Appendix G

LOCAL TRANSPORTATION ASSESSMENT

Local Transportation Analysis Report

1152 Tully Road

(CP22-026) (3-25909)

City of San Jose, California

January 16, 2024

TJKM

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EXECUTIVE SUMMARY

This report summarizes the results of the Local Transportation Analysis (LTA) conducted for the proposed development located at 1152 Tully Road in the City of San Jose. The proposed project proposes to demolish an existing gas station with snack shop and service bay, and to construct an approximately 2,626 square foot (sq. ft.) convenience store, a 1,224 service bay, a 1,176 sq. ft. car wash tunnel, and a 3,007 sq. ft. fuel canopy with four fuel dispensers, two underground storage tanks with a new fuel system, along with other site improvements on an approximately 0.66-gross acre site.

The proposed project is located on Tully Road at the southeast corner of Tully Road and McLaughlin Avenue intersection. Access to the project site is proposed to be provided via one driveway on Tully Road and another one on McLaughlin Avenue. All driveways will operate exclusively with right-in and right-out movements.

This study was conducted to identify potential adverse transportation effects related to the proposed development. The evaluation of adverse effects of the project follow the standards and methodologies established in the City of San Jose's Transportation Analysis Handbook and set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy and Transportation Analysis Handbook, the proposed project does not require a CEQA transportation analysis. However, the proposed project includes a local transportation analysis (LTA) to address potential operational adverse effects due to the project.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians; evaluation of left-turn and U-turn storage at intersections; and evaluation of on-site vehicle parking supply ; passenger and commercial loading spaces; and garbage/trash facilities.

CEQA Transportation Analysis

Vehicle Miles Travelled Analysis

"Based on the Local-Serving Retail screening criteria in the Transportation Analysis Handbook 2023 to determine conformance to Council Policy 5-1, the proposed project meets the City's retail project screening criteria". Based on the retail square footage conversion, the gasoline service station with carwash is equivalent to 33,350 square feet of retail space, which is below the City's threshold of 100,000 square feet for a designated regional shopping center. Therefore, the proposed project does not have a VMT impact. However, a Local Transportation Analysis (LTA) was conducted to identify operation issues due to the project.

Local Transportation Analysis

Project Trip Generation

With pass-by trips reductions and Location based mode share adjustments, the proposed development is anticipated to generate approximately 329 trips during a typical weekday, 4 trips during the a.m. peak hour, and 84 trips during the p.m. peak hour as compared to the previous use.

Intersection Operations Analysis

The results of the intersection level of service (LOS) analysis shows that the study intersections operate within applicable jurisdictional standards of the City of San Jose and Santa Clara County Level of Service (LOS) D and E or better during the a.m. and p.m. peak hours for background conditions and background plus project conditions.

Pedestrian, Bicycle and Transit Adverse Effects

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. The proposed project will add very few trips to the existing transit facilities, which can be accommodated by the existing transit capacity. The project would not have an adverse effect on the pedestrian, bicycle and transit facilities in the study area.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including emergency vehicles and fuel tankers. Based on the evaluation, the proposed on-site vehicle circulation is adequate for most vehicles including 63 feet fuel artic vehicle.

Sight Distance Analysis

According to the Caltrans Highway Design Manual (HDM), Chapter 200, 2014, the required minimum stopping sight distance for design speed of 40 mph (Tully Road) is 300 feet, and 35 mph (McLaughlin Avenue) is 250 feet. The lines of sight for vehicles exiting the driveways and vehicles travelling eastbound on Tully Road and southbound on McLaughlin Avenue are clear and visible for a minimum of 300 feet and 250 feet, respectfully.

Parking Analysis

The City of San Jose has updated its Municipal Code to no longer have minimum parking requirements for developments and encourages use of alternative modes of transportation. The new parking ordinance is in effect as of April 10, 2023. The project proposes 21 vehicle parking spaces, including fuel stations. Therefore, the proposed number of off-street parking spaces should satisfy the parking needs for the project.

Construction Operations

TJKM recommends the project notify surrounding residents and businesses of the construction schedule prior to beginning the site modifications, and that the construction team cover any debris or materials

kept on site to limit air pollution in the neighborhood. With the recommendations, the construction of the proposed project is not expected to have an adverse effect on the project study area.

INTRODUCTION

This report summarizes the results of the transportation analysis for the proposed development to be located at 1152 Tully Road in the City of San Jose. The proposed project proposes to demolish an existing gas station with snack shop and service bay, and to construct an approximately 2,626 square foot (sq. ft.) convenience store, a 1,224 sq. ft. service bay, a 1,176 sq. ft. car wash tunnel, and a 3,007 sq. ft. fuel canopy with four fuel dispensers, two underground storage tanks with a new fuel system, along with other site improvements on an approximately 0.66-gross acre site. The proposed project is located on Tully Road at the southeast corner of the Tully Road and McLaughlin Avenue intersection. Access to the project site is proposed to be provided via one driveway on Tully Road and another one on McLaughlin Avenue. All driveways will operate exclusively with right-in and right-out movements.

Figure 1 illustrates the study intersections and the vicinity map of the proposed project. **Figure 2** shows the proposed project site plan.

The purpose of this study is to identify the potential transportation adverse effects related to the proposed development. The evaluation of potential project adverse effects follows the standards and methodologies set forth by the City of San Jose in its Transportation Analysis Handbook, adopted in April 2023. Based on the City of San Jose's Transportation Analysis Policy and Transportation Analysis Handbook, the TA report for the project requires a local transportation analysis (LTA).

TRANSPORTATION POLICIES

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process that changes transportation impact analysis as part of California Environmental Quality Act (CEQA) compliance. SB 743 directed the California Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that removes automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion from CEQA transportation analysis. Rather, vehicle-miles travelled (VMT), or other measures that "promote[s] the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," shall be used as a basis for determining significant transportation impacts in California. The intent of the change is to appropriately balance the needs of congestion management with statewide goals related to infill development, the promotion of public health through active transportation, and the reduction of greenhouse gas emissions.

In alignment with State of California Senate Bill 743 (SB 743), the City of San Jose's Transportation Impact Policy, Council Policy 5-3 has been replaced with a new Transportation Analysis policy, Council Policy 5-1. The new transportation policy establishes the thresholds for transportation impacts under CEQA, removing Level of Service (LOS) and replacing with VMT. The new transportation analysis policy came into effect on March 29, 2018.

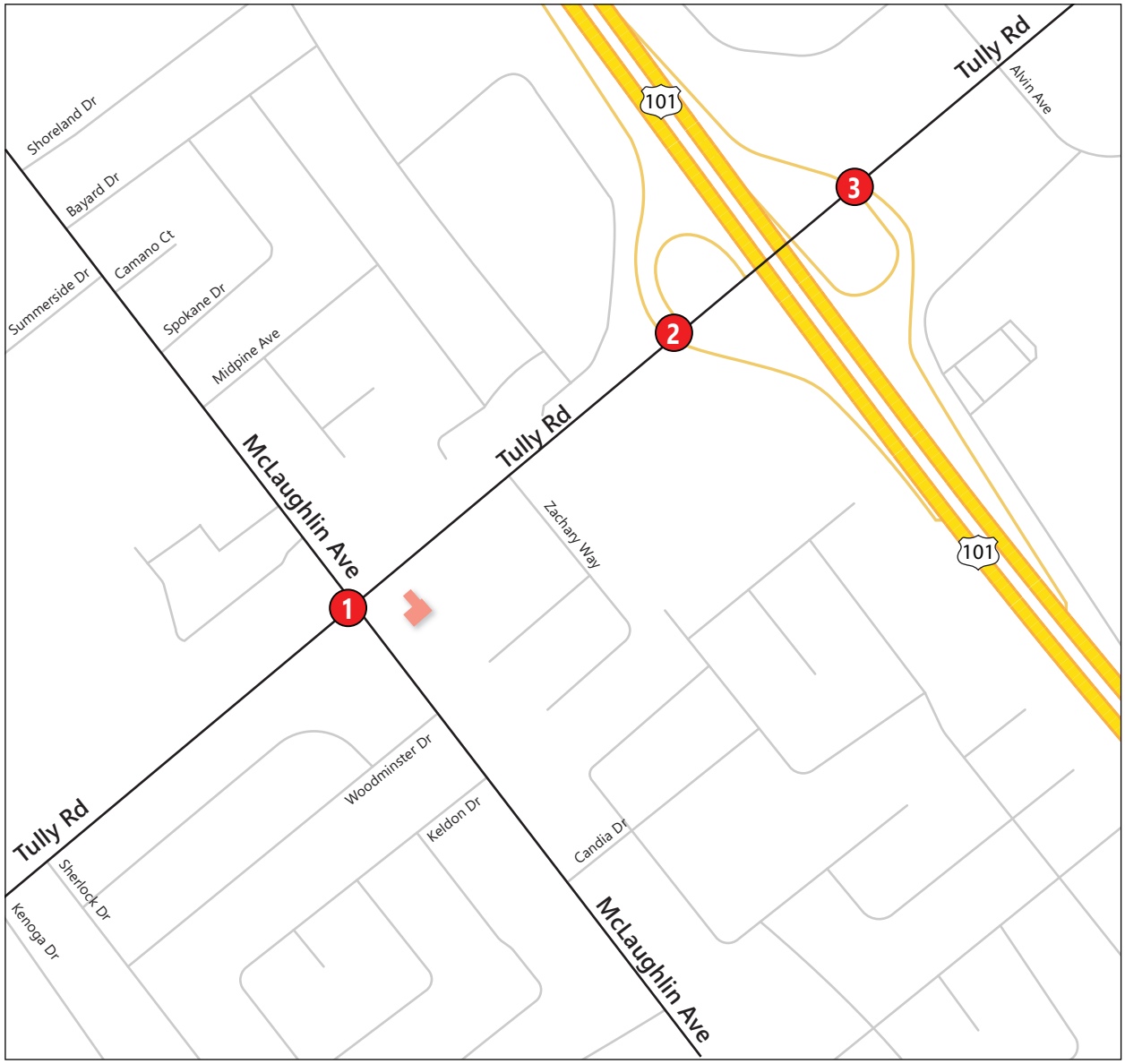
The new Transportation Analysis Policy aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and

service land uses to internalize trips and reduce VMT. VMT based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

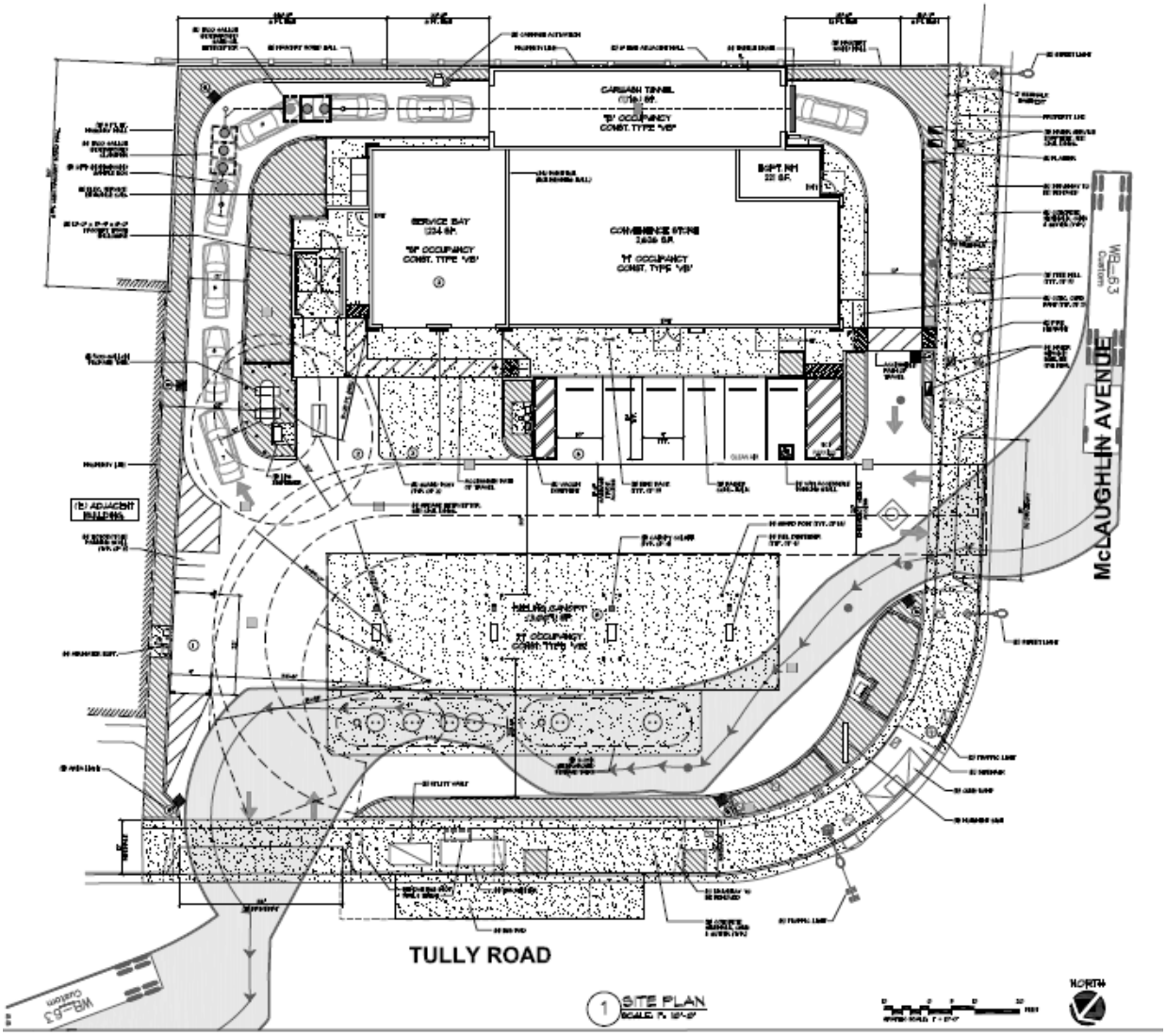
Figure 1: Vicinity Map



LEGEND

- Project Site
- Study Intersection

Figure 2: Project Site Plan



CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location and type of development.

The threshold of significance for the proposed project, as established in the Transportation Analysis Policy, is based on the existing regional average VMT level for employment uses. **Figure 3** represents the VMT heat map for workers in the City of San Jose and also zoomed in figure of the employee VMT heat map with the project location identified. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance.

Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) identifies transportation operational issues that may arise due to a development project, evaluates the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project, and supplements the VMT analysis.

TJKM evaluated traffic conditions at three study intersections during the a.m. and p.m. peak hours for a typical weekday. The peak periods observed were between 7 - 9 a.m. and 4 – 6 p.m. The highest single one hour recorded for each period was used in the analysis. TJKM conducted turning movement counts at the study intersections on June 1, 2023. Traffic counts was approved by City of San Jose. The study intersections were selected in consultation with the City of San Jose staff. The study intersections and associated traffic controls are as follows:

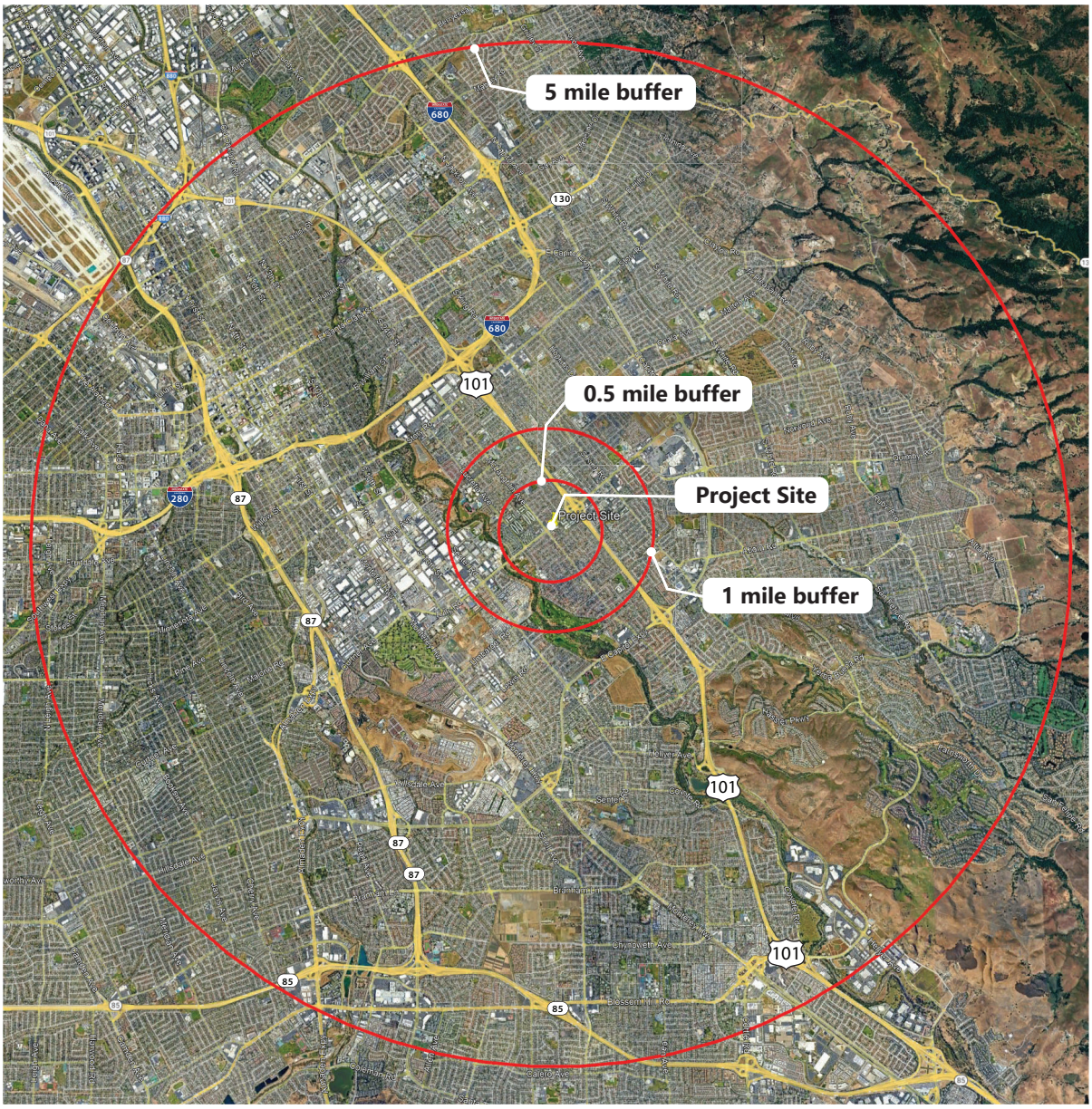
1. Tully Road/McLaughlin Avenue (Signal)
2. Tully Road/ US 101 SB Ramps (Signal)
3. Tully Road/ US 101 NB Ramps (Signal)

This study addresses the following three traffic scenarios:

A. **Existing Intersection Operations** – This scenario evaluates the study intersections based on existing traffic volumes, lane geometry and traffic controls.
B. **Background (Existing plus Approved Projects) Conditions** – This scenario is identical to the Existing Conditions, but with the addition of traffic from approved and pending developments within the vicinity of the proposed project.
C. **Background plus Project Conditions (Existing + Approved Projects plus Project)** – This scenario is identical to Existing plus Approved Projects, but with the addition of traffic from the proposed project.

Figure 3 illustrates the ½ mile, 1-mile, and 5-mile buffer radius map showing study intersections from the project's property line.

Figure 3: LTA Map



VMT Analysis Methodology

When assessing a retail, hotel, or school project, the project's total VMT, as opposed to a per-capita or per-employee VMT metric, is measured. The total VMT for the region with and without the project is calculated. The difference between the two scenarios is the net change in total VMT that is attributable to the project.

A detailed CEQA transportation analysis would not be required if a project meets the City's screening criteria. **Table 1** presents the screening criteria for projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, and/or location as per the City of San Jose guidelines.

- Gas Stations are not one of the listed land uses in Table 1 Screening Criteria for CEQA Transportation Analysis.
- The City of San Jose's screening criteria for local-serving retail states that any retail project below 100,000 square feet is considered as a local-serving retail and it is presumed to have a less-than-significant VMT impact.

As local-serving retail, a gas station facility typically redistributes existing trips instead of creating new ones. Therefore, due to their similarities, City of San Jose's screening criteria for local-serving retail can be applied to this project.

When a project meets the screening criteria described in **Table 1** below, a detailed CEQA transportation analysis will not be required. **Table 2** presents the thresholds of significance for development projects, as established by the City of San Jose Council Policy 5-1.

