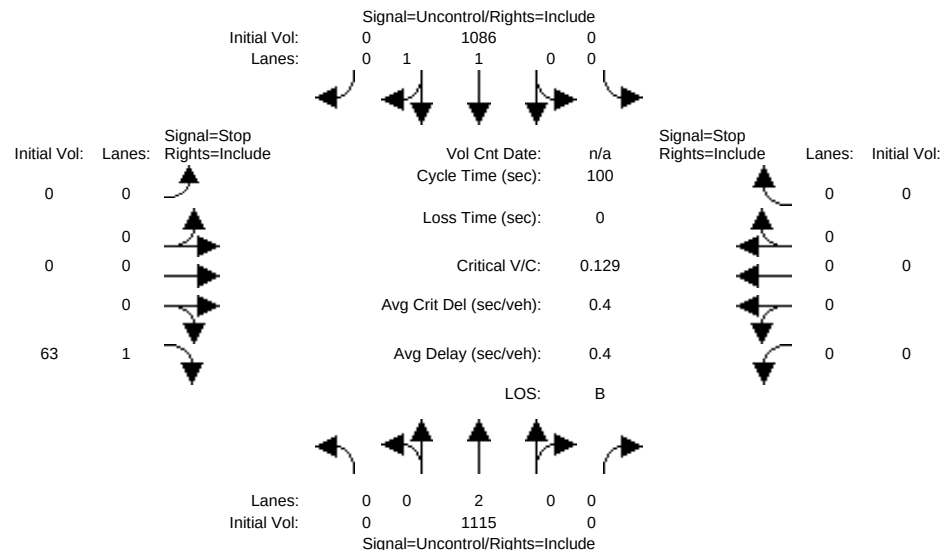
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Milpitas Stratford School

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

Intersection #4: N Milpitas Blvd and Project Driveway C



Street Name: N Milpitas Blvd Project Driveway C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	1115	0	0	1044	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1115	0	0	1044	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	42	0	0	0	63	0	0
Initial Fut:	0	1115	0	0	1086	0	0	0	63	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1115	0	0	1086	0	0	0	63	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1115	0	0	1086	0	0	0	63	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	543	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	489	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	489	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.13	xxxxx	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*		*	*	*
ApproachDel:	xxxxxx			xxxxxx					13.4	xxxxxx		
ApproachLOS:	*			*					B	*		

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

Peak Hour Delay Signal Warrant Report

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1115 0	0 1086 0	0 0 0 63	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	13.4	xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=63]

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

Signal Warrant Rule #3: [approach count=3][total volume=2264]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1115 0	0 1086 0	0 0 0 63	0 0 0 0

Major Street Volume: 2201

Minor Approach Volume: 63

Minor Approach Volume Threshold: 13 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

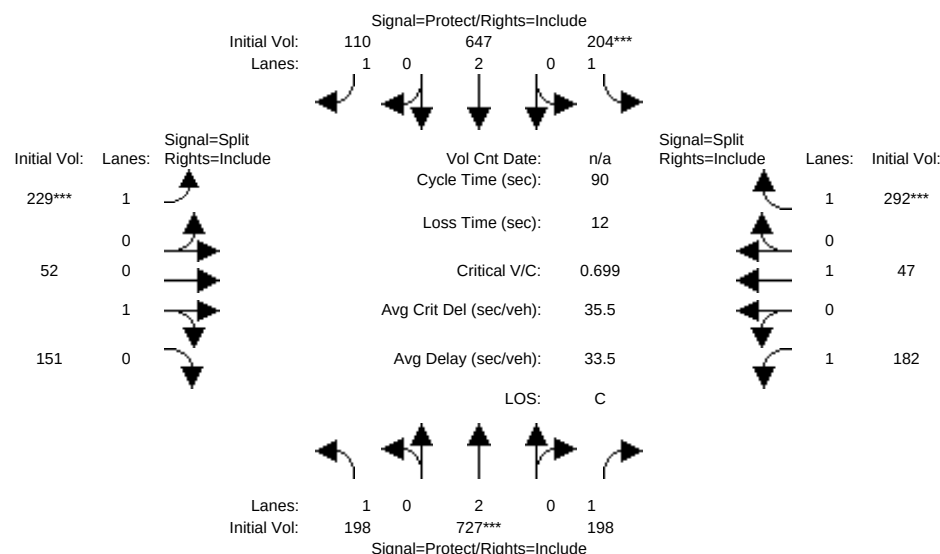
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Milpitas Stratford School