Table 1: Screening Criteria for CEQA Transportation Analysis for Development Projects

Type	Screening Criteria
Small Infill Projects	Office projects of 10,000 square feet of gross floor area or less; Industrial projects of 30,000 square feet of gross floor area or less; Single-family detached residential projects of 15 or fewer units; Single-family attached or multi-family residential projects of 25 or fewer units; Hotel or motel projects of 100 or fewer rooms
Local-Serving Retail	Retail projects of 100,000 square feet of total gross floor area of less without drive-through
Local-Serving Public Facilities	Branch library, community center, fire station, pumping station, park, police station, or public school projects
Office Projects or Components	**Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND **Low VMT:** Located in an area in which the per-capita or per-employee. VMT is less than or equal to the threshold of significance for the land use; AND **Transit-Supportive Project Density**: Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; If located in a General Plan Land Use Designation that has a maximum density below 0.75 FAR, the maximum density allowed in the General Plan Land Use Designation must be met; AND **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure

Type	Screening Criteria
Residential Projects or Components	**Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND **Transit-Supportive Project Density:** 1) Minimum of 35 units per acre for residential projects or components; 2) If located in a General Plan Land Use Designation that has 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure
Restricted Affordable Residential Projects or Components	**Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor ; AND **Transit-Supporting Project Density**: 1)Minimum of 35 units per acre for residential projects or components; 2)If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure

The projects that require a detailed CEQA transportation analysis will use one of the two methods for assessing a project's VMT generation (Project VMT), if applicable: (1) San José VMT Evaluation Tool and (2) San José Travel Demand Model.

Table 2: Thresholds of Significance for Development Projects (April 2023)

Project Types	Significance Criteria	Current Level	Threshold
Residential	Project VMT per capita greater than 15 percent below the existing citywide average VMT per capita OR 15 percent below the existing regional average VMT per capita, whichever is lower	13.40 VMT per capita (Citywide Average)	11.39 VMT per capita
Office, Research & Development, Assisted Living	Project VMT per employee greater than 15 percent below existing regional average VMT per employee	16.53 VMT per employee (Regional Average)	14.05 VMT per employee
Industrial, Mini Storage	Project VMT per employee greater than existing regional average VMT per employee	16.53 VMT per employee (Regional Average)	16.53 VMT per employee
Retail, Lodging, Education	Net increase in existing regional total VMT	Regional Total VMT	Net Increase

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

Intersection Operations Analysis Methodology

Traffic conditions at the study intersections were evaluated using level of service (LOS). LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets in urban areas.

Signalized Intersections

The study intersections under traffic signal control was analyzed using the 2000 Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000). This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. LOS methodology is approved by VTA, and adopted by the City of San Jose. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated using TRAFFIX 8.0 analysis software and was correlated to a LOS designation as shown in **Appendix A**. The LOS methodology is described for signalized intersections in detail in **Appendix A**.

ADVERSE INTERSECTION OPERATION EFFECTS

Signalized Intersections

According to City of San Jose standards, a projected-generated increase in traffic is considered to have an adverse intersection operation effects if it meets either of the following criteria:

- At a signalized study intersection located outside the downtown area, the project would cause the existing or future LOS to degrade to worse than LOS D (i.e., to LOS E or F).
- The LOS at a study intersection is an unacceptable LOS E or F under future conditions and the addition of project trips causes both the critical movement delay at the intersection to increase by four or more seconds and the volume-to-capacity (V/C) ratio to increase by 0.01 or more.
- The City of San Jose considers an adverse effect to be satisfactorily addressed when the measure implemented would restore LOS to Background Conditions or better. All proposed mitigation must also include a feasibility analysis, which includes an aerial photograph showing all buildings and right-of-way lines overlaid with the proposed mitigation.

EXISTING CONDITIONS

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

Existing Setting and Roadway System

Important roadways adjacent to the project site are discussed below:

US 101 is a north-south, ten- to eleven-lane freeway (four to five mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via an interchange at Tully Road/US 101 Ramps.

Tully Road is an east-west roadway that extends from Curtner Avenue in the west to Ruby Avenue to the east and is a designated City Connector Street west of US-101 (including along the project frontage) and a Main Street east of US-101.It is six-lanes wide throughout the study area and most of the roadway's extents; it expands to seven lanes at the US-101 overcrossing. The San Jose Vision Zero Action Plan (2020) designates Tully Road as a priority safety corridor between First Street and Capitol Expressway. Under Vision Zero, investments for safety strategies will be prioritized on Tully Road and other priority corridors. Tully Road currently provides direct access to the project site via two driveways. The posted speed limit is 40 mph.

McLaughlin Avenue is a north-south, four lane City Connector Street. McLaughlin Avenue extends between E William Street and Tuers Road within the City of San Jose. Within the project vicinity, McLaughlin Avenue provides direct access to commercial land uses and local residential streets. McLaughlin Avenue currently provides direct access to the project site via two driveways. The posted speed limit along McLaughlin Avenue within the project vicinity is 35 mph.

Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

Pedestrian facilities include crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the project vicinity, all three study intersections are signalized and equipped with countdown pedestrian signal heads. Tully Road/McLaughlin Avenue intersection has crosswalks on all legs. Tully Road /101 SB Ramps intersection and Tully Road / US 101 NB Ramps intersection has crosswalks on two legs. There are no crosswalks on the east and west legs of Tully Road. The project site has adequate accessibility via Tully Road and McLaughlin Avenue. There are continuous sidewalks present on both sides

of Tully Road and McLaughlin Avenue near the project site. Overhead street lights provide adequate street lighting in the project vicinity.

There is one bus stop in the immediate vicinity of the project site, located between the two existing Tully Road driveways. Other bus stops nearby include two located on McLaughlin Avenue north of Tully Road. One on Tully Road west of McLaughlin Avenue. All bus stops are accessible to and from the project site via existing sidewalks and crosswalks along Tully Road.

Existing Bicycle Facilities

Bicycle facilities include the following:

A. Bike Paths (Class I) – Paved trails that are separated from roadways
B. Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends and signs
C. Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings which may or may not include additional pavement width for cyclists

Coyote Creek Trail, a City of San Jose Class I bicycle facility (off-street bike path) that runs from the San Francisco Bay to the City's southern boundary, is accessible via Tully Road approximately 0.6 mile west of the project site.
Class II bicycle lanes are provided on both sides of Tully Road for the entire extents of the roadway.
The City of San Jose Better Bike Plan 2025, describes a list of existing and proposed bicycle facilities in the City. Overall, existing bicycle facilities provide adequate connectivity between the proposed project site and the adjacent residential neighborhoods.

Existing Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) operates bus service and light rail services in the City of San Jose. The proposed project site is served by VTA Frequent bus Routes 26 and 72. **Table 3** describes weekday and weekend services and frequencies for VTA bus routes.

Figure 4 illustrates the existing pedestrian, bicycle, and transit facilities in the project vicinity.

Table 3: Existing Transit Services

Route	From	To	Weekdays		Weekends	
			Operating Hours	Headway (minutes)	Operating Hours	Headway (minutes)
26	Eastridge Transit Center (Bay 14)	West Valley Transit Center (Bay 4)	5:16 a.m.-11:19 p.m.	11-76	6:17 a.m.-10:23 p.m. (Saturday) & 6:18 a.m.- 10:23 p.m. (Sunday)	30-65 & 30-65
72	Senter & Monterey (E)	Bassett Terminal (E)	5:24 a.m.-9:53 p.m.	13-60	6:42 a.m.-10:01 p.m. (Saturday) & 7:41 a.m.-10:00 p.m. (Sunday)	28-60 & 28-60

Source: VTA website

As per the Envision San Jose 2040 General Plan, while the City does not have direct jurisdiction over public transit facilities, the City may improve transit by encouraging ridership through connection to other transportation facilities, and dedicating right-of-way to public transit.

Existing Peak Hour Traffic Volumes

The existing operations at the study intersections were evaluated for the highest one-hour volumes during weekday morning and evening peak periods. The peak periods observed were between 7 - 9 a.m. and 4 – 6 p.m. The highest single one hour recorded for each period was used in the analysis. TJKM collected the turning movement counts on June 1, 2023.

Appendix B includes all the data sheets for the collected vehicular traffic counts. **Figure 5** illustrates the existing conditions lane geometry, traffic control and peak hour traffic volumes at the study intersections.

Field Observations

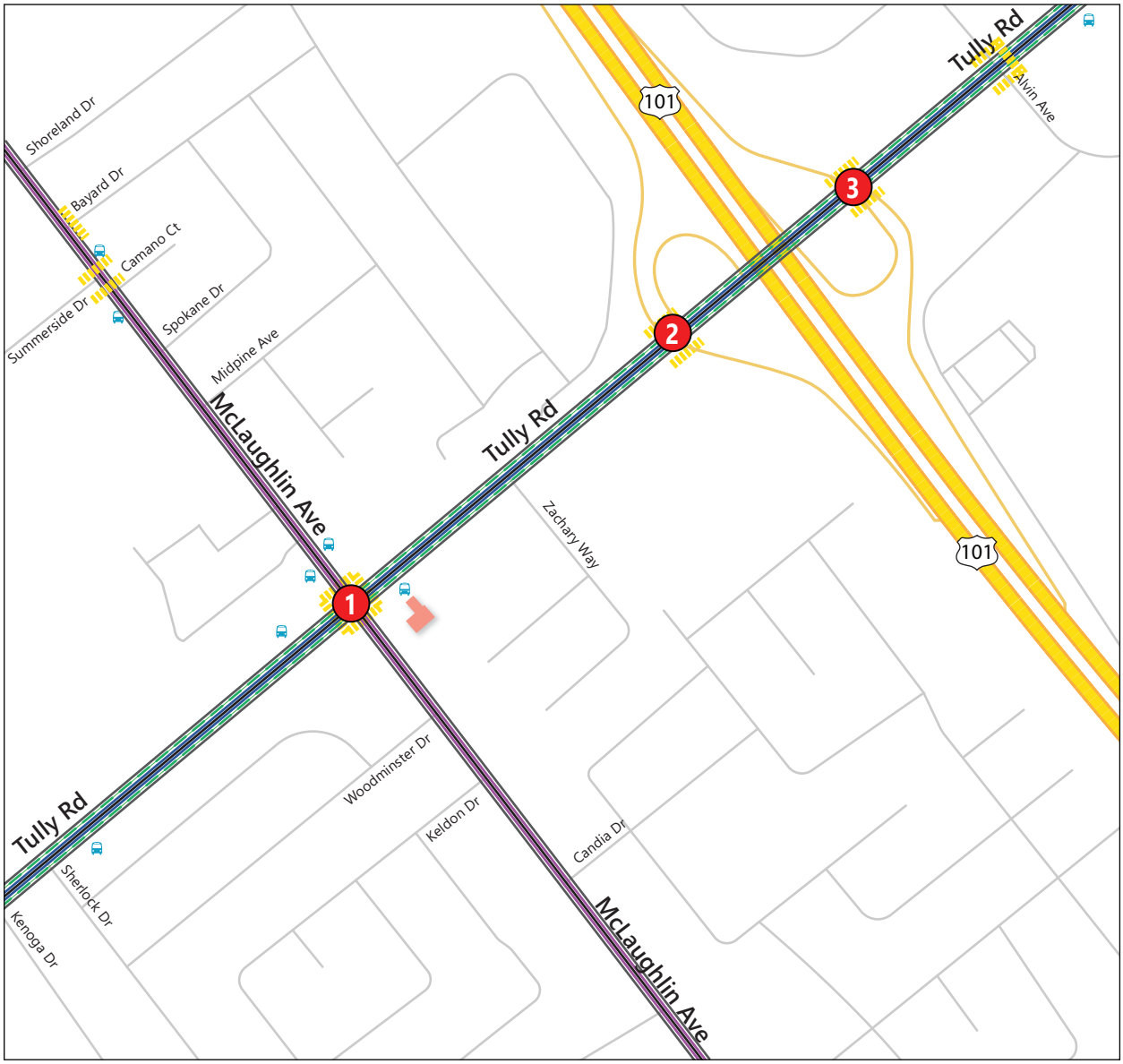
Field observations within the immediate vicinity of the proposed project and at the study intersections were conducted to observe overall transportation characteristics.

On Tully Road, the peak direction is westbound during the a.m. peak hour and eastbound during the p.m. peak hour. Queueing issues were observed at the northbound approach and southbound approach of the Tully Road/McLaughlin Avenue intersections during both peaks. Queuing on the US 101 northbound and southbound off ramps were within the threshold. No queueing or operational issues were observed for vehicles exiting and entering the project site via Tully Road and McLaughlin Avenue.

Sidewalks, crosswalks and Class II buffered bike lanes are present along both sides of Tully Road in the project vicinity. Sidewalks are present along both sides on McLaughlin Avenue. The pedestrian and bicycle activity during the peak hours were light to moderate, and more pedestrians were observed than bicyclists.

Bus stops were observed along Tully Road and McLaughlin Avenue. The bus stops on the Tully Road, was observed to have the highest amount of riders at the bus stop.

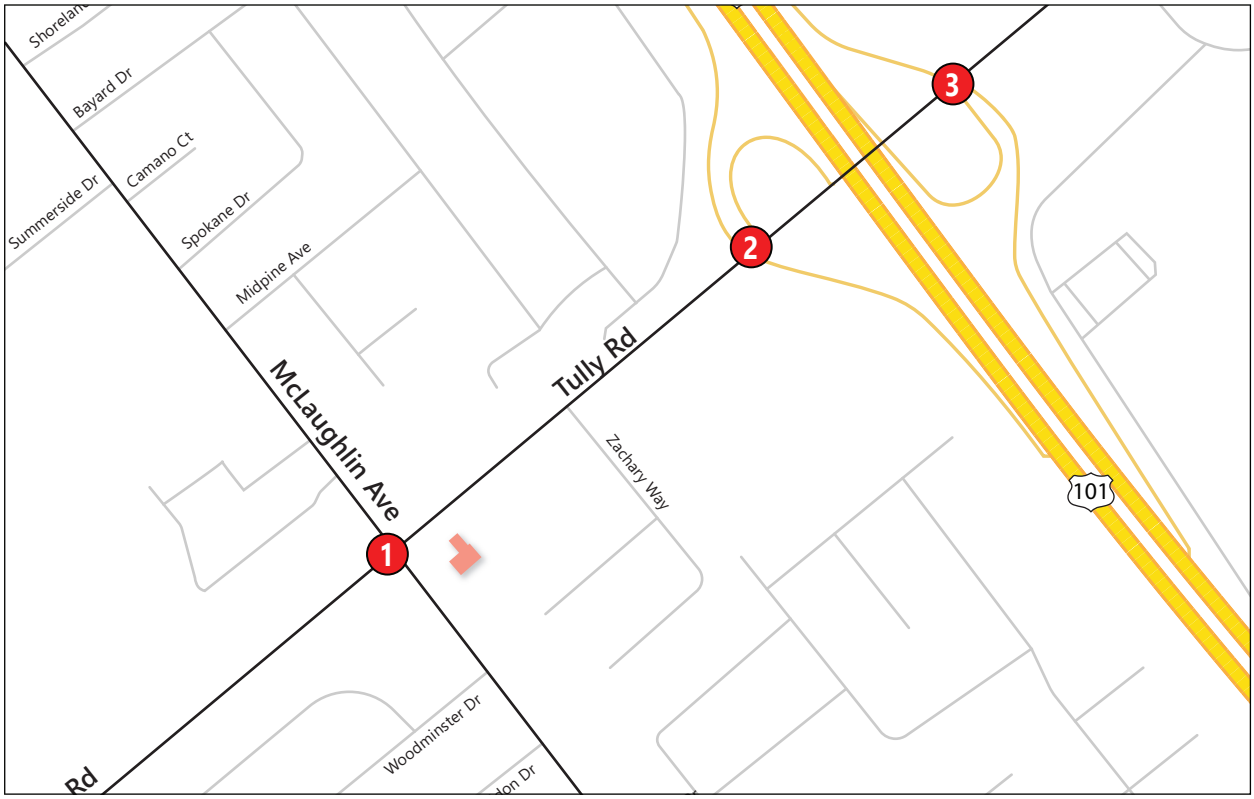
Figure 4: Existing Pedestrian, Bicycle, and Transit Facilities

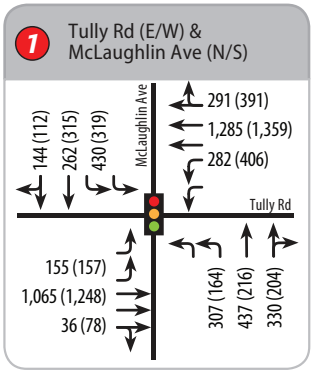


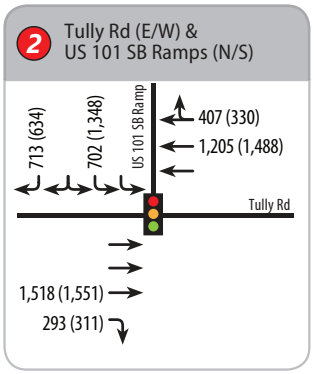
LEGEND

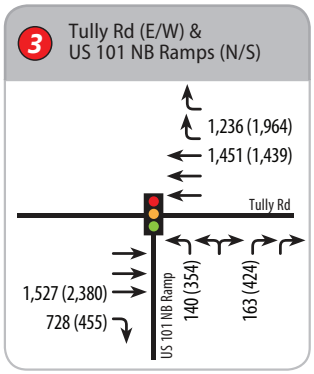
- Project Site
- Study Intersection
- Class II Bike Lane
- Sidewalk
- Marked Crosswalk
- Bus Stop
- Route 26
- Route 72

Figure 5: Existing Conditions Peak Hour Volumes, Lane Configuration, and Traffic Control









LEGEND

	Project Site	XX	AM Peak Hour Volume		Traffic Signal
X	Study Intersection	(XX)	PM Peak Hour Volume		

INTERSECTION TRAFFIC OPERATIONS - EXISTING CONDITIONS

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. A peak hour factor of 1.00 was used at the study intersections for the existing conditions analysis. The results of the LOS analysis using the TRAFFIX software program for Existing Intersection Operations are summarized in **Table 4**. **Figure 5** illustrates the existing vehicle turning movement volumes at the study intersections.

Under this scenario, the study intersections operate within applicable jurisdictional standards of the City of San Jose and Santa Clara County Level of Service (LOS) D and E or better during the a.m. and p.m. peak hours. LOS worksheets are provided in **Appendix C**.

It should be noted that the LOS summary results presented in **Table 4** are based on an isolated intersection analysis method adopted by the City of San Jose.

Table 4: Intersection Level of Service Analysis – Existing Conditions

#	Intersection	Control	Peak Hour[1]	Existing Conditions			
				Average Delay[2]	LOS[3]	Critical V/C[4]	Critical Delay[5]
1	Tully Road/McLaughlin Avenue*	Signalized	AM	53.5	D	0.771	55.2
			PM	45.1	D	0.636	53.1
2	Tully Road / US 101 SB Ramps	Signalized	AM	15.2	B	0.632	16.8
			PM	14.4	B	0.667	15.7
3	Tully Road / US 101 NB Ramps	Signalized	AM	6.1	A	0.511	16.0
			PM	14.6	B	0.622	22.2

Notes:
*indicates CMP intersection with LOS E threshold.
[1]AM – morning peak hour, PM – evening peak hour
[2]Average intersection delay expressed in seconds per vehicle for signalized intersections.
[3]LOS = Level of Service
[4]Critical V/C - Critical Volume-to-Capacity ratio
[5]Critical delay is expressed in seconds per vehicle for signalized intersections.

CEQA TRANSPORTATION ANALYSIS

PROJECT LEVEL VMT IMPACT ANALYSIS

Based on the City's CEQA Vehicle Miles Travelled (VMT) analysis screening criteria (**Table 1**) in the Transportation Analysis Handbook (2023) to determine conformance to Council Policy 5-1, the proposed development is similar to local serving retail.

TJKM evaluated the proposed project site plan to ensure compliance with the City of San Jose's Drive-Through (Policy 6-10). No drive-through use shall be approved with ingress or egress driveways within 300 feet of a signalized intersection operating at a LOS D, E or F unless a traffic analysis demonstrates, to the satisfaction of the Director of Public Works, that vehicles entering or leaving said use will not impair the efficiency or operation of the intersection - The Tully Road and McLaughlin Avenue intersection is approximately 125 feet west of the carwash driveway and operates at LOS D during both peaks under Background and Background plus Project. Based on the trip generation and traffic analysis conducted for the project, it is projected that the proposed project trips will not have any significant adverse effect on the operation of the intersection of Tully Road and McLaughlin Avenue. As a result, the project is projected to be consistent with this criterion.

New retail development typically redistributes existing shopping trips instead of creating new trips. Local-serving retail projects may shorten vehicle-trips and reduce VMT by diverting existing trips from established local retail to the new local retail without measurably increasing trips outside of the local area. Regional-serving retail projects, conversely, can lead to longer vehicle-trips and may increase VMT.

The City has defined retail projects below 100,000 square feet without drive-through operations as local-serving shopping centers and those above as regional shopping centers. Therefore, it is presumed that retail projects or retail components of mixed-use projects no larger than 100,000 square feet will have a less-than-significant VMT impact and will not require a detailed CEQA transportation analysis.

The proposed project trip generation estimates were converted to the equivalent retail square footage. The proposed project expects to generate 1,815 daily trips based on ITE rates. TJKM used published trip rates for the ITE land use Convenience Market with gasoline pumps (ITE Code 945), Automobile Parts and Service Center (ITE Code 943) and Car Wash and Detail Center (ITE Code 949) for this project. The proposed project is equivalent to 33,350 square-feet retail space, and therefore, meets the local-serving retail screening criteria, and is exempt from a CEQA VMT analysis. However, a local transportation analysis (LTA) is conducted. **Table 5** shows the conversion calculation for the gasoline service station with carwash and service center to retail use. **Figure 6** shows project site and locations of existing gas stations with carwashes within ½-mile, 1-mile and 5 mile radius from project site.

Table 5: Conversion Table

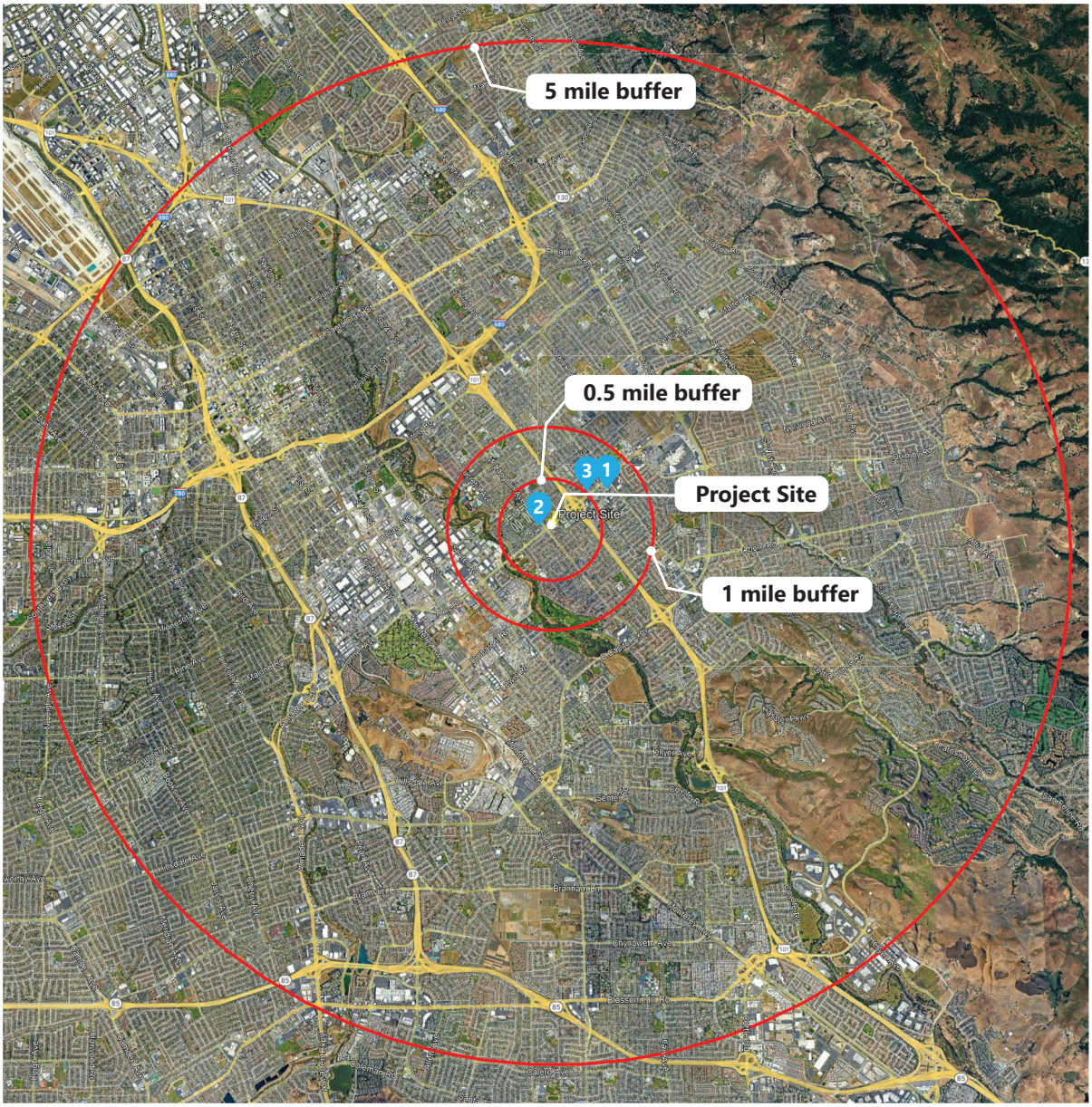
Project	Unit	Land Use	ITE Code	Daily Trip Rate	Trips
2.626	KSF	Convenience Market with Gasoline pumps	945	624.20/1,000 square feet	1,639
1.224	KSF	Automobile Parts and Service Center	943	16.60/1,000 square feet	20
1	Tunnel	Car Wash and Detail Center*	949	156.20/Wash Stall	156
33.35	**KSF**	**Retail**	822	54.45/1,000 square feet	**1,815**

Notes:

KSF - thousand square feet

*__ITE Land Use Code 949__: Car wash and Detail Center land use used as a substitute to estimate for the proposed car wash, **as ITE LU:948 – Automated Car Wash does not have daily/AM peak hour trip estimates**".

Figure 6: Location of Existing Gas Stations with Car Washes



Existing Gas Stations with Car Washes

1. Reco Gas & Mini Mart
2. McLaughlin Tully Chevron Gas Station
3. King Tully Shell Gas Station

LEGEND

- Project Site
- Study Intersection
- Gas Station with Car Wash

LOCAL TRANSPORTATION ANALYSIS

PROJECT TRIP GENERATION

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication *Trip Generation* (11th *Edition)*. TJKM applied trip discounts to the proposed project trip generation that are consistent with the City of San Jose and VTA Traffic Analysis Guidelines in terms of development densities, and location based mode share adjustments in consultation with the City of San Jose staff. VMT Evaluation Tool Summary Report is included in **Appendix C.**

TJKM used published trip rates for the ITE land use Convenience Market with gasoline pumps (ITE Code 945), Automobile Parts and Service Center (ITE Code 943) and Automated Car Wash (ITE Code 948) for this project. TJKM used existing land use credits based on driveways counts. The existing driveway counts were taken on June 1, 2023 from 7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m. **Table 6** shows the expected trips generated by the proposed project.

Location-based adjustment is a function of multimodal connectivity – the more accessibly, safely, and comfortably connected the area is to transit, bicycle, and pedestrian networks, the higher the percent of project trips made in vehicles. Location-based adjustment is necessary because people entering or exiting a project often have different mode shares than the ITE sites. Location-based vehicle mode share is estimated for five place types and three uses (residential projects, office or industrial projects, and retail projects). As the project site is located in Urban Low-Transit area, Location based Mode Share adjustments for Retail Land Use is 87% (San Jose Transportation Analysis Handbook 2023, Page no.61, Table 17).

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway. TJKM applied pass-by trip reduction as per ITE Trip Generation Manual, 11th Edition and ITE Trip Generation Manual, 11th Edition Volume 1: User's Guide and Handbook for Convenience Market with gasoline pumps (ITE 945) a similar land use to the proposed project.

With pass-by trips reductions and Location based mode share adjustments, the proposed development is anticipated to generate approximately 329 trips during a typical weekday, 4 trips during the a.m. peak hour, and 84 trips during the p.m. peak hour as compared to the previous use.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on existing travel patterns in the study area. Project access will be provided via one access driveway along McLaughlin Avenue and two driveways along Tully Road. **Figure 7** shows the project trip distribution and assignment.

Table 6: Project Trip Generation

Trip Generation for Proposed development at 1152 Tully Road , City of San Jose															
	Land Use (ITE Code)	**Size**	**Unit**	**Daily**		**A.M. Peak Hour**					**P.M. Peak Hour**				
				Rate	**Trips**	**Rate**	**In:Out**	**In**	**Out**	**Total**	**Rate**	**In:Out**	**In**	**Out**	**Total**
Proposed	Convenience Market with gasoline pumps (945)[1]	2.626	KSF	624.20	1,639	40.59	50:50	53	53	106	48.48	50:50	64	63	127
	Location based Mode Share Adjustments[2]-13%				*-213*			*-7*	*-7*	*-14*			*-8*	*-8*	*-16*
					1426			*46*	*46*	*92*			*56*	*55*	*111*
	Pass-by Trip Discount[3]			*-60%*	*856*	*-60%*		*-28*	*-28*	*-56*	*-56%*		*-31*	*-31*	*-62*
					570			**18**	**18**	**36**			**25**	**24**	**49**
	Automobile Parts and Service Center (943)[4]	1.224	KSF	16.60	20	1.91	72:28	1	1	2	2.06	39:61	1	2	3
	Automated Car Wash (948)[5]	1	Tunnel	156.20	156	8.60	63:37	5	3	8	77.5	50:50	39	39	78
	Sub-total (A)				**745**			**24**	**22**	**46**			**65**	**65**	**130**
Existing	Existing Land Use credits based on Driveway Counts[6]	1045						54	50	104	N/A		51	54	105
	Pass-by Trip Discount[3]			*-60%*	*627*	*-60%*		*32*	*30*	*62*	*-56%*		*29*	*30*	*59*
	Sub-total (B)				**418**			**22**	**20**	**42**			**22**	**24**	**46**
	Net Trips (A-B)				**329**			**2**	**2**	**4**			**43**	**41**	**84**

Notes:

Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

KSF-Thousand square feet

[1]Convenience Market with gasoline pumps (ITE Land Use Code 945) based upon number of Square Footage.

[2]Location based Mode Share adjustments for Retail Land Use is 87% (Refer: San Jose Transportation Analysis Handbook 2023, Page no.61, Table 17)

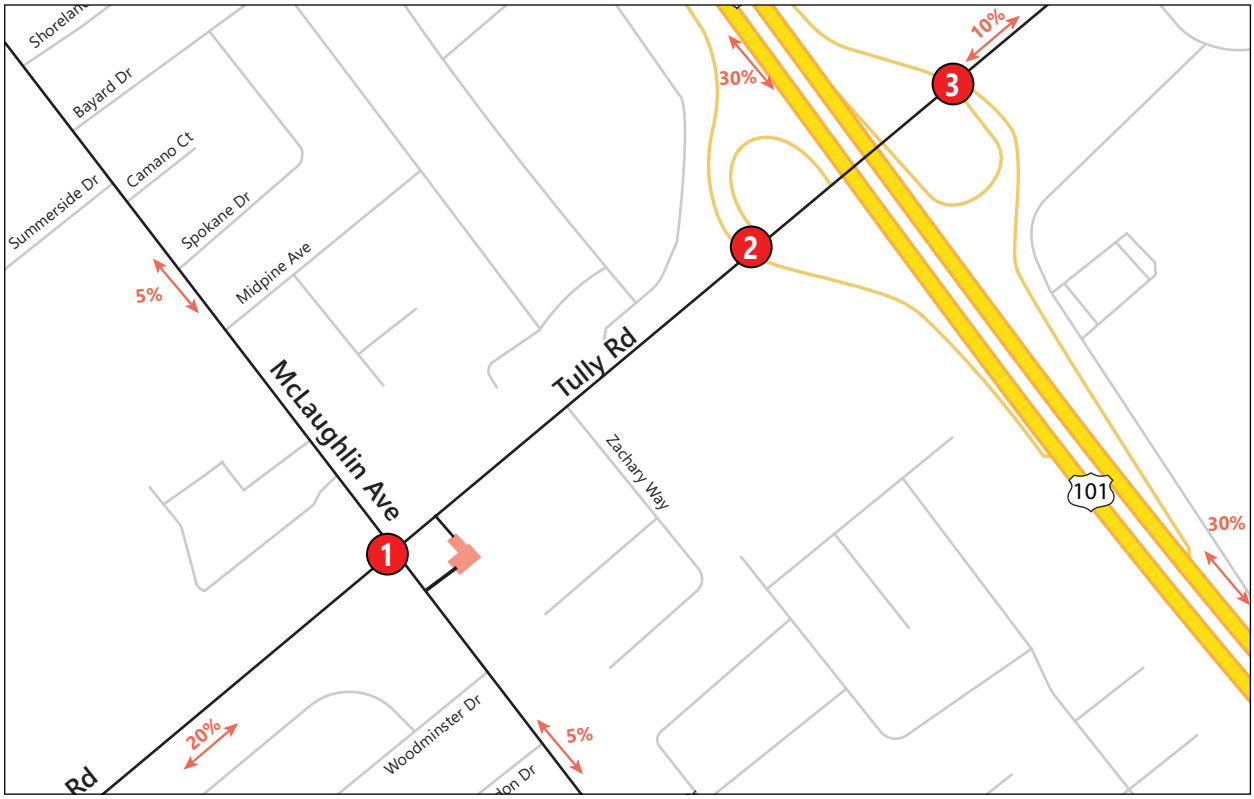
[3]ITE Pass-By reduction rate of 60% in the AM peak hour and 56% in the PM peak hour for Gasoline Pumps with convenience market. It should be noted that daily pass-by reduction rate of 60% was assumed.

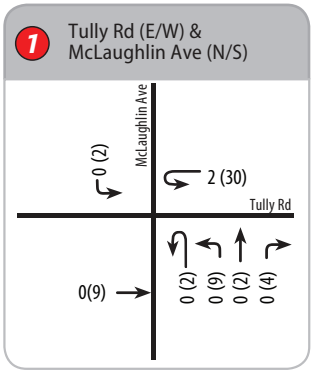
[4]Automobile Parts and Service Center (ITE Land Use Code 943) based upon number of Square Footage.

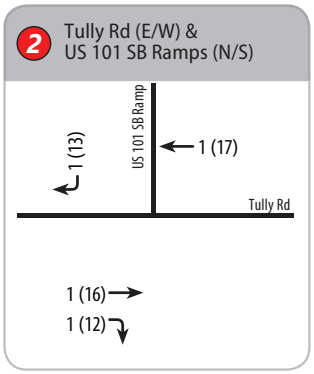
[5]ITE Land Use Code 949: Car wash and Detail Center land use used as a substitute to estimate for the proposed car wash, as ITE LU:948 – Automated Car Wash does not have daily/AM peak hour trip estimates".

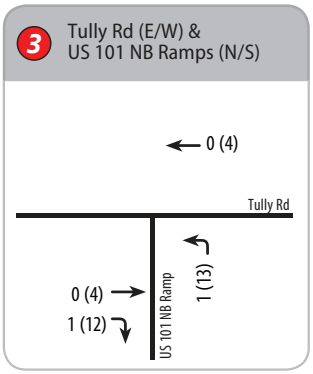
[6]Driveways counts were taken on 6/1/2023 for 7:00 a.m. - 9:00 a.m. and 4:00 p.m. - 6:00 p.m.

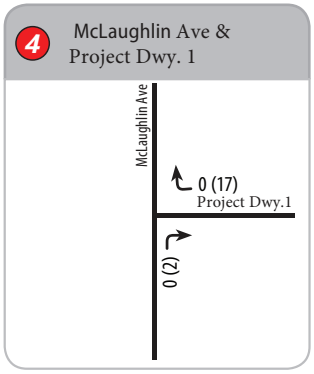
Figure 7: Trip Distribution & Assignment

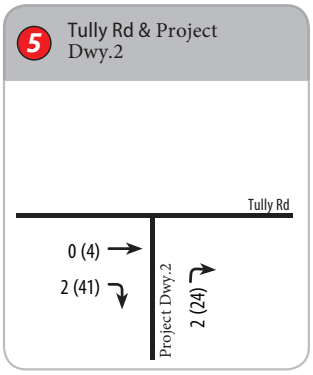












LEGEND

Project Site

Study Intersection

XX AM Peak Hour Project Trips

(XX) PM Peak Hour Project Trips

Project Access

XX% Trip Distribution

Background Conditions

This scenario is similar to the Existing Intersection Operations scenario, but with the addition of traffic from approved and pending developments located within the immediate vicinity of the project. The City staff provided the Approved Trips Inventory (ATI), which represents the traffic volumes generated by projects that are approved but not yet constructed. ATI volumes were added to the Existing traffic volumes to project the peak hour turning movements at the study intersections under the Background Conditions scenario. The ATI sheets are included in **Appendix D**.

Figure 8 shows projected turning movement volumes at the study intersections under the Background Conditions scenario for both a.m. and p.m. peak hours. A peak hour factor of 1.00 was used at the study intersections.

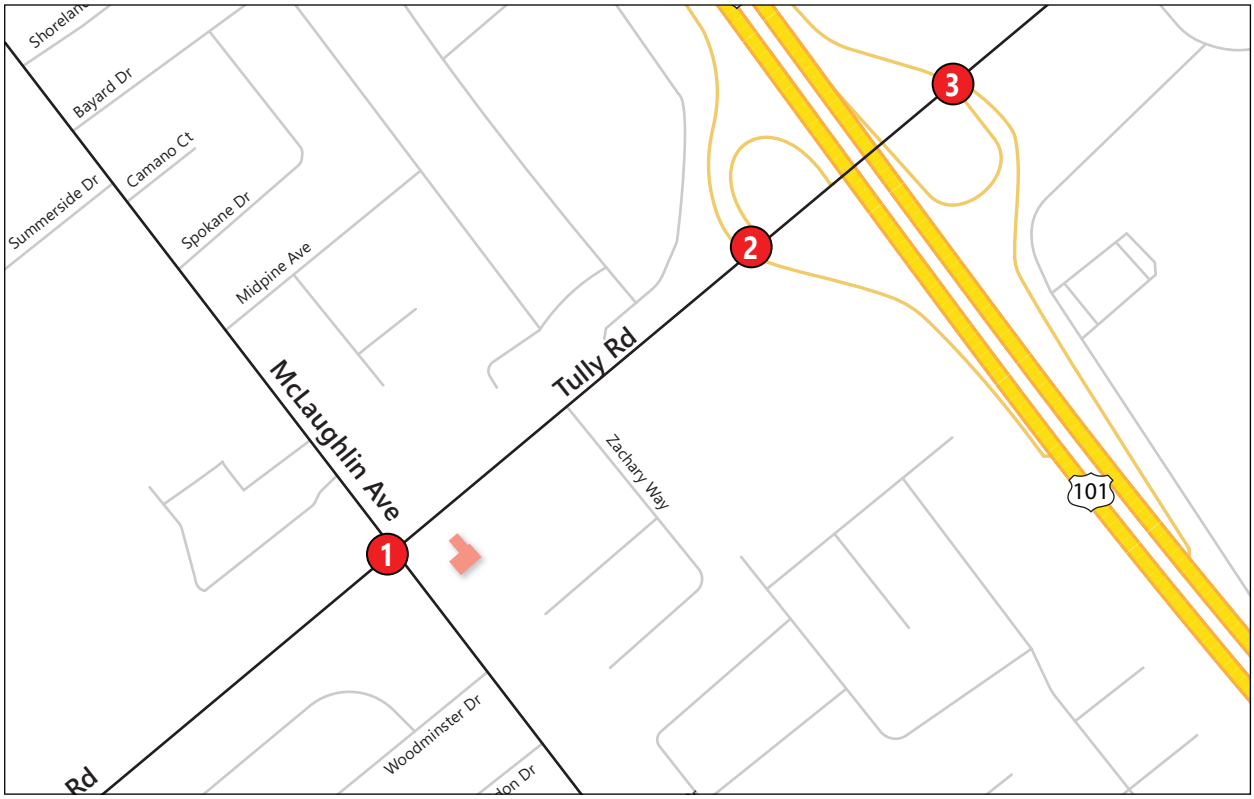
Table 7 summarizes the results of intersection level of service analysis. **Appendix D** contains detailed calculation sheets for intersection operations under the Background Conditions scenario. Under this scenario, the study intersections operate within applicable jurisdictional standards of the City of San Jose and Santa Clara County Level of Service (LOS) D and E or better during the a.m. and p.m. peak hours.

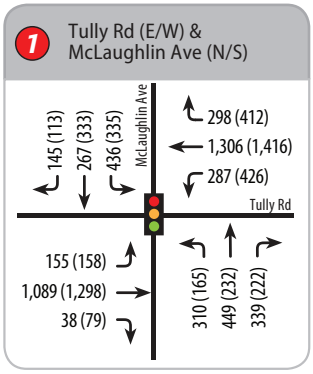
Table 7: Intersection Level of Service Analysis – Background Conditions

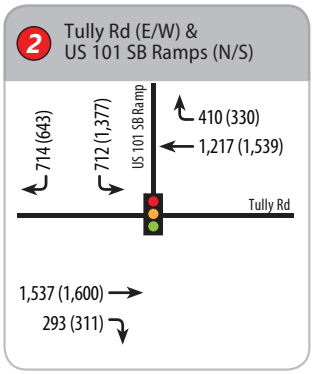
#	Intersection	Control	Peak Hour[1]	Background Conditions			
				Average Delay[2]	LOS[3]	Critical V/C[4]	Critical Delay[5]
1	Tully Road/McLaughlin Avenue*	Signalized	AM	54.2	D	0.786	55.9
			PM	45.9	D	0.669	54.5
2	Tully Road / US 101 SB Ramps	Signalized	AM	12.9	B	0.588	14.4
			PM	14.5	B	0.683	16.0
3	Tully Road / US 101 NB Ramps	Signalized	AM	6.1	A	0.515	15.9
			PM	14.5	B	0.639	22.1

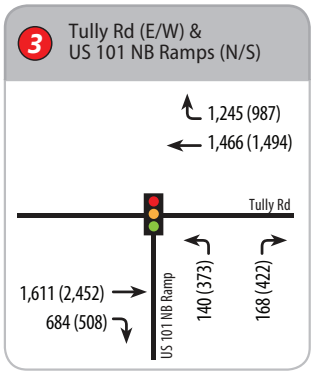
Notes:
*indicates CMP intersection with LOS E threshold.
[1]AM – morning peak hour, PM – evening peak hour
[2]Average intersection delay expressed in seconds per vehicle for signalized intersections.
[3]LOS = Level of Service
[4]Critical V/C - Critical Volume-to-Capacity ratio
[5]Critical delay is expressed in seconds per vehicle for signalized intersections.