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

Intersection #1: N. Milpitas Blvd and Beresford /Town Center



Street Name:	N. Milpitas Blvd						Beresford CourtTown Center 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:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	727	198	204	647	110	229	52	151	182	47	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	727	198	204	647	110	229	52	151	182	47	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	727	198	204	647	110	229	52	151	182	47	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	727	198	204	647	110	229	52	151	182	47	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	727	198	204	647	110	229	52	151	182	47	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	727	198	204	647	110	229	52	151	182	47	292

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.24	0.76	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	458	1329	1750	1900	1750

Capacity Analysis Module:

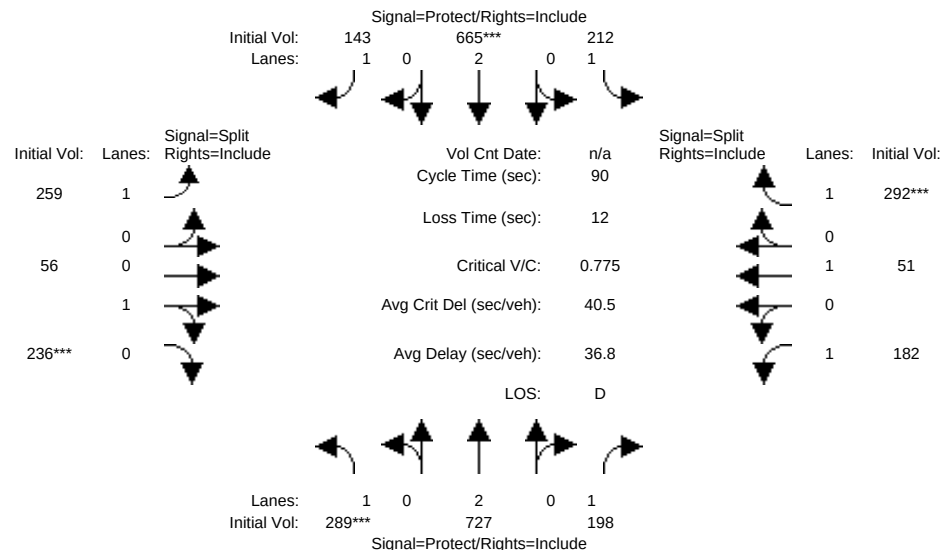
Vol/Sat:	0.11	0.19	0.11	0.12	0.17	0.06	0.13	0.11	0.11	0.10	0.02	0.17
Crit Moves:	****			****			****					****
Green Time:	15.8	24.6	24.6	15.0	23.8	23.8	16.9	16.9	16.9	21.5	21.5	21.5
Volume/Cap:	0.64	0.70	0.41	0.70	0.64	0.24	0.70	0.61	0.61	0.44	0.10	0.70
Delay/Veh:	39.1	31.5	27.3	42.7	30.8	26.2	40.7	36.7	36.7	29.8	26.8	36.5
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:	39.1	31.5	27.3	42.7	30.8	26.2	40.7	36.7	36.7	29.8	26.8	36.5
LOS by Move:	D	C	C	D	C	C	D	D	D	C	C	D
HCM2k95thQ:	13	19	10	14	17	5	15	12	12	10	2	17

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

Milpitas Stratford School

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

Intersection #1: N. Milpitas Blvd and Beresford /Town Center



Street Name:	N. Milpitas Blvd						Beresford CourtTown Center 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:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	727	198	204	647	110	229	52	151	182	47	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	727	198	204	647	110	229	52	151	182	47	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	91	0	0	8	18	33	30	4	85	0	4	0
Initial Fut:	289	727	198	212	665	143	259	56	236	182	51	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	727	198	212	665	143	259	56	236	182	51	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	727	198	212	665	143	259	56	236	182	51	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	289	727	198	212	665	143	259	56	236	182	51	292