Figure 8: Background Conditions Peak Hour Volumes









LEGEND

- Project Site
- Study Intersection
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume
- Traffic Signal

Background Plus Project Conditions

This scenario is identical to the Background Conditions scenario, but with the addition of projected traffic from the proposed development. **Figure 9** shows projected turning movement volumes at the study intersections under the Background plus Project scenario for both a.m. and p.m. peak hours. A peak hour factor of 1.00 was used at the study intersections.

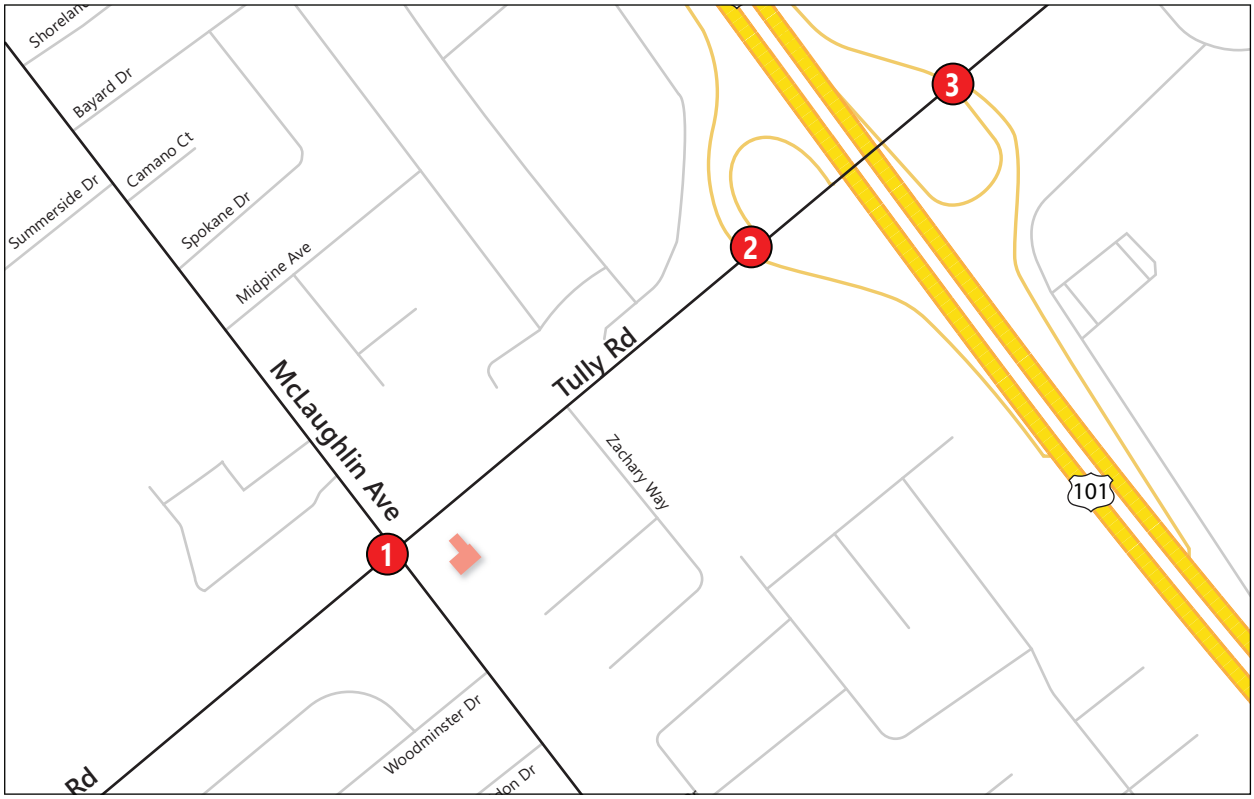
Table 8 summarizes the results of intersection level of service analysis. **Appendix E** contains detailed calculation sheets for intersection operations under the Background plus Project scenario. Under this scenario, the study intersections operate within applicable jurisdictional standards of the City of San Jose and Santa Clara County Level of Service (LOS) D and E or better during the a.m. and p.m. peak hours. Based on the City of San Jose LOS standards, the project would not have any adverse effects at the study intersections.

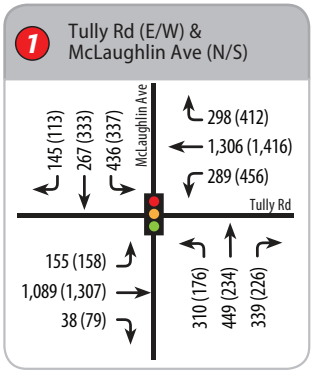
Table 8: Intersection Level of Service Analysis –Background plus Project Conditions

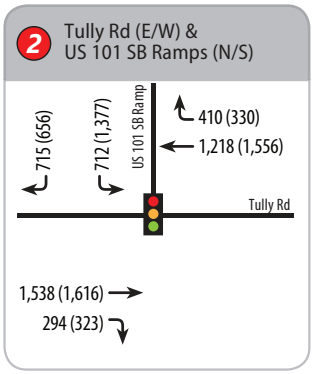
#	Intersection	Control	Peak Hour[1]	Background Conditions			Background plus Project Conditions			Δ in Critical V/C[5]	Δ in Critical Delay[6]
				Average Delay[2]	LOS[3]	Average Critical Delay[4]	Average Delay[2]	LOS[3]	Average Critical Delay[4]		
1	Tully Road/McLaughlin Avenue*	Signalized	AM	54.2	D	55.9	54.3	D	55.9	0.000	0.000
			PM	48.1	D	57.5	48.7	D	58.5	0.015	1.000
2	Tully Road / US 101 SB Ramps	Signalized	AM	12.9	B	14.4	12.9	B	14.4	0.001	0.000
			PM	15.8	B	17.6	15.8	B	17.7	0.004	0.100
3	Tully Road / US 101 NB Ramps	Signalized	AM	6.1	A	15.9	6.1	A	16.0	0.000	0.100
			PM	15.5	B	23.7	15.8	B	24.1	0.005	0.400

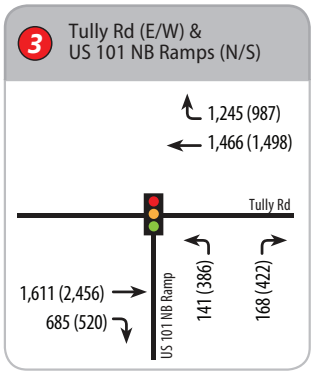
Notes:
*indicates CMP intersection with LOS E threshold.
[1]AM – morning peak hour, PM – evening peak hour
[2]Average intersection delay expressed in seconds per vehicle for signalized intersections.
[3]LOS = Level of Service
[4]Critical V/C - Critical Volume-to-Capacity ratio
[5]Critical delay is expressed in seconds per vehicle for signalized intersections.

Figure 9: Background plus Project Conditions Peak Hour Volumes









LEGEND

- Project Site
- Study Intersection
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume
- Traffic Signal

QUEUING ANALYSIS

QUEUING ANALYSIS AT STUDY INTERSECTIONS

TJKM conducted a vehicle queuing and storage analysis for all exclusive left turn or right-turn pockets at the study intersections where project traffic is added under Background plus Project Conditions. The 95th percentile (maximum) queues were analyzed using the HCM 2000 Queue methodology contained in TRAFFIX software. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 9** summarizes the 95th percentile queue lengths at the study intersections under Background and Background plus Project Conditions.

At the Tully Road and McLaughlin Avenue intersection, the queue lengths for the northbound left turn lane, southbound left turn lane, eastbound left turn lane, and westbound left turn lane overflow the available storage lengths during weekday a.m., and p.m. peak hours under background and background plus project scenarios. At the Tully Road and US 101 SB Ramps intersection, the queue lengths for the southbound left turn lane, and eastbound right turn lane overflow the available storage lengths during either weekday a.m., or p.m. peak hour under background and background plus project scenarios. At the Tully Road and US 101 NB Ramps intersection, the queue lengths for the northbound left turn lane, northbound right turn lane, eastbound right turn lane, and westbound right turn lane overflow the available storage lengths during either weekday a.m., or p.m. peak hour under background and background plus project scenarios. However, the overflows exist under background plus project conditions and the project would add one vehicle (1 vehicle=25 feet) to the average design queue length.

Table 9: Queuing Analysis Summary

#	Intersection Name	Lane Group	Storage (Feet/lane)	A. Background Conditions		B. Background plus Project Conditions		Change (B-A)	
				AM	PM	AM	PM	AM	PM
1	Tully Road / McLaughlin Avenue*	NBL	290	**326**	243	**326**	252	0	9
		SBL	290	**541**	**463**	**541**	**460**	0	-3
		EBL	190	**265**	**245**	**265**	**238**	0	-7
		WBL	345	**409**	**548**	**411**	**568**	2	20
2	Tully Rd/US 101 SB Ramps	SBL	325	249	**566**	249	**570**	0	4
		SBR	750	414	438	414	450	0	12
		EBR	140	**201**	**232**	**202**	**243**	1	11
		WBTR	665	431	604	432	611	1	7
3	Tully Road / US 101 NB Ramps	NBL	200	**239**	**544**	**240**	**557**	1	13
		NBR	270	196	**417**	196	**415**	0	-2
		EBR	140	**143**	98	**143**	101	0	3
		WBR	265	**424**	**537**	**425**	**545**	1	8

Notes:
Storage length and 95th percentile queue is expressed in vehicles per lane; 1 vehicle = 25 feet.
*CMP intersection

QUEUING ANALYSIS AT PROJECT DRIVEWAY

TJKM conducted a vehicle queuing analysis at the project driveways along Tully Road and McLaughlin Avenue. The 95th percentile (maximum) queues were analyzed using the HCM 2000 Queue methodology contained in TRAFFIX software for the project driveways**. Table 10** summarizes the 95th percentile queue lengths at the project driveway under Background plus Project scenario. As shown in **Table 10**, under Background plus Project Conditions the 95th percentile queues at the outbound approach of project driveway are expected to be minimal.

Table 10: 95th Percentile Queues at Project Driveways

Intersection	Control	Background plus Project Conditions	
		AM	PM
		95th Percentile Queue (ft)[3]	95th Percentile Queue (ft)[3]
McLaughlin Avenue / Project Driveway 1	One-Way Stop	0	25
Tully Road/Project Driveway 2	One-Way Stop	0	25

Notes:
1 vehicle=25 feet
[1]Reported values of 95th percentile queues are for the outbound movements at the project driveways

PROJECT DRIVEWAY OPERATIONS

The City of San Jose Transportation Analysis Handbook (2023) stated driveways should be located a minimum of 150 feet from any intersection, should accommodate 300 to 600 peak hour trips per driveway, and should be designed as standard driveways or modified curb-return with ADA accessible ramps. As per the project site plan (**Figure 2**) Driveway 1 is proposed to be located approximately 50 feet south of the Tully Road/McLaughlin Avenue intersection. Driveway 2 would be located at 125 feet east of the Tully Road/McLaughlin Avenue intersection, respectively. Generally, the driveways do not meet the location guidelines for the City of San Jose. All driveways are anticipated to experience fewer peak hour trips and do not exceed the recommended peak hour trips of the Handbook. Driveway 1 is 31 feet wide and thus complies with City of San Jose standards for standard commercial driveways. Driveway 2 is 36 feet wide and also comply with City of San Jose standards.

ADDITIONAL ANALYSIS

The following sections provide additional analyses of other transportation issues associated with the project site, including:

- Site access and on-site circulation;
- Sight distance analysis;
- Parking analysis;
- Conformance to Urban Village Plan;
- Construction Operations

Site Access and On-Site Circulation

This section analyzes site access and internal circulation for vehicles, pedestrians and bicycles based on the site plan presented in **Figure 2** (dated January 12, 2024). TJKM reviewed internal and external access for the project site for vehicles, pedestrians, and bicycles.

Vehicle Access

This analysis evaluates the vehicle access to the project site. Access to the project site would be via one 31 foot wide, limited- access (right-in/right-out only) driveway on McLaughlin Avenue (Driveway 1) and one 36 foot wide, limited- access (right-in/right-out only) driveway on Tully Road (Driveway 2).

The two existing driveways on Tully Road are 50 feet apart, with a bus stop in between. Currently, there is a PG & E subsurface transformer provided right infront of the existing bus stop. Based on the discussions with City, it was concluded that the project will remove the southerly driveway along the Tully Road frontage and combine the two existing driveways into one proposed centrally located driveway, where the existing bus stop is located. Based on the evaluation, the driveways are expected to be adequate for passenger vehicles accessing the site. In addition, the 95th percentile queueing at the outbound approaches of project driveways are expected to be minimal.

Access to the proposed carwash will be provided via Tully Road Driveway. It should be noted that the proposed fully automated carwash would not have any attendants. Based on the similar type of automated carwash studies and field observations in the City of San Jose and other cities the expected maximum queue for the automated carwash facilities is five vehicles. This satisfies the City of San Jose standards. According to the site plan, there would be queuing space for seven vehicles.

TJKM also examined the project site plan (**Figure 2**) in order to evaluate the adequacy of on-site circulation for vehicles, garbage trucks and emergency vehicles. Circulation aisles are 25 to 31 feet wide and accommodate two-way travel. The turning radii appear to be adequate for the garbage and delivery trucks. The proposed garbage pickup area is located in the northwest section of the project site, adjacent to the service bay. Garbage trucks must enter the project site and circulate past fueling stations and parking to access the trash enclosure and exit the project site. Emergency vehicles can access the project site via the driveways on Tully Road. **Figure 10** shows the turning radii appear to be adequate for fuel trucks accessing the project. The 63 feet fuel artic truck could enter from McLaughlin Avenue Driveway

and exit from Tully Road Driveway. **Figure 11** shows the emergency vehicle truck turn template and **Figure 12** shows the garbage truck turning templates, when accessing the site.

Overall, the proposed on-site vehicle circulation is adequate and should not result in any significant operational issues on City streets.

Pedestrian Access

In the project vicinity, the study intersections are signalized and equipped with countdown pedestrian signal heads and crosswalks at all approach legs. The project site has adequate pedestrian accessibility via Tully Road and McLaughlin Avenue. There are continuous sidewalks present along both sides of Tully Road and McLaughlin Avenue in the project vicinity. Adequate street lighting is continuously provided on both sides of Tully Road via overhead light posts. Overhead light posts also provide adequate street lighting along McLaughlin Avenue. All the bus stops are accessible to and from the project site via existing sidewalks and crosswalks.

The proposed project does not conflict with applicable or adopted policies, plans or programs related to pedestrians facilities or otherwise decrease the performance or safety of pedestrian facilities. The project would not have an adverse effect on the existing or planned pedestrian facilities in the immediate project vicinity.

Bicycle Access

In terms of bicycle access to the project site, Coyote Creek Trail is a City of San Jose Class I bicycle facility (off-street bike path) that runs from Bay to the City's southern boundary is present within the vicinity of the project site. Class II bicycle lanes are provided on both sides of Tully Road for the entire extents of the roadway. Overall, existing bicycle facilities provide adequate connectivity between the proposed project site and the adjacent residential neighborhoods. An adverse effect to bicyclists occurs if the proposed project disrupts existing bicycle facilities; or conflicts and/or creates inconsistencies with adopted bicycle system plans, guidelines, and policies. The proposed project does not conflict with adopted policies, plans or programs related to bicycle facilities or otherwise decrease the performance or safety of bicycle facilities in the study area. The project would not have an adverse effect on the existing or planned bicycle facilities in the immediate project vicinity. The project would be required to enhance the existing crosswalk striping at the east leg of the Tully Road and McLaughlin Avenue intersection with high visibility implementation and green pavement enhancement markings for the existing Class II bike lane on the Tully Road project frontage.

City of San Jose's Better Bike plan 2025 sets an ambitious goal to have 15 percent of all trips to be made by bike by 2040 and 20 percent by 2050. Under this vision, City of San Jose's planned bike network will comprise hundreds of kilometers of new, improved bikeways, which will completely transform what it's like to ride a bike throughout the city. Construction of new protected bike lanes, bike boulevards, and multi-use route linkages on city roadways will all be part of this plan's execution. Bikeway projects will be funded through a variety of sources including the San José capital improvement program, grant applications, private development, and existing maintenance programs. According to the CSJ Better Bike Plan 2025, the project will contribute money ($144 per LF) in lieu of fees for the construction of Class IV protected bike lanes along Tully Road and McLaughlin Avenue project frontages.

Transit

The proposed project does not add any new trips to the existing transit services, thus can be accommodated by the existing transit capacity. The Tully Road transit stop located on the project frontage would not be disturbed by the proposed project, and thus, the project does not have an adverse effect on the existing transit facilities in the immediate project vicinity. However, the coordination with VTA will be provided for any possible relocation, extension of bus pad, and new bus shelter as a part of assessing improvements to the existing bus stop along the Tully Road frontage.

The proposed project may benefit from coordinating with VTA for bus stop improvements along Tully Road, such as addition of painting to denote the area of the bike lane that operates as a bus stop, and addition of bus top amenities such as benches, shelters, and lighting.

PROJECT'S CONFORMANCE TO DRIVE-THROUGH USES POLICY (POLICY 6-10)

TJKM evaluated the proposed project site plan to ensure compliance with the City of San Jose's Drive-Through (Policy 6-10). The City of San Jose Policy 6-10 lists the following criteria under TRAFFIC for development of establishments with drive-thru facilities:

A. Primary ingress and egress to drive-through type use parking lots should be from at least a four-lane major street - The proposed project site plan proposes to provide access to the proposed project via Tully Road and McLaughlin Avenue. In the vicinity of the project site, Tully Road has three lanes in each direction and McLaughlin Avenue has two lanes in each direction. The proposed project is consistent with this criterion.
B. The drive-through stacking lane shall be situated so that any overflow from the stacking lane will not spill out onto public streets or major aisles of any parking lot. Overflow capacity shall be 50 percent of required stacking for overflow restricted to the parking lot and 100 percent of required stacking if the overflow is directed to the street - Based on the evaluation of the drive-through it is projected that the proposed stacking lane would accommodate 100 percent of the required stacking described below. As per the proposed site plan, the stacking lane would accommodate seven vehicles. In case of Stacking lane overflow, the on-site space between stacking lane and Tully Road is sufficient to accommodate at least four more vehicles. The proposed project is consistent with this criterion.
C. No ingress and egress points shall conflict with turning movements of street intersections - Based on the evaluation of the proposed ingress and egress points, it is projected that the ingress and egress to the proposed project will not conflict with the turning movements at the nearby intersection of Tully Road and McLaughlin Avenue, and would not interfere with the operation of the intersection. The proposed project is consistent with this criterion based on the evaluation of the proposed ingress and egress points.
D. No drive-through use shall be approved with ingress or egress driveways within 300 feet of a signalized intersection operating at a LOS D, E or F unless a traffic analysis demonstrates, to the satisfaction of the Director of Public Works, that vehicles entering or leaving said use will not impair the efficiency or operation of the intersection - The Tully Road and McLaughlin Avenue intersection is approximately 125 feet west of the carwash driveway and operates at LOS D during both peaks under Background and Background plus Projects. Based on the trip generation and traffic analysis conducted for the project, it is projected that the proposed project trips will not have any significant adverse effect on the operation of the intersection of Tully Road and McLaughlin Avenue. As a result, the project is projected to be consistent with this criterion.

E. The drive-through stacking lane shall be separated physically from the user's parking lot and shall have a capacity of:
Automated Carwashes—five cars per lane* (*Allow 20 feet per car) Criterion satisfied. The project proposes to provide stacking capacity for seven vehicles without intruding into the on-site parking lot; additional stacking, if necessary, additional stacking would be available on-site within the lot.

F. No pedestrian crossing of the drive-through lane shall be allowed –one pedestrian crossing of the drive-through lane is proposed. This crossing leads to the trash and parking area and is intended for use by employees only generally after busy operation hours. TJKM feels this is consistent with the intent of the regulation. The crosswalk located at the drive-through window provides the connectivity to the sidewalk on McLaughlin Avenue. Pedestrian using the sidewalk on McLaughlin Avenue can use the crosswalk to go to convenience store. To reduce any potential collisions between pedestrians and vehicles, drive-through lane pedestrian crossings should include ADA compliant ramps with truncated domes, improved crosswalk striping/paving, and warning signage.

G. Proposed drive-through uses at or near signalized intersections may compound existing traffic congestion and make it intolerable even if the intersection meets the Transportation LOS Policy. In these situations, proposed drive-through uses should be discouraged – Based on the trip generation and traffic analysis conducted for the project, it is projected that the proposed project trips will not have any significant adverse effect on the operation of the intersection of Tully Road and McLaughlin Avenue. As a result, the project is projected to be consistent with this criterion.

Based on the evaluation of the proposed site plan it is concluded that the proposed project is consistent with the City of San Jose Jose's Drive-Through uses Policy (Policy 6-10).

Sight Distance Analysis

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project access points should be free and clear of any obstructions that would materially and adversely affect sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways.

The Highway Design Manual (HDM), Chapter 200, 2018, requires a minimum stopping sight distance of 250 feet for a design speed of 35 mph (McLaughlin Avenue). The lines of sight for vehicles exiting the proposed driveway on McLaughlin Avenue and vehicles travelling northbound on McLaughlin Avenue is clear and visible for at least 250 feet. Based on preliminary analysis, the project provides adequate sight distance for vehicles entering and exiting the project site at Driveway 1.