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.18	0.82	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	341	1436	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.17	0.19	0.11	0.12	0.17	0.08	0.15	0.16	0.16	0.10	0.03	0.17
Crit Moves:	***				***				***			***
Green Time:	19.2	24.2	24.2	15.3	20.3	20.3	19.1	19.1	19.1	19.4	19.4	19.4
Volume/Cap:	0.77	0.71	0.42	0.71	0.77	0.36	0.70	0.77	0.77	0.48	0.12	0.77
Delay/Veh:	43.1	32.1	27.7	43.1	37.1	29.9	38.5	43.1	43.1	31.9	28.6	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	32.1	27.7	43.1	37.1	29.9	38.5	43.1	43.1	31.9	28.6	42.9
LOS by Move:	D	C	C	D	D	C	D	D	D	C	C	D
HCM2k95thQ:	19	19	10	14	19	8	16	19	19	10	2	19

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

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

Initial Vol:		Lanes:		Signal=Stop/Rights=Include		Initial Vol:		Lanes:		Signal=Uncontrol Rights=Include	
0	0	0	0	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
				Vol Cnt Date:		n/a					
				Cycle Time (sec):		100					
				Loss Time (sec):		0					
				Critical V/C:		0.000					
				Avg Crit Del (sec/veh):		0.0					
				Avg Delay (sec/veh):		0.0					
				LOS:		A					

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

Peak Hour Delay Signal Warrant Report

***** Peak Hour Delay Signal Warrant Report *****

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0		0		0	0		0		0	88		0		0	91		0	
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

North Bound					South Bound					East Bound					West Bound					
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	88	0	0	0	0	0	91	0	0	0
Major Street Volume:					179															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					678															

SIGNAL WARRANT DISCLAIMER

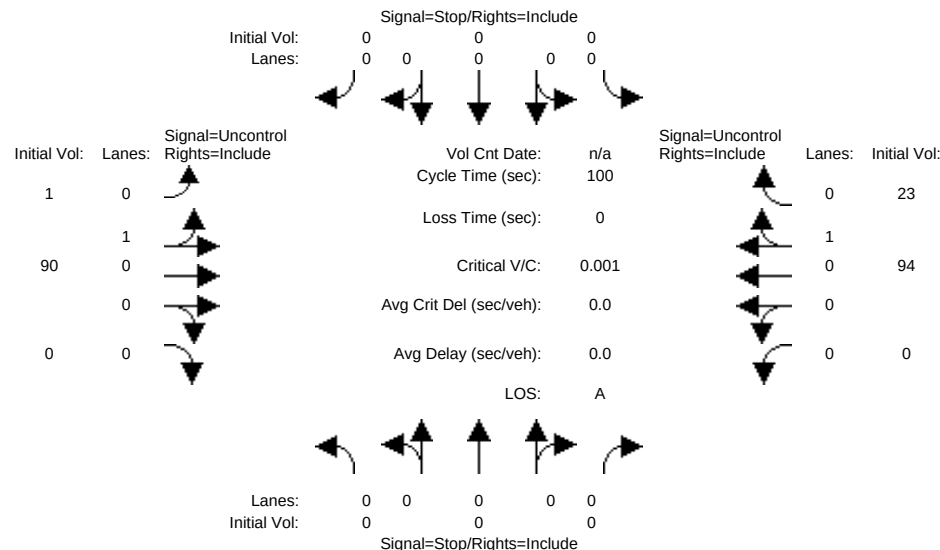
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Milpitas Stratford School

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

Intersection #2: Project Site Driveway A



Street Name: Project Driveway A Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	88	0	0	91	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	88	0	0	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	1	2	0	0	23
Initial Fut:	0	0	0	0	0	0	0	1	90	0	0	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:	0	0	0	0	0	0	0	1	90	0	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	1	90	0	0	23

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1484	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1484	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	0	0	0	0	0	0	0	0	0	1	90	0	0	94	23	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 Project Site Driveway A

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Initial Vol:	0	0	0	0	0	0	0	0	0	1	90	0	0	94	23	
Major Street Volume:					208											
Minor Approach Volume:					0											
Minor Approach Volume Threshold:					638											

SIGNAL WARRANT DISCLAIMER

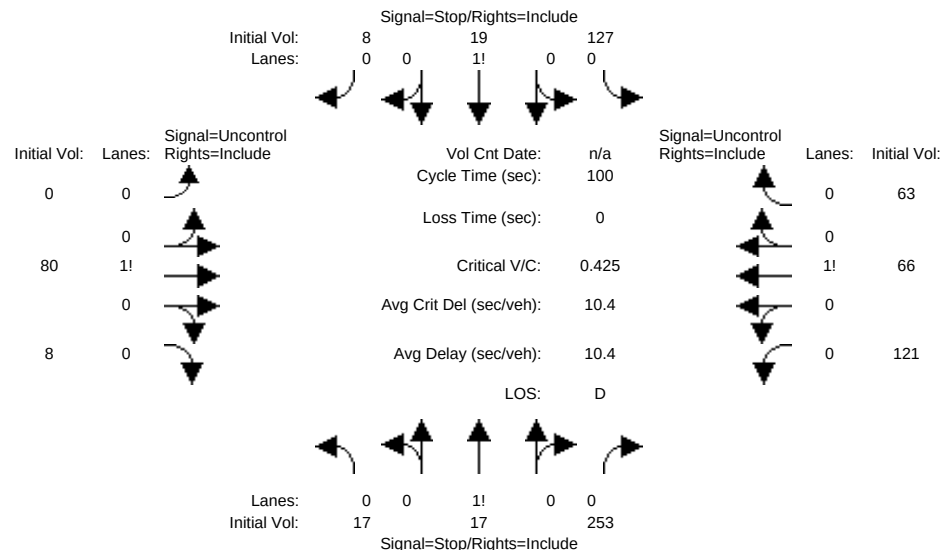
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Milpitas Stratford School

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

Intersection #3: Project Driveway B



Street Name: Project Driveway B Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	17	17	253	127	19	8	0	80	8	121	66	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	17	253	127	19	8	0	80	8	121	66	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	17	253	127	19	8	0	80	8	121	66	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	17	253	127	19	8	0	80	8	121	66	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	17	253	127	19	8	0	80	8	121	66	63

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	437	455	84	559	428	98	xxxx	xxxx	xxxxx	88	xxxx	xxxxx
Potent Cap.:	533	504	981	443	523	964	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx
Move Cap.:	480	461	981	299	478	964	xxxx	xxxx	xxxxx	1520	xxxx	xxxxx
Volume/Cap:	0.04	0.04	0.26	0.43	0.04	0.01	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	869	xxxxx	xxxx	325	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	2.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.2	xxxxx	xxxxx	25.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	D	*	*	*	*	*	*	*
ApproachDel:	11.2			25.6			xxxxxx		xxxxxx			
ApproachLOS:	B			D			*		*		*	

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 0 1 0      0 0 1! 0 0
Initial Vol:    17 17 253      127 19 8      0 80 8      121 66 63
ApproachDel:    11.2          25.6          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

```
Approach[northbound][lanes=1][control=Stop Sign]
```

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

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

```
Signal Warrant Rule #2: [approach volume=287]
```

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

```
Signal Warrant Rule #3: [approach count=4][total volume=779]
```

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

```
-----|-----|-----|-----|-----|
Approach[southbound][lanes=1][control=Stop Sign]
```

```
Signal Warrant Rule #1: [vehicle-hours=1.1]
```

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

```
Signal Warrant Rule #2: [approach volume=154]
```

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

```
Signal Warrant Rule #3: [approach count=4][total volume=779]
```

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

```
*****
```

```
Intersection #3 Project Driveway B
```

```
*****
```

```
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 0 1 0      0 0 1! 0 0
Initial Vol:    17 17 253      127 19 8      0 80 8      121 66 63
-----|-----|-----|-----|-----|

```

```
Major Street Volume:          338
```

```
Minor Approach Volume:        287
```

```
Minor Approach Volume Threshold: 509
```