According to the Highway Design Manual (HDM), Chapter 200, 2018, the required minimum stopping sight distance for design speed of 40 mph (Tully Road) is 300 feet. The line of sight for vehicles exiting the driveways and vehicles travelling eastbound on Tully Road are clear and visible for at least 300 feet. Additionally, a VTA bus stop located between the two driveways on Tully Road serves VTA Route 26 seven days a week. The line of sight between vehicles exiting the project site via Driveway 2 and vehicles travelling eastbound on Tully Road would be obstructed when the bus stop is serviced. While the

southerly driveway along the Tully road is removed and combined the two existing driveways into one proposed centrally located driveway.

PARKING

The City of San Jose has updated its Municipal Code to no longer have minimum parking requirements for developments and encourage use of alternative modes of transportation. The new parking ordinance is in effect as of April 10, 2023. However, Based on the project site plan dated January 12,2024 (**Figure 2**), 21 parking spaces are provided including six standard parking spaces, one ADA parking space, one air/water parking space, one vacuum equipment space, 8 vehicle fueling position parking spaces, and four service bay spaces. Additionally, the automated car wash provides a stacking space of seven vehicles.

As per City's Bicycle Parking Requirements (City Code 20.90.060), all bicycle parking spaces provided shall be on a hard and stable surface and the standard required bicycle space is 2 feet wide, 6 feet long and 4 feet tall. The facilities shall be installed in a clear space at least two feet in width by six feet in length to allow sufficient space between parked bicycles. For a car wash and fuel service station, 1 bike space per 10 employees required as per City's Bicycle Parking Requirements (City Code 20.90.060. In the proposed project, parking for 3 bike spaces is provided. Project meets the City's bicycle parking requirements.

As the Proposed project is equivalent to 33,350 square feet of equivalent retail square feet (as shown in **Table 5** of the report) and is screened out as local-serving retail, the project meets the TDM exemption criteria.

Table 11: Screening Criteria for the City's TDM Program for Development Projects

Type	Screening Criteria
Small Infill Projects	Office projects of 10,000 square feet of gross floor area or less; Industrial projects of 30,000 square feet of gross floor area or less; Single-family detached residential projects of 15 or fewer units; Single-family attached or multi-family residential projects of 25 or fewer units; Hotel or motel projects of 100 or fewer rooms
Local-Serving Retail	Retail projects of 100,000 square feet of total gross floor area of less without drive-through
Education	Charter or private school projects of fewer than 250 students
Local- Serving Public Facilities	Branch library, community center, fire station, pumping station, park, police station, or public school projects
Restricted Affordable Residential Projects or Components	**Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor ; AND **Transit-Supporting Project Density**: 1)Minimum of 35 units per acre for residential projects or components; 2) If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met.

CONSTRUCTION OPERATIONS

The proposed project proposes to demolish an existing gas station with snack shop and service bay, and to construct an approximately 2,626 square foot (sq. ft.) convenience store, a 1,224 service bay, a 1,176 sq. ft. car wash tunnel, and a 3,007 sq. ft. fuel canopy with four fuel dispensers, two underground storage tanks with a new fuel system, along with other site improvements on an approximately 0.66-gross acre site. TJKM recommends the project notify surrounding residents and businesses of the construction schedule prior to beginning the site modifications, and that the construction team cover any debris or materials kept on site to limit air pollution in the neighborhood. It is likely that project construction causes closure of sidewalks and/or bike lanes along the project frontage, but should be avoided as much as possible. With the recommendations, the construction of the proposed project is not expected to have an adverse effect on the project study area.

Figure 10 - WB-63 (FUEL TANKER) TRUCK TURN TEMPLATE

TJKM
4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588
tjkm@tjkm.com

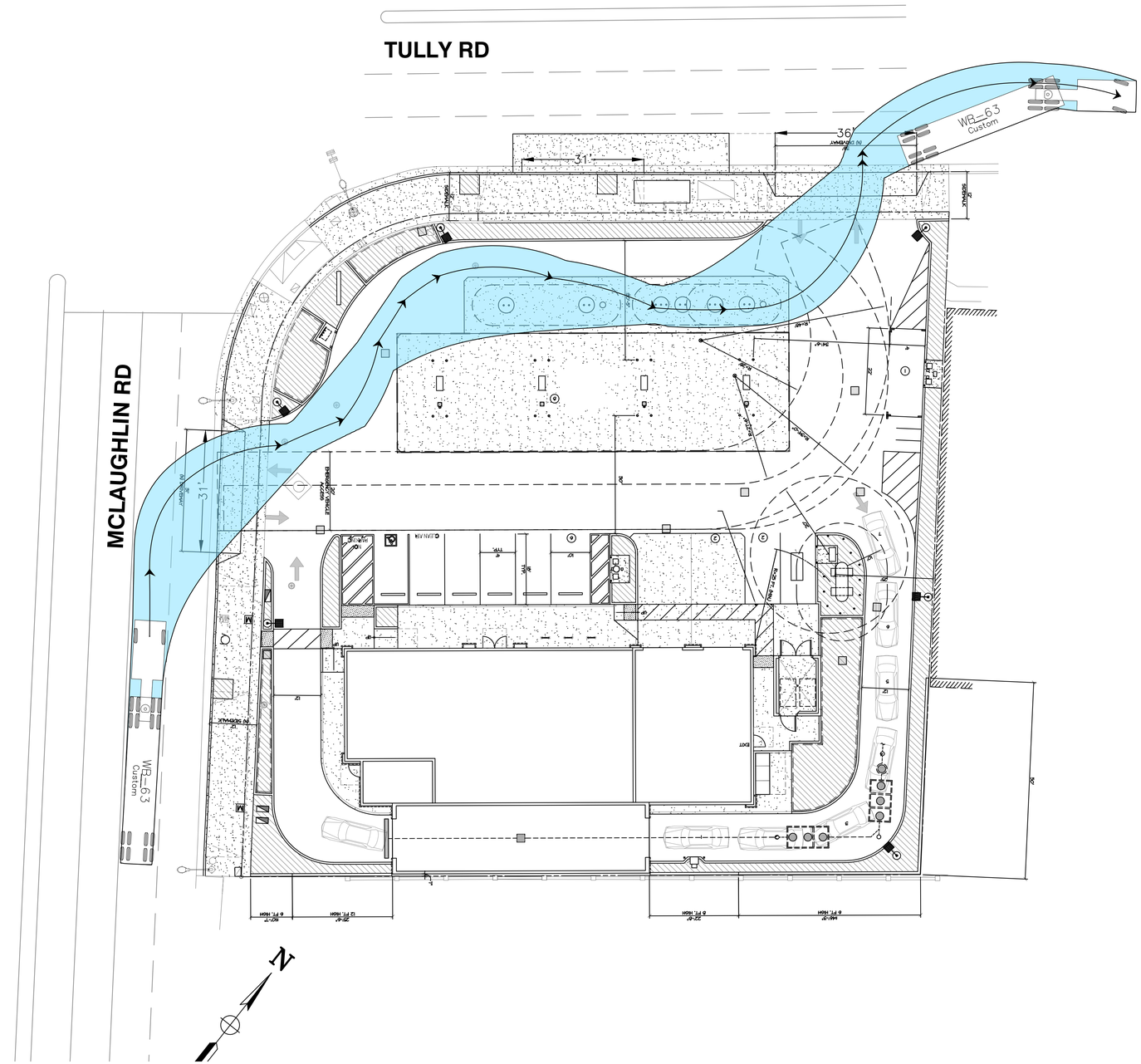
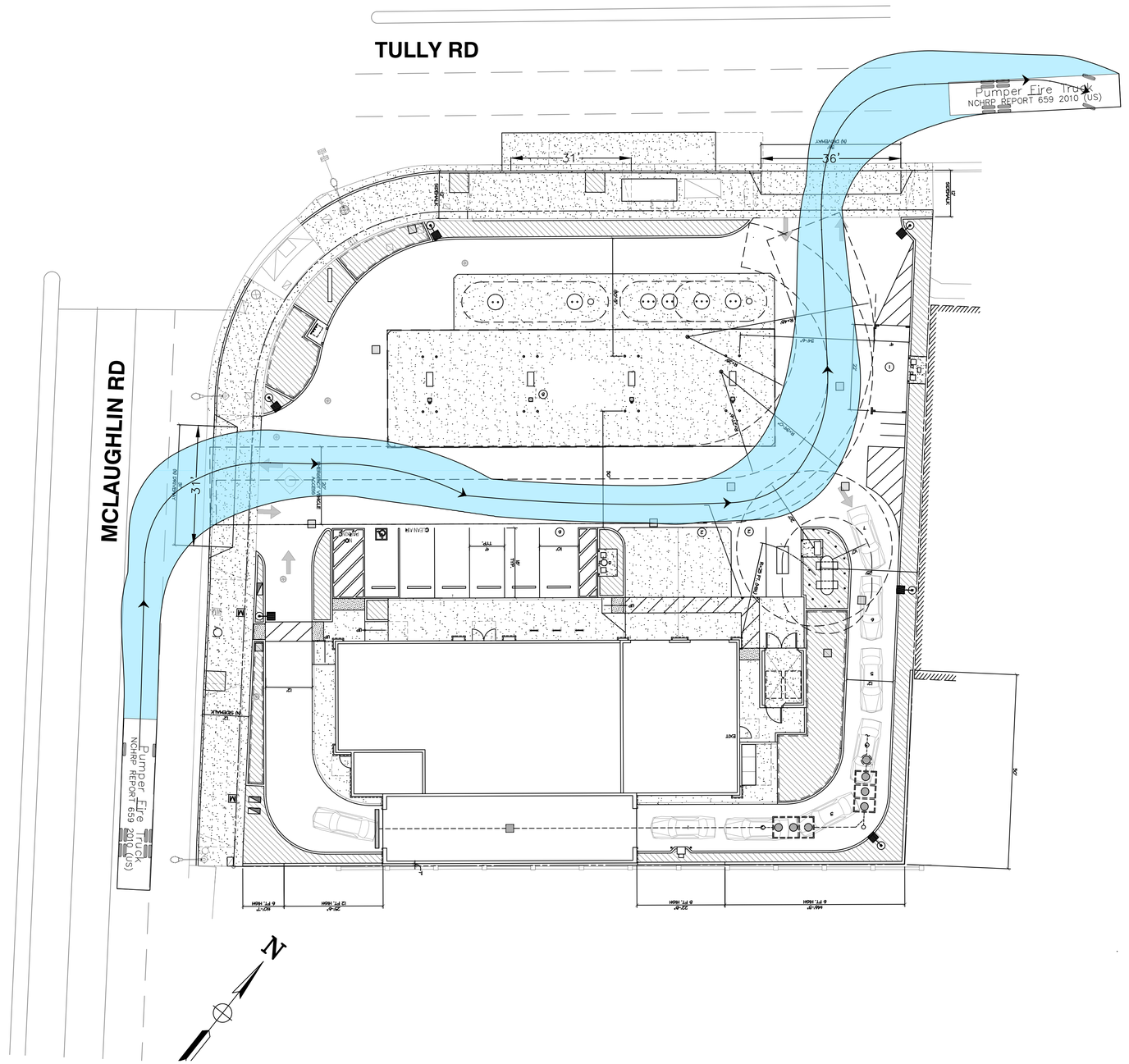
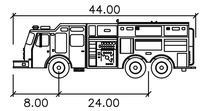


FIGURE 10

Figure 11 - FIRE TRUCK TURN TEMPLATE

TJKM
4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588
tjkm@tjkm.com





Pumper Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

FIGURE 11

Figure 12 - GARBAGE TRUCK TURN TEMPLATE

TJKM
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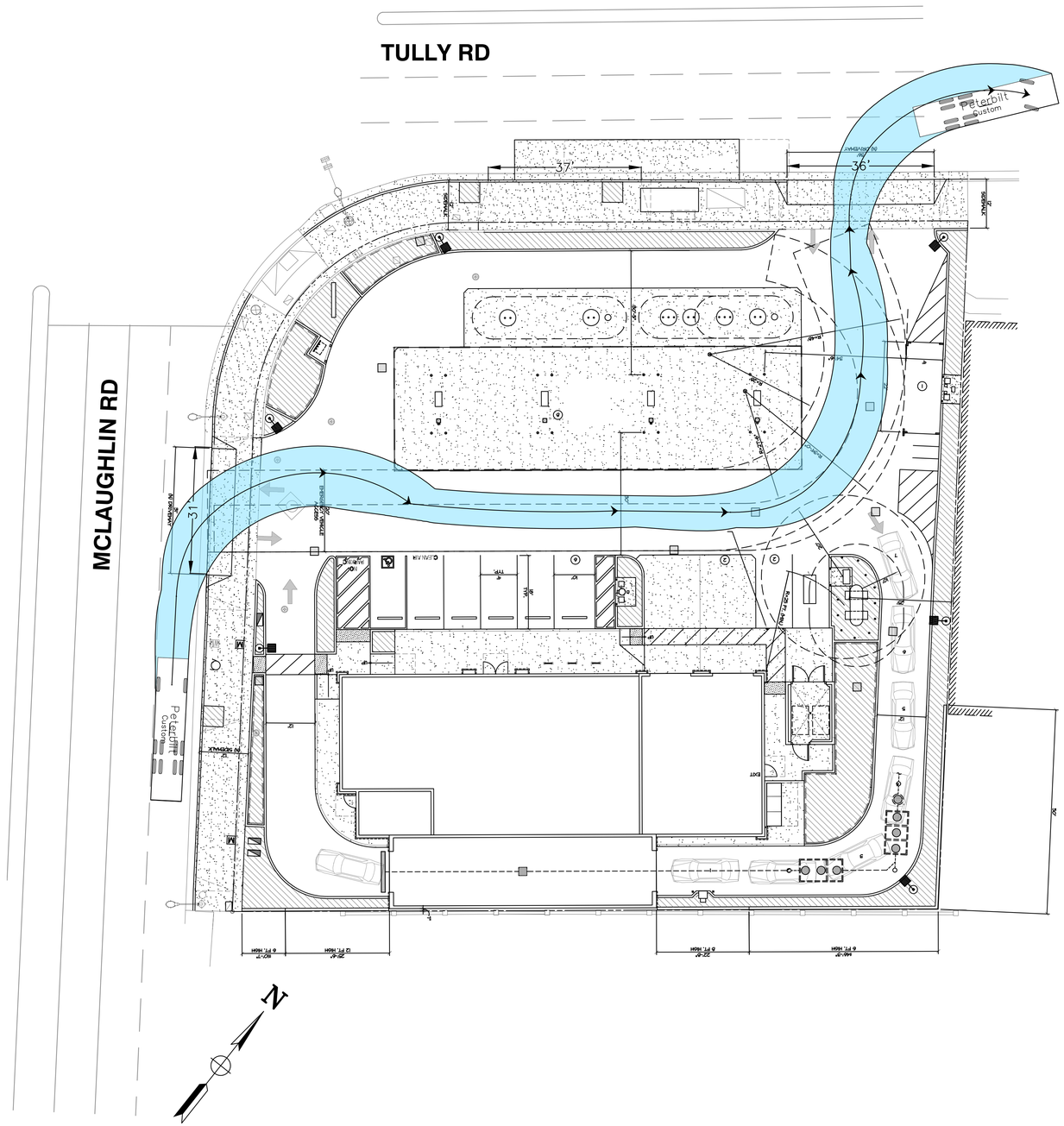
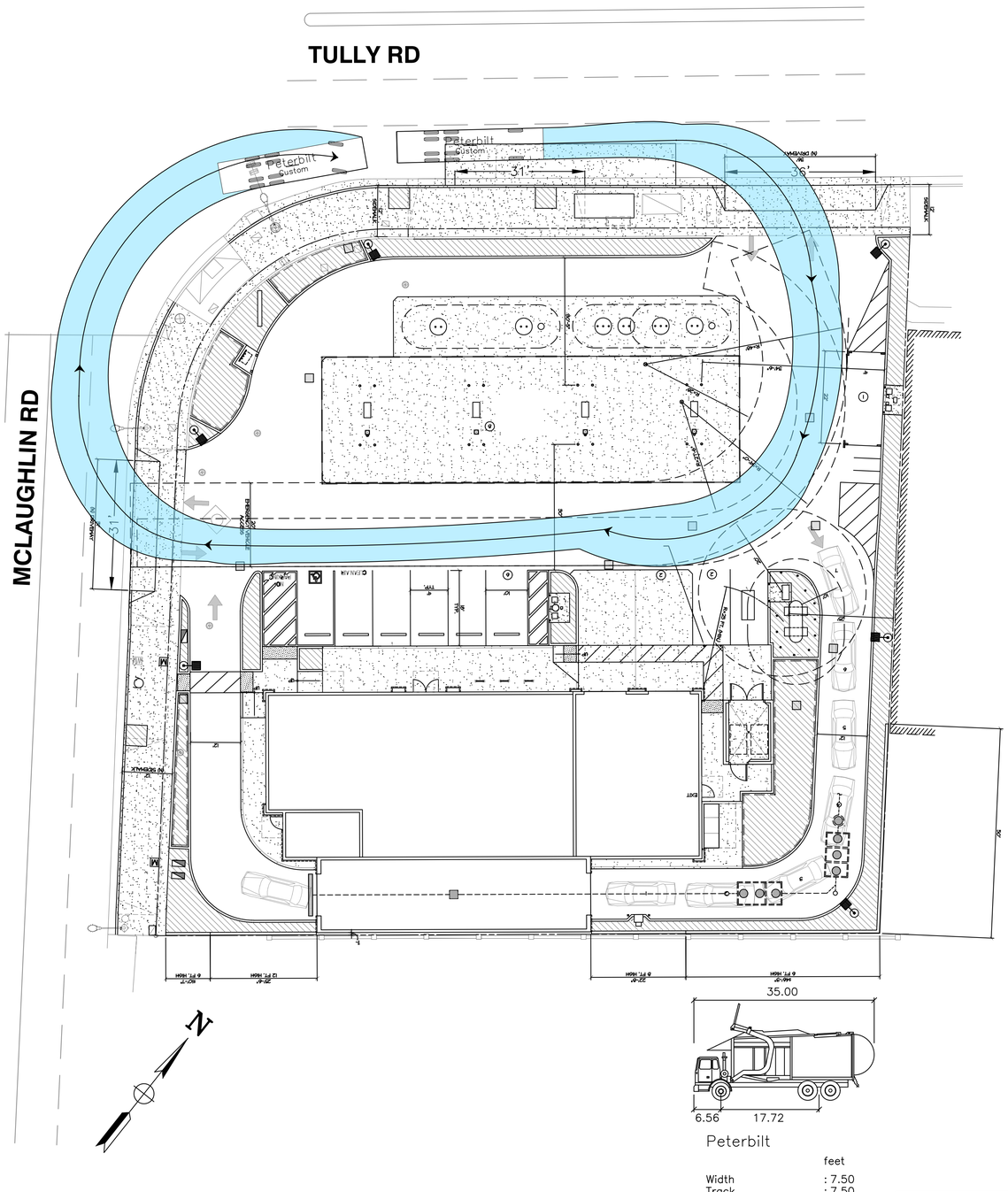




Peterbilt

	feet
Width	: 7.50
Track	: 7.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.7

FIGURE 12

CONCLUSIONS

CEQA Transportation Analysis

Project Vehicle Miles Travelled (VMT)

Using the City's CEQA Vehicle Miles Travelled (VMT) analysis screening criteria (**Table 1**) in the Transportation Analysis Handbook 2023 to determine conformance to Council Policy 5-1, the proposed project meets screening criteria as a local-serving retail of 100,000 square feet or less, and therefore is exempt from a CEQA VMT analysis.

Local Transportation Analysis

Project Trip Generation

With pass-by trips reductions and Location based mode share adjustments, the proposed development is anticipated to generate approximately 329 trips during a typical weekday, 4 trips during the a.m. peak hour, and 84 trips during the p.m. peak hour as compared to the previous use.

Intersection Traffic Operations

The results of the intersection level of service (LOS) analysis shows that the study intersections operate within applicable jurisdictional standards of the City of San Jose and Santa Clara County Level of Service (LOS) D and E or better during the a.m. and p.m. peak hours for background conditions and background plus project conditions. Thus, the project would not have any adverse effects at the study intersections.

Project Driveway Operations

The City of San Jose Transportation Analysis Handbook (2023) stated driveways should be located a minimum of 150 feet from any intersection, should accommodate 300 to 600 peak hour trips per driveway, and should be designed as standard driveways or modified curb-return with ADA accessible ramps. The project driveways satisfy the Handbook guidelines, except they are not located 150 feet away from the Tully Road/McLaughlin Avenue intersection.

Site Access and On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including emergency vehicles and fuel tankers. Based on the evaluation, the proposed on-site vehicle circulation is adequate for most vehicles including 63 feet fuel artic vehicle.

Pedestrian, Bicycle and Transit Adverse Effects

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. The proposed project will add very few trips to the existing transit facilities, which can be accommodated by the existing transit capacity. The project would not have an adverse effect on the pedestrian, bicycle and transit facilities in the study area.