SIGNAL WARRANT DISCLAIMER

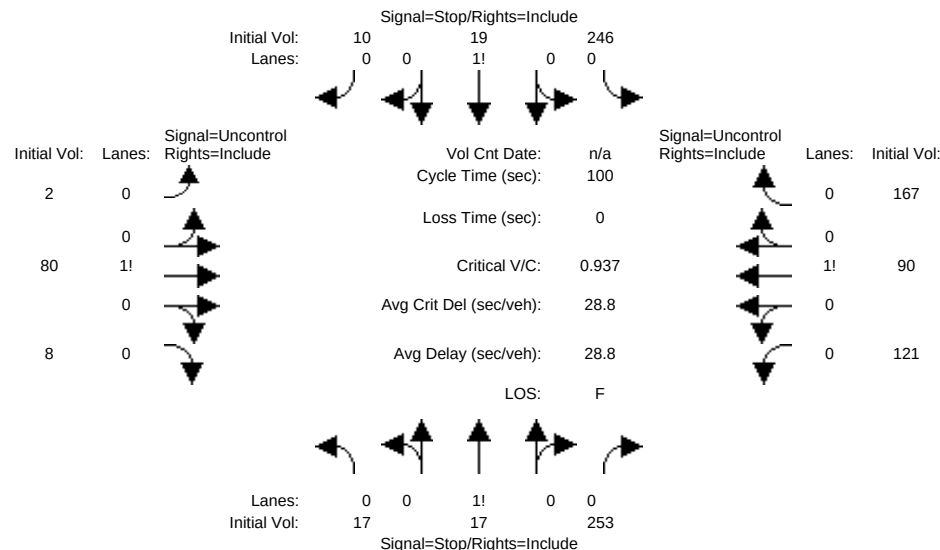
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Milpitas Stratford School

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

Intersection #3: Project Driveway B



Street Name: Project Driveway B Beresford Court
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	17	17	253	127	19	8	0	80	8	121	66	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	17	253	127	19	8	0	80	8	121	66	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	119	0	2	2	0	0	0	24	104
Initial Fut:	17	17	253	246	19	10	2	80	8	121	90	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	17	253	246	19	10	2	80	8	121	90	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	17	253	246	19	10	2	80	8	121	90	167

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	518	587	84	639	508	174	257	xxxx	xxxxx	88	xxxx	xxxxx
Potent Cap.:	471	425	981	392	471	875	1320	xxxx	xxxxx	1520	xxxx	xxxxx
Move Cap.:	421	388	981	263	430	875	1320	xxxx	xxxxx	1520	xxxx	xxxxx
Volume/Cap:	0.04	0.04	0.26	0.94	0.04	0.01	0.00	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	839	xxxxx	xxxx	277	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	92.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	F	*	*	*	*	*	*	*
ApproachDel:	11.5			92.5			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    17 17 253      246 19 10      2 80 8          121 90 167
ApproachDel:    11.5          92.5          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

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

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

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

Signal Warrant Rule #2: [approach volume=287]

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

Signal Warrant Rule #3: [approach count=4][total volume=1030]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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

Signal Warrant Rule #1: [vehicle-hours=7.1]

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

Signal Warrant Rule #2: [approach volume=275]

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

Signal Warrant Rule #3: [approach count=4][total volume=1030]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Project Driveway B