Sight Distance Analysis

According to the Caltrans Highway Design Manual (HDM), Chapter 200, 2014, the required minimum stopping sight distance for design speed of 40 mph (Tully Road) is 300 feet, and 35 mph (McLaughlin Avenue) is 250 feet. The lines of sight for vehicles exiting the driveways and vehicles travelling eastbound on Tully Road and southbound on McLaughlin Avenue are clear and visible for a minimum of 300 feet and 250 feet, respectfully.

Parking

The City of San Jose has updated its Municipal Code to no longer have minimum parking requirements for developments and encourage use of alternative modes of transportation. The new parking ordinance is in effect as of April 10, 2023. The project proposes 21 vehicle parking spaces, including fuel stations. The site plan shows that the project will provide stacking space for seven vehicles, approaching the car wash tunnel. Therefore, the proposed project satisfies City of San Jose requirements for carwash stacking space.

Construction Operations

While project construction is expected to cause closures of sidewalks along the project frontage, the proposed project is not expected to adversely affect the project study area.

Appendix A – Level of Service Methodology

Appendix A – Level of Service Methodology

LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I.

Table A-I

Level of Service Description

Facility Type	**Uninterrupted Flow**	**Interrupted Flow**
	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual 2000*

Urban Streets

The term “urban streets” refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II

Functional and Design Categories for Urban Streets

Criterion	Functional Category	
	Principal Arterial	**Minor Arterial**
Mobility function	Very important	Important
Access function	Very minor	Substantial
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city	Trips of moderate length within relatively small geographical areas

Criterion	Design Category			
	High-Speed	**Suburban**	**Intermediate**	**Urban**
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: *Highway Capacity Manual 2000*

Table A-III

Urban Street Class based on Function and Design Categories

Design Category	Functional Category	
	Principal Arterial	**Minor Arterial**
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: *Highway Capacity Manual 2000*

Table A-IV

Urban Street Levels of Service by Class

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: *Highway Capacity Manual 2000*

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A

description of levels of service for signalized intersections can be found in Table A-V.

Table A-V

Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: *Highway Capacity Manual 2000*

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI

Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: *Highway Capacity Manual 2000*

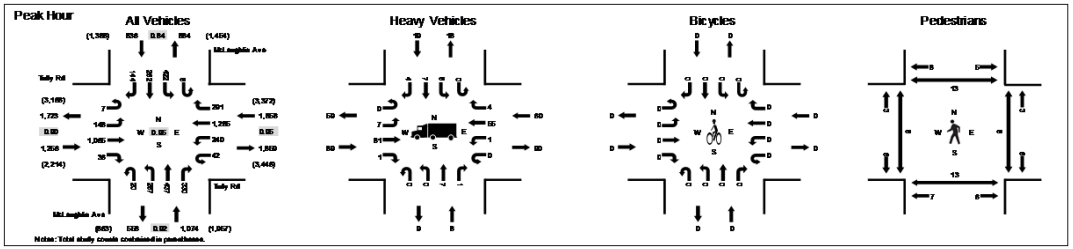
Appendix B –Traffic Counts Sheets

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - Tully Rd Counts
Project Manager	Robert

	Start	End
AM Peak Hour	7:45	8:45
Peak 15-Minutes	8:00	8:15

Node	3001
Shop	688
Latitude	37.31518
Longitude	-121.83652
Orientation (N-S)	McLaughlin Ave
Orientation (E-W)	Tully Rd
Date	06/01/2023



Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights (Classes II & III)	20	287	430	329	7	141	984	35	8	414	255	140	42	239	1,230	287	4,848
Mediums (Classes IV, V & VI)	0	0	7	1	0	6	61	1	0	6	6	4	0	1	44	4	141
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	1	20	0	0	2	1	0	0	0	11	0	35
Total	20	287	437	330	7	148	1,065	36	8	422	262	144	42	240	1,285	291	5,024
Total Morotized Vehicles	20	287	437	330	7	148	1,065	36	8	422	262	144	42	240	1,285	291	5,024
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		0.7%				7.1%				2.3%				3.2%			3.5%
Peak Hour Factor (PHF)		0.92				0.90				0.84				0.95			0.95
Pedestrian on Crosswalk		13				8				13				8			42

Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	McLaughlin Ave				Tully Rd				McLaughlin Ave				Tully Rd					
	Northbound				Eastbound				Southbound				Westbound					Rolling
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
7:00 AM	0	9	18	20	2	3	47	0	0	23	10	6	2	12	85	6	243	0
7:05 AM	0	9	10	31	0	5	49	0	1	22	12	4	1	8	74	10	236	0
7:10 AM	1	13	17	28	0	1	69	3	2	22	11	7	3	9	81	14	281	0
7:15 AM	0	8	20	32	0	6	73	1	1	16	7	2	1	16	109	13	305	0
7:20 AM	2	5	24	21	1	3	72	0	1	23	11	8	4	13	97	12	297	0
7:25 AM	0	25	31	43	0	13	66	0	2	25	9	1	0	18	83	22	338	0
7:30 AM	1	22	36	30	0	5	86	4	1	34	13	6	3	12	89	16	358	0
7:35 AM	1	30	48	37	0	5	76	2	3	37	16	8	5	8	104	24	404	0
7:40 AM	0	31	44	33	1	5	80	2	1	32	16	6	7	7	105	9	379	0
7:45 AM	2	22	36	38	1	6	61	0	0	40	30	11	2	11	99	23	382	0
7:50 AM	1	35	33	30	1	11	87	5	0	37	24	13	5	24	133	24	463	0
7:55 AM	2	21	38	23	2	10	104	6	0	29	13	5	2	17	116	30	418	4,104
8:00 AM	1	36	36	25	1	23	86	4	3	49	19	8	2	12	102	21	428	4,289
8:05 AM	0	27	38	18	0	16	91	5	2	36	25	12	1	25	115	21	432	4,485
8:10 AM	0	30	36	30	0	23	96	4	0	29	25	18	5	32	110	23	461	4,665
8:15 AM	1	27	49	26	0	9	92	2	1	36	14	13	3	19	93	26	411	4,771
8:20 AM	1	20	49	23	0	16	78	1	1	44	28	19	2	20	94	21	417	4,891
8:25 AM	2	17	42	26	0	10	99	1	0	30	20	11	6	23	111	36	434	4,987
8:30 AM	6	22	34	32	1	12	57	2	1	47	35	14	6	13	84	15	381	5,010
8:35 AM	2	15	13	23	0	6	100	5	0	25	14	10	5	31	120	31	400	5,006
8:40 AM	2	15	33	36	1	6	114	1	0	20	15	10	3	13	108	20	397	5,024
8:45 AM	1	19	29	29	2	6	98	1	0	35	12	11	2	8	113	16	382	5,024
8:50 AM	0	21	26	23	0	6	79	1	1	26	16	8	9	9	102	17	344	4,905
8:55 AM	0	16	17	22	0	5	76	4	1	21	11	11	14	17	111	14	340	4,827

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	9	18	20	2	3	47	0	0	23	10	6	2	12	85	6	243
7:05 AM	0	9	10	31	0	5	49	0	1	22	12	4	1	8	74	10	236
7:10 AM	1	13	17	28	0	1	69	3	2	22	11	7	3	9	81	14	281
7:15 AM	0	8	20	32	0	6	73	1	1	16	7	2	1	16	109	13	305
7:20 AM	2	5	24	21	1	3	72	0	1	23	11	8	4	13	97	12	297
7:25 AM	0	25	31	43	0	13	66	0	2	25	9	1	0	18	83	22	338
7:30 AM	1	22	36	30	0	5	86	4	1	34	13	6	3	12	89	16	358
7:35 AM	1	30	48	37	0	5	75	2	3	37	16	8	5	8	104	24	403
7:40 AM	0	31	44	33	1	5	80	2	1	32	16	6	7	7	105	9	379
7:45 AM	2	22	36	38	1	6	61	0	0	40	30	11	2	11	99	23	382
7:50 AM	1	35	33	30	1	11	87	5	0	37	24	13	5	24	133	24	463
7:55 AM	2	21	38	23	2	10	104	6	0	29	13	5	2	17	116	30	418
8:00 AM	1	36	36	25	1	23	86	4	3	49	19	8	2	12	102	21	428
8:05 AM	0	27	38	18	0	16	91	5	2	36	25	12	1	25	115	21	432
8:10 AM	0	30	36	30	0	23	96	4	0	29	25	18	5	32	110	23	461
8:15 AM	1	27	49	26	0	9	92	2	1	36	14	13	3	19	93	26	411
8:20 AM	1	20	49	23	0	16	78	1	1	44	28	19	2	20	94	21	417
8:25 AM	2	17	42	26	0	10	99	1	0	30	20	11	6	23	111	36	434
8:30 AM	6	22	34	32	1	12	57	2	1	47	35	14	6	13	84	15	381
8:35 AM	2	15	13	23	0	6	100	5	0	25	14	10	5	31	120	31	400
8:40 AM	2	15	33	36	1	6	114	1	0	20	15	10	3	13	108	20	397
8:45 AM	1	19	29	29	2	6	98	1	0	35	12	11	2	8	113	16	382
8:50 AM	0	21	26	23	0	6	79	1	1	26	16	8	9	9	102	17	344
8:55 AM	0	16	17	22	0	5	76	4	1	21	11	11	14	17	111	14	340

Traffic Counts - Heavy Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	1	0	0	0	8	0	0	0	1	1	0	0	7	0	18
7:05 AM	0	0	0	1	0	2	8	0	0	0	0	0	0	0	3	0	14
7:10 AM	0	0	1	0	0	0	10	0	0	0	0	0	0	0	4	2	17
7:15 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	14
7:20 AM	0	0	0	0	0	0	11	0	0	1	2	0	1	1	9	0	25
7:25 AM	0	0	1	1	0	0	7	0	0	0	0	0	0	1	8	0	18
7:30 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	0	8
7:35 AM	0	2	1	2	0	0	6	0	0	0	1	0	0	1	2	0	15
7:40 AM	0	1	2	0	0	0	5	0	0	0	2	0	0	0	9	0	19
7:45 AM	0	0	0	0	0	1	6	0	0	0	0	1	0	0	4	0	12
7:50 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	5
7:55 AM	0	0	1	0	0	2	10	1	0	1	2	0	0	0	7	3	27
8:00 AM	0	0	0	0	0	0	8	0	0	0	1	0	0	0	6	0	15
8:05 AM	0	0	0	1	0	0	8	0	0	0	0	0	0	0	7	0	16
8:10 AM	0	0	0	0	0	0	11	0	0	0	1	1	0	0	3	0	16
8:15 AM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	7	0	16
8:20 AM	0	0	0	0	0	2	8	0	0	1	1	1	0	0	5	0	18
8:25 AM	0	0	2	0	0	0	8	0	0	1	0	0	0	0	5	0	16
8:30 AM	0	0	0	0	0	1	5	0	0	1	0	0	0	0	1	0	8
8:35 AM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	1	10
8:40 AM	0	0	2	0	0	0	6	0	0	4	1	1	0	0	3	0	17
8:45 AM	0	0	0	0	0	0	11	0	0	0	1	0	0	0	11	0	23
8:50 AM	0	0	0	0	0	0	14	0	0	0	1	0	0	0	7	2	24
8:55 AM	0	0	1	1	0	0	10	0	0	0	0	0	0	0	4	1	17

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
######	0	9	17	20	2	3	39	0	0	23	9	5	2	12	78	6	225
######	0	9	10	30	0	3	41	0	1	22	12	4	1	8	71	10	222
######	1	13	16	28	0	1	59	3	2	22	11	7	3	9	77	12	264
######	0	8	20	32	0	6	66	1	1	16	7	2	1	16	102	13	291
######	2	5	24	21	1	3	61	0	1	22	9	8	3	12	88	12	272
######	0	25	30	42	0	13	59	0	2	25	9	1	0	17	75	22	320
######	1	22	35	30	0	5	82	4	1	34	13	6	3	12	86	16	350
######	1	28	47	35	0	5	69	2	3	37	15	8	5	7	102	24	388
######	0	30	42	33	1	5	75	2	1	32	14	6	7	7	96	9	360
######	2	22	36	38	1	5	55	0	0	40	30	10	2	11	95	23	370
######	1	35	33	30	1	10	86	5	0	37	24	13	5	23	131	24	458
######	2	21	37	23	2	8	94	5	0	28	11	5	2	17	109	27	391
######	1	36	36	25	1	23	78	4	3	49	18	8	2	12	96	21	413
######	0	27	38	17	0	16	83	5	2	36	25	12	1	25	108	21	416
######	0	30	36	30	0	23	85	4	0	29	24	17	5	32	107	23	445
######	1	27	47	26	0	9	85	2	1	36	14	13	3	19	86	26	395
######	1	20	49	23	0	14	70	1	1	43	27	18	2	20	89	21	399
######	2	17	40	26	0	10	91	1	0	29	20	11	6	23	106	36	418
######	6	22	34	32	1	11	52	2	1	46	35	14	6	13	83	15	373
######	2	15	13	23	0	6	97	5	0	25	13	10	5	31	115	30	390
######	2	15	31	36	1	6	108	1	0	16	14	9	3	13	105	20	380
######	1	19	29	29	2	6	87	1	0	35	11	11	2	8	102	16	359
######	0	21	26	23	0	6	65	1	1	26	15	8	9	9	95	15	320
######	0	16	16	21	0	5	66	4	1	21	11	11	14	17	107	13	323

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
7:05 AM	0	1	1	2	0	2	0	0	0	0	1	1
7:10 AM	0	0	0	0	2	2	0	1	1	0	0	0
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:20 AM	2	0	2	3	0	3	0	1	1	0	0	0
7:25 AM	1	0	1	0	0	0	2	0	2	1	0	1
7:30 AM	1	1	2	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	1	0	1	0	0	0	0	0	0
7:40 AM	2	0	2	0	1	1	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	1	2	0	2	0	1	1
7:50 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	1	2	3	0	1	1
8:00 AM	1	1	2	1	0	1	0	1	1	0	0	0
8:05 AM	1	1	2	0	1	1	0	0	0	0	1	1
8:10 AM	1	1	2	2	1	3	0	0	0	0	0	0
8:15 AM	1	0	1	0	0	0	0	0	0	0	1	1
8:20 AM	0	1	1	0	0	0	2	0	2	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	1	1	2	1	0	1	1	0	1	0	0	0
8:35 AM	0	0	0	0	0	0	1	1	2	0	1	1
8:40 AM	1	1	2	0	1	1	1	1	2	2	0	2
8:45 AM	0	0	0	0	0	0	1	1	2	0	1	1
8:50 AM	0	0	0	0	0	0	1	2	3	2	1	3
8:55 AM	2	0	2	0	0	0	1	0	1	0	0	0

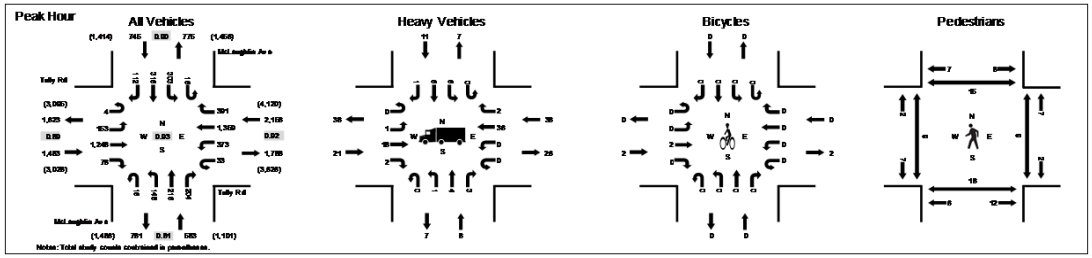
Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
######	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - Tully Rd Counts
Project Manager	Robert

	Start	End
PM Peak Hour	17:00	18:00
Peak 15-Minutes	17:10	17:25
Node	3001	
Shop	688	
Latitude	37.3152	
Longitude	-121.837	
Orientation (N-S)	cLaughlin Ave	
Orientation (E-W)	Tully Rd	
Date	06/01/2023	



Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights (Classes II & III)	15	147	212	201	4	152	1,228	76	15	298	310	111	33	373	1,323	389	4,887
Mediums (Classes IV, V & VI)	0	1	4	3	0	1	15	2	0	3	5	1	0	0	31	2	68
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	3	0	0	2	0	0	0	0	5	0	10
Total	15	148	216	204	4	153	1,248	78	15	303	315	112	33	373	1,359	391	4,967
Total Morotized Vehicles	15	148	216	204	4	153	1,246	78	15	303	315	112	33	373	1,359	391	4,965
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		1.4%				1.4%				1.5%				1.8%			1.6%
Peak Hour Factor (PHF)		0.81				0.89				0.90				0.92			0.93
Pedestrian on Crosswalk		18				9				15				9			51

Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	McLaughlin Ave				Tully Rd				McLaughlin Ave				Tully Rd					
	Northbound				Eastbound				Southbound				Westbound					Rolling
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	1	12	13	18	1	10	89	6	1	26	28	8	5	29	126	42	415	0
4:05 PM	0	13	13	18	2	18	99	8	1	17	31	13	2	24	64	16	339	0
4:10 PM	0	2	15	11	1	17	124	6	0	16	14	11	2	34	122	30	405	0
4:15 PM	3	11	19	20	1	5	87	5	2	24	21	10	3	35	102	24	372	0
4:20 PM	2	13	19	15	1	10	108	3	0	24	18	11	2	19	73	38	356	0
4:25 PM	0	4	8	7	1	11	141	3	2	15	9	4	8	42	117	35	407	0
4:30 PM	2	11	14	15	1	7	102	7	2	39	25	8	1	29	123	32	418	0
4:35 PM	0	13	19	19	2	5	96	6	1	30	27	9	2	16	72	27	344	0
4:40 PM	0	7	10	14	2	12	140	4	0	11	8	5	6	38	109	37	403	0
4:45 PM	2	20	21	19	1	6	42	0	1	41	36	11	2	37	110	20	369	0
4:50 PM	3	22	21	19	3	23	137	10	2	28	33	9	1	12	67	21	411	0
4:55 PM	0	5	8	17	0	10	163	9	0	11	19	7	2	41	132	33	457	4,696
5:00 PM	0	12	25	16	1	13	74	1	1	31	30	9	1	35	120	23	392	4,673
5:05 PM	2	12	21	23	0	7	97	7	2	26	18	8	3	9	66	30	331	4,665
5:10 PM	0	8	10	22	0	20	146	2	1	16	17	7	1	41	146	51	488	4,748
5:15 PM	5	17	16	20	0	7	70	4	0	24	26	7	3	56	122	44	421	4,797
5:20 PM	0	10	18	17	1	16	141	8	4	36	32	18	4	19	74	28	426	4,867
5:25 PM	1	5	10	9	1	16	132	6	0	17	13	12	6	34	83	26	371	4,831
5:30 PM	0	17	20	24	0	4	48	4	0	28	39	9	4	33	132	28	390	4,803
5:35 PM	2	18	17	12	1	13	96	11	1	24	34	12	0	15	96	32	384	4,843
5:40 PM	2	5	0	8	0	17	110	10	0	15	20	6	3	41	161	40	438	4,878
5:45 PM	3	20	37	15	0	7	74	4	2	32	36	11	2	38	119	24	424	4,933
5:50 PM	0	14	27	25	0	19	121	9	3	29	33	6	3	18	92	37	436	4,958
5:55 PM	0	10	15	13	0	14	139	12	1	25	17	7	3	34	148	28	466	4,967

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	1	12	13	18	1	10	89	6	1	26	28	8	5	29	126	42	415
4:05 PM	0	13	13	18	2	18	97	8	1	17	31	13	2	24	64	16	337
4:10 PM	0	2	15	11	1	17	124	6	0	16	14	11	2	34	122	30	405
4:15 PM	3	11	19	20	1	5	86	5	2	24	21	10	3	35	102	24	371
4:20 PM	2	13	19	15	1	10	108	3	0	24	18	11	2	19	73	38	356
4:25 PM	0	4	8	7	1	11	141	3	2	15	9	4	8	42	117	35	407
4:30 PM	2	11	14	15	1	7	102	7	2	39	25	8	1	29	123	32	418
4:35 PM	0	13	19	19	2	5	96	6	1	30	27	9	2	16	72	27	344
4:40 PM	0	7	10	14	2	12	140	4	0	11	8	5	6	38	109	37	403
4:45 PM	2	20	21	19	1	6	42	0	1	41	36	11	2	37	110	20	369
4:50 PM	3	22	21	19	3	23	137	10	2	28	33	9	1	12	67	21	411
4:55 PM	0	5	8	17	0	10	163	9	0	11	19	7	2	41	131	33	456
5:00 PM	0	12	25	16	1	13	74	1	1	31	30	9	1	35	120	23	392
5:05 PM	2	12	21	23	0	7	97	7	2	26	18	8	3	9	66	30	331
5:10 PM	0	8	10	22	0	20	146	2	1	16	17	7	1	41	146	51	488
5:15 PM	5	17	16	20	0	7	70	4	0	24	26	7	3	56	122	44	421
5:20 PM	0	10	18	17	1	16	141	8	4	36	32	18	4	19	74	28	426
5:25 PM	1	5	10	9	1	16	131	6	0	17	13	12	6	34	83	26	370
5:30 PM	0	17	20	24	0	4	48	4	0	28	39	9	4	33	132	28	390
5:35 PM	2	18	17	12	1	13	96	11	1	24	34	12	0	15	96	32	384
5:40 PM	2	5	0	8	0	17	109	10	0	15	20	6	3	41	161	40	437
5:45 PM	3	20	37	15	0	7	74	4	2	32	36	11	2	38	119	24	424
5:50 PM	0	14	27	25	0	19	121	9	3	29	33	6	3	18	92	37	436
5:55 PM	0	10	15	13	0	14	139	12	1	25	17	7	3	34	148	28	466