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    17 17 253      246 19 10      2 80 8          121 90 167
-----|-----|-----|-----|-----|

```

Major Street Volume: 468

Minor Approach Volume: 287

Minor Approach Volume Threshold: 422

SIGNAL WARRANT DISCLAIMER

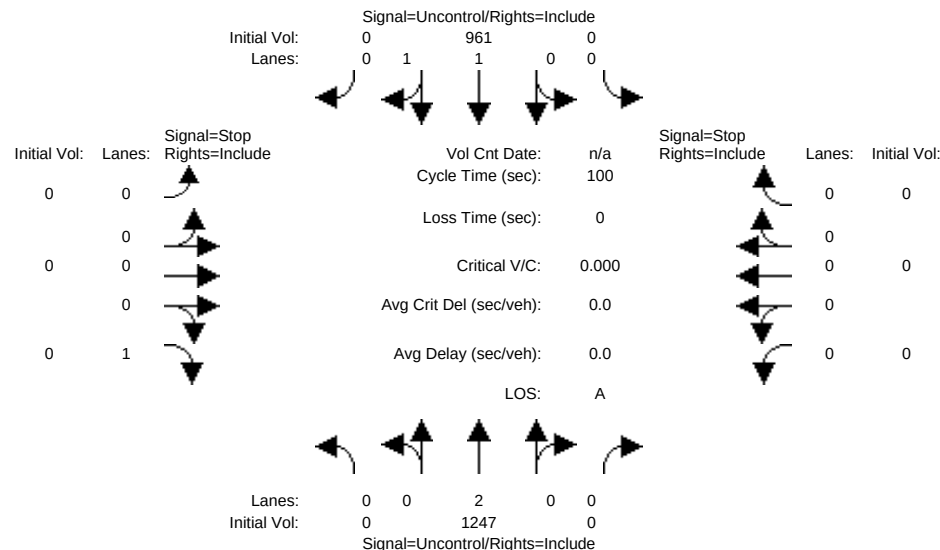
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Milpitas Stratford School

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

Intersection #4: N Milpitas Blvd and Project Driveway C



Street Name: N Milpitas Blvd Project Driveway C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	1247	0	0	961	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1247	0	0	961	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1247	0	0	961	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1247	0	0	961	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1247	0	0	961	0	0	0	0	0	0

Critical Gap Module:

Critical Gap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	481	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	537	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	537	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx	xxxxx

Level Of Service Module:

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

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

Peak Hour Delay Signal Warrant Report

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1247 0	0 961 0	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1247 0	0 961 0	0 0 0 0	0 0 0 0
Major Street Volume:	2208			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	12 [less than minimum of 100]			

SIGNAL WARRANT DISCLAIMER

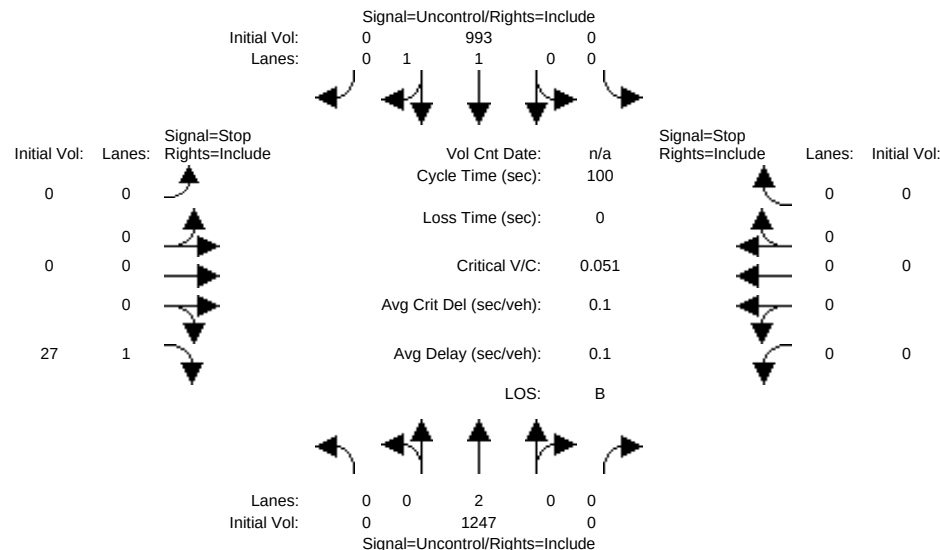
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Milpitas Stratford School

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

Intersection #4: N Milpitas Blvd and Project Driveway C



Street Name: N Milpitas Blvd Project Driveway C

Approach: North Bound South Bound East Bound West Bound

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

Volume Module:

Base Vol:	0	1247	0	0	961	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1247	0	0	961	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	32	0	0	0	27	0	0
Initial Fut:	0	1247	0	0	993	0	0	0	27	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1247	0	0	993	0	0	0	27	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1247	0	0	993	0	0	0	27	0	0

Critical Gap Module:

Critical Gap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	497	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	524	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	524	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.2	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1247 0	0 993 0	0 0 0 27	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.2	xxxxxx

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

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

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

Signal Warrant Rule #2: [approach volume=27]

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

Signal Warrant Rule #3: [approach count=3][total volume=2267]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 N Milpitas Blvd and Project Driveway C

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 0
Initial Vol:	0 1247 0	0 993 0	0 0 0 27	0 0 0 0

Major Street Volume: 2240

Minor Approach Volume: 27

Minor Approach Volume Threshold: 7 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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