Traffic Counts - Heavy Vehicles

Time	Northbound				Eastbound				Southbound				Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	9	0	0	0	1	0	0	0	2	0	12
4:05 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	1	5
4:10 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	2	0	8
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4
4:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4
4:25 PM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	3	0	8
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	1	7
4:35 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	5
4:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	2	14
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:50 PM	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	8
4:55 PM	0	0	0	0	0	0	6	0	0	0	1	1	0	0	0	2	10
5:00 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	0	8
5:05 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	5
5:10 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	1	6
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:20 PM	0	0	1	0	0	0	4	0	0	2	0	1	0	0	4	0	12
5:25 PM	0	1	0	0	0	0	0	0	0	3	1	0	0	0	2	0	7
5:30 PM	0	0	0	1	0	0	3	0	0	0	0	0	0	0	2	0	6
5:35 PM	0	0	0	2	0	1	2	1	0	0	0	0	0	0	3	0	9
5:40 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	1	8
5:50 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
5:55 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	7	0	10

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	1	12	13	18	1	10	80	6	1	26	27	8	5	29	124	42	403
4:05 PM	0	13	13	18	2	17	97	8	1	17	30	13	2	24	62	15	332
4:10 PM	0	2	14	11	1	17	119	6	0	16	14	11	2	34	120	30	397
4:15 PM	3	10	19	20	1	5	86	5	2	23	21	10	3	35	100	24	367
4:20 PM	2	13	18	15	1	10	108	3	0	24	18	11	2	19	70	38	352
4:25 PM	0	4	7	7	1	11	138	3	2	14	9	4	8	42	114	35	399
4:30 PM	2	11	14	15	1	7	101	7	2	38	25	8	1	29	119	31	411
4:35 PM	0	13	19	19	2	5	94	6	1	30	26	9	2	16	70	27	339
4:40 PM	0	7	9	14	2	12	140	4	0	11	8	5	6	38	98	35	389
4:45 PM	2	20	21	19	1	6	42	0	1	41	36	11	2	37	109	20	368
4:50 PM	3	22	21	19	3	22	130	10	2	28	33	9	1	12	67	21	403
4:55 PM	0	5	8	17	0	10	157	9	0	11	18	6	2	41	131	31	446
5:00 PM	0	12	24	16	1	13	70	1	1	31	30	9	1	35	117	23	384
5:05 PM	2	12	21	23	0	7	96	7	2	26	17	8	3	9	63	30	326
5:10 PM	0	8	10	22	0	20	146	1	1	16	16	7	1	41	143	50	482
5:15 PM	5	17	16	20	0	7	69	4	0	24	26	7	3	56	121	44	419
5:20 PM	0	10	17	17	1	16	137	8	4	34	32	17	4	19	70	28	414
5:25 PM	1	4	10	9	1	16	131	6	0	14	12	12	6	34	81	26	363
5:30 PM	0	17	20	23	0	4	45	4	0	28	39	9	4	33	130	28	384
5:35 PM	2	18	17	10	1	12	94	10	1	24	34	12	0	15	93	32	375
5:40 PM	2	5	0	8	0	17	109	10	0	15	19	6	3	41	160	40	435
5:45 PM	3	20	36	15	0	7	73	4	2	32	36	11	2	38	114	23	416
5:50 PM	0	14	27	25	0	19	120	9	3	29	33	6	3	18	90	37	433
5:55 PM	0	10	14	13	0	14	138	12	1	25	16	7	3	34	141	28	456

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians on Crosswalk

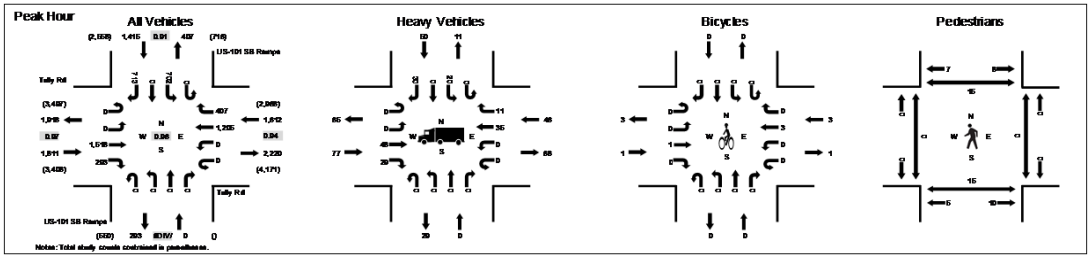
	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	1	0	1	0	0	0	2	1	3	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	1	5	6
4:10 PM	0	0	0	1	1	2	1	2	3	0	1	1
4:15 PM	2	0	2	1	2	3	1	1	2	0	1	1
4:20 PM	2	0	2	0	0	0	1	1	2	0	1	1
4:25 PM	0	1	1	0	0	0	0	2	2	0	0	0
4:30 PM	0	0	0	0	2	2	1	0	1	0	2	2
4:35 PM	2	0	2	1	1	2	0	1	1	0	0	0
4:40 PM	1	0	1	0	0	0	1	0	1	1	0	1
4:45 PM	0	0	0	0	0	0	1	1	2	0	0	0
4:50 PM	0	0	0	0	0	0	0	1	1	5	0	5
4:55 PM	1	0	1	0	2	2	1	1	2	0	0	0
5:00 PM	1	0	1	1	0	1	0	1	1	2	0	2
5:05 PM	0	1	1	0	0	0	1	0	1	2	1	3
5:10 PM	0	2	2	0	1	1	0	1	1	1	0	1
5:15 PM	0	0	0	2	0	2	2	0	2	1	0	1
5:20 PM	1	0	1	0	0	0	0	0	0	0	0	0
5:25 PM	3	0	3	1	0	1	0	0	0	0	0	0
5:30 PM	1	0	1	0	1	1	1	2	3	0	0	0
5:35 PM	0	2	2	1	0	1	0	0	0	0	0	0
5:40 PM	4	0	4	1	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	1	1	0	1
5:50 PM	0	1	1	1	0	1	0	1	1	0	0	0
5:55 PM	2	0	2	0	0	0	2	3	5	0	1	1

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - Tully Rd Counts
Project Manager	Robert

	Start	End
AM Peak Hour	7:30	8:30
Peak 15-Minutes	7:50	8:05
Node	3001	
Shop	688	
Latitude	37.3177	
Longitude	-121.833	
Orientation (N-S)	101 SB Ramps	
Orientation (E-W)	Tully Rd	

Date 06/01/2023



Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	4
Lights (Classes II & III)	0	0	0	0	0	0	1,469	264	0	682	0	683	0	0	1,167	396	4,661
Mediums (Classes IV, V & VI)	0	0	0	0	0	0	37	27	0	19	0	23	0	0	28	8	142
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	11	2	0	1	0	7	0	0	7	3	31
Total	0	0	0	0	0	0	1,518	293	0	702	0	713	0	0	1,205	407	4,838
Total Morotized Vehicles	0	0	0	0	0	0	1,517	293	0	702	0	713	0	0	1,202	407	4,834
Heavy Vehicle Percentage																	
(Mediums & Articulated Trucks)		-				4.3%				3.5%				2.9%			3.6%
Peak Hour Factor (PHF)		#DIV/0!				0.97				0.91				0.94			0.96
Pedestrian on Crosswalk		15				0				15				0			30

Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	US-101 SB Ramps				Tully Rd				US-101 SB Ramps				Tully Rd					
	Northbound				Eastbound				Southbound				Westbound					Rolling
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
7:00 AM	0	0	0	0	0	0	80	11	0	31	0	49	0	0	70	21	262	0
7:05 AM	0	0	0	0	0	0	85	17	0	41	0	38	0	0	65	18	264	0
7:10 AM	0	0	0	0	0	0	100	19	0	27	0	37	0	0	73	25	281	0
7:15 AM	0	0	0	0	0	0	104	21	0	44	0	45	0	0	76	18	308	0
7:20 AM	0	0	0	0	0	0	88	20	0	52	0	58	0	0	76	20	314	0
7:25 AM	0	0	0	0	0	0	111	26	0	53	0	51	0	0	90	25	356	0
7:30 AM	0	0	0	0	0	0	130	17	0	47	0	58	0	0	100	29	381	0
7:35 AM	0	0	0	0	0	0	126	24	0	55	0	63	0	0	94	41	403	0
7:40 AM	0	0	0	0	0	0	133	15	0	63	0	68	0	0	100	30	409	0
7:45 AM	0	0	0	0	0	0	116	30	0	62	0	76	0	0	96	43	423	0
7:50 AM	0	0	0	0	0	0	135	23	0	56	0	45	0	0	108	30	397	0
7:55 AM	0	0	0	0	0	0	131	20	0	83	0	47	0	0	120	31	432	4,230
8:00 AM	0	0	0	0	0	0	136	24	0	66	0	71	0	0	108	27	432	4,400
8:05 AM	0	0	0	0	0	0	116	27	0	56	0	53	0	0	103	32	387	4,523
8:10 AM	0	0	0	0	0	0	135	25	0	49	0	66	0	0	108	27	410	4,652
8:15 AM	0	0	0	0	0	0	117	33	0	58	0	46	0	0	100	51	405	4,749
8:20 AM	0	0	0	0	0	0	122	27	0	50	0	49	0	0	88	40	376	4,811
8:25 AM	0	0	0	0	0	0	121	28	0	57	0	71	0	0	80	26	383	4,838
8:30 AM	0	0	0	0	0	0	129	22	0	50	0	44	0	0	84	28	357	4,814
8:35 AM	0	0	0	0	0	0	131	11	0	60	0	46	0	0	102	39	389	4,800
8:40 AM	0	0	0	0	0	0	134	21	0	62	0	54	0	0	106	28	405	4,796
8:45 AM	0	0	0	0	0	0	144	33	0	67	0	47	0	0	102	22	415	4,788
8:50 AM	0	0	0	0	0	0	118	29	0	64	0	9	0	0	111	30	361	4,752
8:55 AM	0	0	0	0	0	0	116	27	0	60	0	54	0	0	92	35	384	4,704

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	80	11	0	31	0	49	0	0	70	21	262
7:05 AM	0	0	0	0	0	0	85	17	0	41	0	38	0	0	65	18	264
7:10 AM	0	0	0	0	0	0	100	19	0	27	0	37	0	0	73	25	281
7:15 AM	0	0	0	0	0	0	104	21	0	44	0	45	0	0	76	18	308
7:20 AM	0	0	0	0	0	0	88	20	0	52	0	58	0	0	76	20	314
7:25 AM	0	0	0	0	0	0	111	26	0	53	0	51	0	0	90	25	356
7:30 AM	0	0	0	0	0	0	130	17	0	47	0	58	0	0	100	29	381
7:35 AM	0	0	0	0	0	0	126	24	0	55	0	63	0	0	94	41	403
7:40 AM	0	0	0	0	0	0	133	15	0	63	0	68	0	0	100	30	409
7:45 AM	0	0	0	0	0	0	116	30	0	62	0	76	0	0	96	43	423
7:50 AM	0	0	0	0	0	0	135	23	0	56	0	45	0	0	107	30	396
7:55 AM	0	0	0	0	0	0	131	20	0	83	0	47	0	0	120	31	432
8:00 AM	0	0	0	0	0	0	136	24	0	66	0	71	0	0	108	27	432
8:05 AM	0	0	0	0	0	0	116	27	0	56	0	53	0	0	103	32	387
8:10 AM	0	0	0	0	0	0	134	25	0	49	0	66	0	0	108	27	409
8:15 AM	0	0	0	0	0	0	117	33	0	58	0	46	0	0	99	51	404
8:20 AM	0	0	0	0	0	0	122	27	0	50	0	49	0	0	88	40	376
8:25 AM	0	0	0	0	0	0	121	28	0	57	0	71	0	0	79	26	382
8:30 AM	0	0	0	0	0	0	129	22	0	50	0	44	0	0	84	28	357
8:35 AM	0	0	0	0	0	0	131	11	0	60	0	46	0	0	102	39	389
8:40 AM	0	0	0	0	0	0	134	21	0	62	0	54	0	0	106	28	405
8:45 AM	0	0	0	0	0	0	144	33	0	67	0	47	0	0	102	22	415
8:50 AM	0	0	0	0	0	0	118	29	0	64	0	9	0	0	111	30	361
8:55 AM	0	0	0	0	0	0	116	27	0	60	0	54	0	0	92	35	384

Traffic Counts - Heavy Vehicles

Time	Northbound				Eastbound				Southbound				Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	7	1	0	1	0	4	0	0	3	2	18
7:05 AM	0	0	0	0	0	0	3	5	0	1	0	1	0	0	3	1	14
7:10 AM	0	0	0	0	0	0	4	1	0	0	0	3	0	0	2	1	11
7:15 AM	0	0	0	0	0	0	0	7	0	3	0	3	0	0	3	0	16
7:20 AM	0	0	0	0	0	0	2	8	0	4	0	6	0	0	6	0	26
7:25 AM	0	0	0	0	0	0	5	4	0	2	0	2	0	0	5	2	20
7:30 AM	0	0	0	0	0	0	2	4	0	1	0	3	0	0	4	1	15
7:35 AM	0	0	0	0	0	0	3	3	0	1	0	4	0	0	2	4	17
7:40 AM	0	0	0	0	0	0	2	0	0	0	0	6	0	0	2	1	11
7:45 AM	0	0	0	0	0	0	6	2	0	4	0	0	0	0	0	1	13
7:50 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	6	2	12
7:55 AM	0	0	0	0	0	0	4	7	0	0	0	6	0	0	4	0	21
8:00 AM	0	0	0	0	0	0	5	3	0	3	0	3	0	0	3	0	17
8:05 AM	0	0	0	0	0	0	4	2	0	1	0	1	0	0	2	0	10
8:10 AM	0	0	0	0	0	0	6	0	0	0	0	4	0	0	3	0	13
8:15 AM	0	0	0	0	0	0	5	3	0	1	0	1	0	0	8	0	18
8:20 AM	0	0	0	0	0	0	4	2	0	4	0	1	0	0	0	2	13
8:25 AM	0	0	0	0	0	0	6	2	0	3	0	1	0	0	1	0	13
8:30 AM	0	0	0	0	0	0	4	3	0	5	0	3	0	0	2	1	18
8:35 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	2	6
8:40 AM	0	0	0	0	0	0	8	2	0	0	0	4	0	0	2	0	16
8:45 AM	0	0	0	0	0	0	1	8	0	4	0	7	0	0	4	0	24
8:50 AM	0	0	0	0	0	0	5	12	0	5	0	4	0	0	2	0	28
8:55 AM	0	0	0	0	0	0	2	11	0	3	0	4	0	0	2	0	22

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	73	10	0	30	0	45	0	0	67	19	244
7:05 AM	0	0	0	0	0	0	82	12	0	40	0	37	0	0	62	17	250
7:10 AM	0	0	0	0	0	0	96	18	0	27	0	34	0	0	71	24	270
7:15 AM	0	0	0	0	0	0	104	14	0	41	0	42	0	0	73	18	292
7:20 AM	0	0	0	0	0	0	86	12	0	48	0	52	0	0	70	20	288
7:25 AM	0	0	0	0	0	0	106	22	0	51	0	49	0	0	85	23	336
7:30 AM	0	0	0	0	0	0	128	13	0	46	0	55	0	0	96	28	366
7:35 AM	0	0	0	0	0	0	123	21	0	54	0	59	0	0	92	37	386
7:40 AM	0	0	0	0	0	0	131	15	0	63	0	62	0	0	98	29	398
7:45 AM	0	0	0	0	0	0	110	28	0	58	0	76	0	0	96	42	410
7:50 AM	0	0	0	0	0	0	134	22	0	54	0	45	0	0	101	28	384
7:55 AM	0	0	0	0	0	0	127	13	0	83	0	41	0	0	116	31	411
8:00 AM	0	0	0	0	0	0	131	21	0	63	0	68	0	0	105	27	415
8:05 AM	0	0	0	0	0	0	112	25	0	55	0	52	0	0	101	32	377
8:10 AM	0	0	0	0	0	0	128	25	0	49	0	62	0	0	105	27	396
8:15 AM	0	0	0	0	0	0	112	30	0	57	0	45	0	0	91	51	386
8:20 AM	0	0	0	0	0	0	118	25	0	46	0	48	0	0	88	38	363
8:25 AM	0	0	0	0	0	0	115	26	0	54	0	70	0	0	78	26	369
8:30 AM	0	0	0	0	0	0	125	19	0	45	0	41	0	0	82	27	339
8:35 AM	0	0	0	0	0	0	128	11	0	59	0	46	0	0	102	37	383
8:40 AM	0	0	0	0	0	0	126	19	0	62	0	50	0	0	104	28	389
8:45 AM	0	0	0	0	0	0	143	25	0	63	0	40	0	0	98	22	391
8:50 AM	0	0	0	0	0	0	113	17	0	59	0	5	0	0	109	30	333
8:55 AM	0	0	0	0	0	0	114	16	0	57	0	50	0	0	90	35	362

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:05 AM	1	0	1	0	0	0	1	0	1	0	0	0
7:10 AM	0	0	0	0	0	0	0	1	1	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	1	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	3	0	0	0	1	1	2	0	0	0
7:35 AM	2	0	2	0	0	0	1	0	1	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	2	0	0	0	3	0	3	0	0	0
7:50 AM	0	2	2	0	0	0	0	0	0	0	0	0
7:55 AM	0	1	1	0	0	0	0	2	2	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	1	0	0	0
8:05 AM	1	0	1	0	0	0	0	1	1	0	0	0
8:10 AM	2	0	2	0	0	0	1	3	4	0	0	0
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0
8:20 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	1	1	0	0	0	1	0	1	0	0	0
8:40 AM	1	0	1	0	0	0	1	1	2	0	0	0
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:50 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	1	1	0	0	0

Traffic Counts - Bicycles on Road

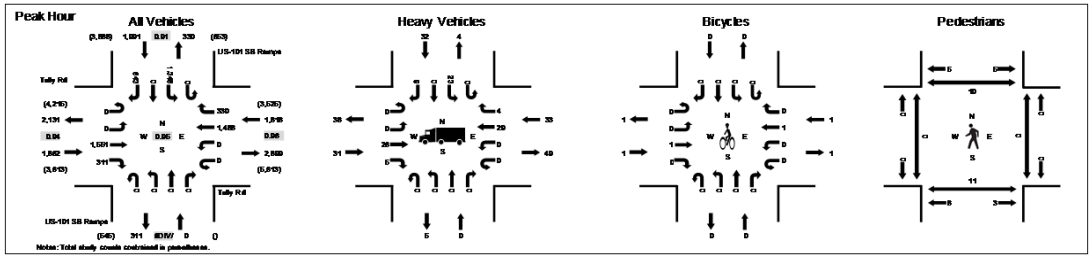
	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - Tully Rd Counts
Project Manager	Robert

	Start	End
PM Peak Hour	16:20	17:20
Peak 15-Minutes	16:50	17:05
Node	3001	
Shop	688	
Latitude	37.3177	
Longitude	-121.833	
Orientation (N-S)	101 SB Ramps	
Orientation (E-W)	Tully Rd	

Date 06/01/2023



Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
Lights (Classes II & III)	0	0	0	0	0	0	1,524	306	0	1,325	0	634	0	0	1,458	326	5,573
Mediums (Classes IV, V & VI)	0	0	0	0	0	0	26	4	0	21	0	7	0	0	25	3	86
Articulated Trucks (Class VII - XIII)	0	0	0	0	0	0	0	1	0	2	0	2	0	0	4	1	10
Total	0	0	0	0	0	0	1,551	311	0	1,348	0	643	0	0	1,488	330	5,671
Total Morotized Vehicles	0	0	0	0	0	0	1,550	311	0	1,348	0	643	0	0	1,487	330	5,669
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		-				1.7%				1.6%				1.8%			1.7%
Peak Hour Factor (PHF)		#DIV/0!				0.94				0.91				0.96			0.95
Pedestrian on Crosswalk		11				0				10				0			21

Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	US-101 SB Ramps				Tully Rd				US-101 SB Ramps				Tully Rd					
	Northbound				Eastbound				Southbound				Westbound					Rolling
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	0	0	0	0	0	131	22	0	120	0	64	0	0	113	31	481	0
4:05 PM	0	0	0	0	0	0	150	11	0	96	0	57	0	0	111	23	448	0
4:10 PM	0	0	0	0	0	0	123	27	0	96	0	71	0	0	107	24	448	0
4:15 PM	0	0	0	0	0	0	129	22	0	80	0	64	0	0	96	23	414	0
4:20 PM	0	0	0	0	0	0	142	23	0	98	0	52	0	0	135	26	476	0
4:25 PM	0	0	0	0	0	0	116	30	0	125	0	60	0	0	107	41	479	0
4:30 PM	0	0	0	0	0	0	124	22	0	93	0	46	0	0	133	14	432	0
4:35 PM	0	0	0	0	0	0	142	36	0	93	0	33	0	0	141	31	476	0
4:40 PM	0	0	0	0	0	0	116	29	0	115	0	57	0	0	107	29	453	0
4:45 PM	0	0	0	0	0	0	104	13	0	104	0	51	0	0	110	18	400	0
4:50 PM	0	0	0	0	0	0	170	25	0	101	0	42	0	0	130	30	498	0
4:55 PM	0	0	0	0	0	0	120	35	0	128	0	67	0	0	119	27	496	5,501
5:00 PM	0	0	0	0	0	0	127	20	0	127	0	60	0	0	131	29	494	5,514
5:05 PM	0	0	0	0	0	0	141	24	0	104	0	50	0	0	132	29	480	5,546
5:10 PM	0	0	0	0	0	0	109	23	0	140	0	64	0	0	125	26	487	5,585
5:15 PM	0	0	0	0	0	0	140	31	0	120	0	61	0	0	118	30	500	5,671
5:20 PM	0	0	0	0	0	0	122	30	0	74	1	41	0	0	100	29	397	5,592
5:25 PM	0	0	0	0	0	0	90	17	0	94	0	52	0	0	110	22	385	5,498
5:30 PM	0	0	0	0	0	0	118	16	0	119	0	58	0	0	107	30	448	5,514
5:35 PM	0	0	0	0	0	0	115	24	0	110	0	52	0	0	145	32	478	5,516
5:40 PM	0	0	0	0	0	0	99	19	0	124	0	61	0	0	126	24	453	5,516
5:45 PM	0	0	0	0	0	0	162	18	0	87	0	55	0	0	125	28	475	5,591
5:50 PM	0	0	0	0	0	0	148	12	0	85	0	65	0	0	133	30	473	5,566
5:55 PM	0	0	0	0	0	0	131	15	0	111	0	60	0	0	111	27	455	5,525

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	131	22	0	120	0	64	0	0	113	31	481
4:05 PM	0	0	0	0	0	0	150	11	0	96	0	57	0	0	111	23	448
4:10 PM	0	0	0	0	0	0	123	27	0	96	0	71	0	0	107	24	448
4:15 PM	0	0	0	0	0	0	128	22	0	80	0	64	0	0	96	23	413
4:20 PM	0	0	0	0	0	0	142	23	0	98	0	52	0	0	135	26	476
4:25 PM	0	0	0	0	0	0	116	30	0	125	0	60	0	0	107	41	479
4:30 PM	0	0	0	0	0	0	123	22	0	93	0	46	0	0	133	14	431
4:35 PM	0	0	0	0	0	0	142	36	0	93	0	33	0	0	141	31	476
4:40 PM	0	0	0	0	0	0	116	29	0	115	0	57	0	0	107	29	453
4:45 PM	0	0	0	0	0	0	104	13	0	104	0	51	0	0	110	18	400
4:50 PM	0	0	0	0	0	0	170	25	0	101	0	42	0	0	130	30	498
4:55 PM	0	0	0	0	0	0	120	35	0	128	0	67	0	0	118	27	495
5:00 PM	0	0	0	0	0	0	127	20	0	127	0	60	0	0	131	29	494
5:05 PM	0	0	0	0	0	0	141	24	0	104	0	50	0	0	132	29	480
5:10 PM	0	0	0	0	0	0	109	23	0	140	0	64	0	0	125	26	487
5:15 PM	0	0	0	0	0	0	140	31	0	120	0	61	0	0	118	30	500
5:20 PM	0	0	0	0	0	0	121	30	0	74	1	41	0	0	100	29	396
5:25 PM	0	0	0	0	0	0	90	17	0	94	0	52	0	0	110	22	385
5:30 PM	0	0	0	0	0	0	118	16	0	119	0	58	0	0	107	30	448
5:35 PM	0	0	0	0	0	0	114	24	0	110	0	52	0	0	145	32	477
5:40 PM	0	0	0	0	0	0	99	19	0	124	0	61	0	0	125	24	452
5:45 PM	0	0	0	0	0	0	162	18	0	87	0	55	0	0	125	28	475
5:50 PM	0	0	0	0	0	0	148	12	0	85	0	65	0	0	133	30	473
5:55 PM	0	0	0	0	0	0	131	15	0	111	0	60	0	0	111	27	455

Traffic Counts - Heavy Vehicles

Time	Northbound				Eastbound				Southbound				Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	5	1	0	3	0	0	0	0	0	0	9
4:05 PM	0	0	0	0	0	0	3	0	0	1	0	2	0	0	2	0	8
4:10 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	4	0	10
4:15 PM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	1	2	7
4:20 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	0	6
4:25 PM	0	0	0	0	0	0	4	1	0	2	0	0	0	0	4	0	11
4:30 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	0	8
4:35 PM	0	0	0	0	0	0	2	0	0	3	0	1	0	0	7	0	13
4:40 PM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	1	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
4:50 PM	0	0	0	0	0	0	5	3	0	5	0	0	0	0	0	0	13
4:55 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	5
5:00 PM	0	0	0	0	0	0	4	0	0	1	0	3	0	0	3	1	12
5:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
5:10 PM	0	0	0	0	0	0	0	0	0	3	0	1	0	0	2	1	7
5:15 PM	0	0	0	0	0	0	1	0	0	6	0	0	0	0	1	2	10
5:20 PM	0	0	0	0	0	0	4	1	0	1	0	1	0	0	3	0	10
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:30 PM	0	0	0	0	0	0	3	1	0	2	0	0	0	0	2	0	8
5:35 PM	0	0	0	0	0	0	2	3	0	4	0	0	0	0	3	0	12
5:40 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	3	0	7
5:45 PM	0	0	0	0	0	0	2	0	0	4	0	0	0	0	4	0	10
5:50 PM	0	0	0	0	0	0	3	0	0	0	0	3	0	0	3	0	9
5:55 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	6

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	126	21	0	117	0	64	0	0	113	31	472
4:05 PM	0	0	0	0	0	0	147	11	0	95	0	55	0	0	109	23	440
4:10 PM	0	0	0	0	0	0	122	25	0	93	0	71	0	0	103	24	438
4:15 PM	0	0	0	0	0	0	126	22	0	79	0	63	0	0	95	21	406
4:20 PM	0	0	0	0	0	0	140	23	0	97	0	52	0	0	132	26	470
4:25 PM	0	0	0	0	0	0	112	29	0	123	0	60	0	0	103	41	468
4:30 PM	0	0	0	0	0	0	120	22	0	92	0	46	0	0	129	14	423
4:35 PM	0	0	0	0	0	0	140	36	0	90	0	32	0	0	134	31	463
4:40 PM	0	0	0	0	0	0	116	28	0	115	0	53	0	0	106	29	447
4:45 PM	0	0	0	0	0	0	104	13	0	103	0	51	0	0	109	18	398
4:50 PM	0	0	0	0	0	0	165	22	0	96	0	42	0	0	130	30	485
4:55 PM	0	0	0	0	0	0	117	35	0	128	0	67	0	0	116	27	490
5:00 PM	0	0	0	0	0	0	123	20	0	126	0	57	0	0	128	28	482
5:05 PM	0	0	0	0	0	0	139	24	0	104	0	50	0	0	131	29	477
5:10 PM	0	0	0	0	0	0	109	23	0	137	0	63	0	0	123	25	480
5:15 PM	0	0	0	0	0	0	139	31	0	114	0	61	0	0	117	28	490
5:20 PM	0	0	0	0	0	0	117	29	0	73	1	40	0	0	97	29	386
5:25 PM	0	0	0	0	0	0	90	17	0	94	0	52	0	0	108	22	383
5:30 PM	0	0	0	0	0	0	115	15	0	117	0	58	0	0	105	30	440
5:35 PM	0	0	0	0	0	0	112	21	0	106	0	52	0	0	142	32	465
5:40 PM	0	0	0	0	0	0	96	18	0	124	0	61	0	0	122	24	445
5:45 PM	0	0	0	0	0	0	160	18	0	83	0	55	0	0	121	28	465
5:50 PM	0	0	0	0	0	0	145	12	0	85	0	62	0	0	130	30	464
5:55 PM	0	0	0	0	0	0	131	15	0	109	0	60	0	0	107	27	449

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0
4:05 PM	1	0	1	0	0	0	0	2	2	0	0	0
4:10 PM	0	1	1	0	0	0	0	2	2	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0
4:20 PM	0	2	2	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0
4:35 PM	1	2	3	0	0	0	0	1	1	0	0	0
4:40 PM	1	0	1	0	0	0	1	0	1	0	0	0
4:45 PM	0	1	1	0	0	0	1	0	1	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0
5:05 PM	0	1	1	0	0	0	2	1	3	0	0	0
5:10 PM	0	0	0	0	0	0	1	2	3	0	0	0
5:15 PM	1	0	1	0	0	0	0	1	1	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	2	0	2	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0
5:35 PM	3	1	4	0	0	0	1	0	1	0	0	0
5:40 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:50 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:55 PM	2	2	4	0	0	0	0	0	0	0	0	0

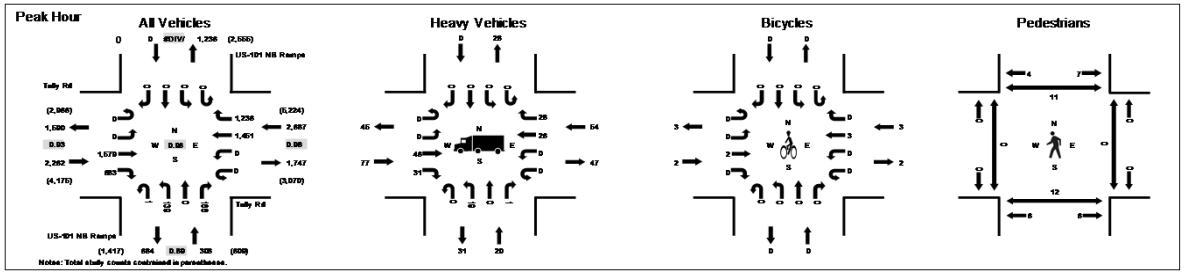
Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - Tully Rd Counts
Project Manager	Robert

	Start	End
AM Peak Hour	7:50	8:50
Peak 15-Minutes	7:50	8:05
Node	3001	
Shop	688	
Latitude	37.319	
Longitude	-121.83	
Orientation (N-S)	.01 NB Ramps	
Orientation (E-W)	Tully Rd	
Date	06/01/2023	



Peak Rolling Hour Flow Rates

Vehicle Type	Northbound				Eastbound				Southbound				Westbound				
(per FHWA Classification)	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5
Lights (Classes II & III)	1	120	0	167	0	0	1,531	652	0	0	0	0	0	0	1,422	1,208	5,101
Mediums (Classes IV, V & VI)	0	12	0	1	0	0	38	23	0	0	0	0	0	0	24	26	124
Articulated Trucks (Class VII - XIII)	0	7	0	0	0	0	8	8	0	0	0	0	0	0	2	2	27
Total	1	139	0	168	0	0	1,579	683	0	0	0	0	0	0	1,451	1,236	5,257
Total Morotized Vehicles	1	139	0	168	0	0	1,577	683	0	0	0	0	0	0	1,448	1,236	5,252
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		6.5%				3.4%				-				2.0%			2.9%
Peak Hour Factor (PHF)		0.89				0.93				#DIV/0!				0.98			0.96
Pedestrian on Crosswalk		12				0				11				0			23

Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	US-101 NB Ramps				Tully Rd				US-101 NB Ramps				Tully Rd					
	Northbound				Eastbound				Southbound				Westbound					Rolling
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
7:00 AM	0	16	0	14	0	0	53	55	0	0	0	0	0	0	76	103	317	0
7:05 AM	0	19	0	11	0	0	72	54	0	0	0	0	0	0	67	111	334	0
7:10 AM	0	14	0	6	0	0	69	65	0	0	0	0	0	0	86	122	362	0
7:15 AM	0	19	0	7	0	0	80	72	0	0	0	0	0	0	80	121	379	0
7:20 AM	0	11	0	11	0	0	87	53	0	0	0	0	0	0	84	114	360	0
7:25 AM	0	12	0	6	0	0	85	60	0	0	0	0	0	0	100	120	383	0
7:30 AM	0	17	0	18	0	0	93	74	0	0	0	0	0	0	109	112	423	0
7:35 AM	0	9	0	16	0	0	123	67	0	0	0	0	0	0	124	112	451	0
7:40 AM	0	11	0	8	0	0	117	85	0	0	0	0	0	0	118	111	450	0
7:45 AM	0	6	0	11	0	0	127	51	0	0	0	0	0	0	131	106	432	0
7:50 AM	0	15	0	8	0	0	142	57	0	0	0	0	0	0	127	108	457	0
7:55 AM	0	12	0	16	0	0	155	63	0	0	0	0	0	0	140	92	478	4,826
8:00 AM	0	17	0	15	0	0	140	52	0	0	0	0	0	0	114	100	438	4,947
8:05 AM	0	5	0	15	0	0	126	52	0	0	0	0	0	0	121	98	417	5,030
8:10 AM	0	14	0	12	0	0	123	52	0	0	0	0	0	0	134	88	423	5,091
8:15 AM	0	15	0	16	0	0	130	61	0	0	0	0	0	0	131	106	459	5,171
8:20 AM	0	9	0	15	0	0	119	55	0	0	0	0	0	0	118	107	423	5,234
8:25 AM	0	10	0	12	0	0	104	57	0	0	0	0	0	0	100	108	391	5,242
8:30 AM	1	0	0	14	0	0	133	57	0	0	0	0	0	0	112	110	427	5,246
8:35 AM	0	7	0	11	0	0	124	69	0	0	0	0	0	0	127	109	447	5,242
8:40 AM	0	16	0	18	0	0	126	46	0	0	0	0	0	0	124	95	425	5,217
8:45 AM	0	19	0	16	0	0	157	62	0	0	0	0	0	0	103	115	472	5,257
8:50 AM	0	15	0	18	0	0	144	52	0	0	0	0	0	0	128	100	457	5,257
8:55 AM	0	9	0	17	0	0	130	45	0	0	0	0	0	0	115	87	403	5,182

Traffic Counts - Motorized Vehicles

Time	Northbound				Eastbound				Southbound				Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00 AM	0	16	0	14	0	0	53	55	0	0	0	0	0	0	76	103	317
7:05 AM	0	19	0	11	0	0	72	54	0	0	0	0	0	0	67	111	334
7:10 AM	0	14	0	6	0	0	69	65	0	0	0	0	0	0	86	122	362
7:15 AM	0	19	0	7	0	0	80	72	0	0	0	0	0	0	80	121	379
7:20 AM	0	11	0	11	0	0	87	53	0	0	0	0	0	0	84	114	360
7:25 AM	0	12	0	6	0	0	85	60	0	0	0	0	0	0	100	120	383
7:30 AM	0	17	0	18	0	0	93	74	0	0	0	0	0	0	109	112	423
7:35 AM	0	9	0	16	0	0	123	67	0	0	0	0	0	0	124	112	451
7:40 AM	0	11	0	8	0	0	116	85	0	0	0	0	0	0	118	111	449
7:45 AM	0	6	0	11	0	0	127	51	0	0	0	0	0	0	131	106	432
7:50 AM	0	15	0	8	0	0	142	57	0	0	0	0	0	0	127	108	457
7:55 AM	0	12	0	16	0	0	155	63	0	0	0	0	0	0	139	92	477
8:00 AM	0	17	0	15	0	0	140	52	0	0	0	0	0	0	114	100	438
8:05 AM	0	5	0	15	0	0	126	52	0	0	0	0	0	0	121	98	417
8:10 AM	0	14	0	12	0	0	121	52	0	0	0	0	0	0	134	88	421
8:15 AM	0	15	0	16	0	0	130	61	0	0	0	0	0	0	130	106	458
8:20 AM	0	9	0	15	0	0	119	55	0	0	0	0	0	0	118	107	423
8:25 AM	0	10	0	12	0	0	104	57	0	0	0	0	0	0	99	108	390
8:30 AM	1	0	0	14	0	0	133	57	0	0	0	0	0	0	112	110	427
8:35 AM	0	7	0	11	0	0	124	69	0	0	0	0	0	0	127	109	447
8:40 AM	0	16	0	18	0	0	126	46	0	0	0	0	0	0	124	95	425
8:45 AM	0	19	0	16	0	0	157	62	0	0	0	0	0	0	103	115	472
8:50 AM	0	15	0	18	0	0	144	52	0	0	0	0	0	0	128	100	457
8:55 AM	0	9	0	17	0	0	130	45	0	0	0	0	0	0	115	87	403

Traffic Counts - Heavy Vehicles

Time	Northbound				Eastbound				Southbound				Westbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
7:00 AM	0	3	0	0	0	0	2	6	0	0	0	0	0	0	2	3	16
7:05 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	5	13
7:10 AM	0	1	0	0	0	0	3	5	0	0	0	0	0	0	2	5	16
7:15 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	3	11
7:20 AM	0	3	0	0	0	0	7	1	0	0	0	0	0	0	2	0	13
7:25 AM	0	3	0	1	0	0	3	3	0	0	0	0	0	0	2	0	12
7:30 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	3	3	10
7:35 AM	0	2	0	1	0	0	1	5	0	0	0	0	0	0	4	0	13
7:40 AM	0	2	0	0	0	0	1	2	0	0	0	0	0	0	0	5	10
7:45 AM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	1	1	7
7:50 AM	0	2	0	0	0	0	2	3	0	0	0	0	0	0	10	2	19
7:55 AM	0	2	0	0	0	0	3	2	0	0	0	0	0	0	1	2	10
8:00 AM	0	2	0	0	0	0	4	1	0	0	0	0	0	0	1	4	12
8:05 AM	0	0	0	0	0	0	5	2	0	0	0	0	0	0	1	1	9
8:10 AM	0	4	0	0	0	0	1	4	0	0	0	0	0	0	1	5	15
8:15 AM	0	4	0	0	0	0	3	4	0	0	0	0	0	0	2	1	14
8:20 AM	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	4	12
8:25 AM	0	0	0	0	0	0	3	7	0	0	0	0	0	0	1	4	15
8:30 AM	0	0	0	0	0	0	6	2	0	0	0	0	0	0	3	3	14
8:35 AM	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	8
8:40 AM	0	3	0	1	0	0	5	0	0	0	0	0	0	0	1	1	11
8:45 AM	0	2	0	0	0	0	6	2	0	0	0	0	0	0	1	1	12
8:50 AM	0	1	0	2	0	0	4	2	0	0	0	0	0	0	2	0	11
8:55 AM	0	0	0	1	0	0	4	0	0	0	0	0	0	0	2	3	10

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	13	0	14	0	0	51	49	0	0	0	0	0	0	74	100	301
7:05 AM	0	19	0	11	0	0	69	53	0	0	0	0	0	0	63	106	321
7:10 AM	0	13	0	6	0	0	66	60	0	0	0	0	0	0	84	117	346
7:15 AM	0	15	0	7	0	0	76	72	0	0	0	0	0	0	80	118	368
7:20 AM	0	8	0	11	0	0	80	52	0	0	0	0	0	0	82	114	347
7:25 AM	0	9	0	5	0	0	82	57	0	0	0	0	0	0	98	120	371
7:30 AM	0	16	0	17	0	0	92	73	0	0	0	0	0	0	106	109	413
7:35 AM	0	7	0	15	0	0	122	62	0	0	0	0	0	0	120	112	438
7:40 AM	0	9	0	8	0	0	115	83	0	0	0	0	0	0	118	106	439
7:45 AM	0	6	0	11	0	0	124	49	0	0	0	0	0	0	130	105	425
7:50 AM	0	13	0	8	0	0	140	54	0	0	0	0	0	0	117	106	438
7:55 AM	0	10	0	16	0	0	152	61	0	0	0	0	0	0	138	90	467
8:00 AM	0	15	0	15	0	0	136	51	0	0	0	0	0	0	113	96	426
8:05 AM	0	5	0	15	0	0	121	50	0	0	0	0	0	0	120	97	408
8:10 AM	0	10	0	12	0	0	120	48	0	0	0	0	0	0	133	83	406
8:15 AM	0	11	0	16	0	0	127	57	0	0	0	0	0	0	128	105	444
8:20 AM	0	9	0	15	0	0	115	53	0	0	0	0	0	0	116	103	411
8:25 AM	0	10	0	12	0	0	101	50	0	0	0	0	0	0	98	104	375
8:30 AM	1	0	0	14	0	0	127	55	0	0	0	0	0	0	109	107	413
8:35 AM	0	7	0	11	0	0	120	67	0	0	0	0	0	0	125	109	439
8:40 AM	0	13	0	17	0	0	121	46	0	0	0	0	0	0	123	94	414
8:45 AM	0	17	0	16	0	0	151	60	0	0	0	0	0	0	102	114	460
8:50 AM	0	14	0	16	0	0	140	50	0	0	0	0	0	0	126	100	446
8:55 AM	0	9	0	16	0	0	126	45	0	0	0	0	0	0	113	84	393

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	1	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0
7:20 AM	0	0	0	0	0	0	0	1	1	0	0	0
7:25 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	1	0	0	0	0	1	1	0	0	0
7:35 AM	4	0	4	0	0	0	1	0	1	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0
7:50 AM	2	2	4	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	3	3	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	2	0	2	0	0	0	0	1	1	0	0	0
8:15 AM	1	1	2	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	1	2	3	0	0	0
8:25 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	1	0	1	0	0	0
8:40 AM	1	2	3	0	0	0	1	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	1	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Counts - Bicycles on Road

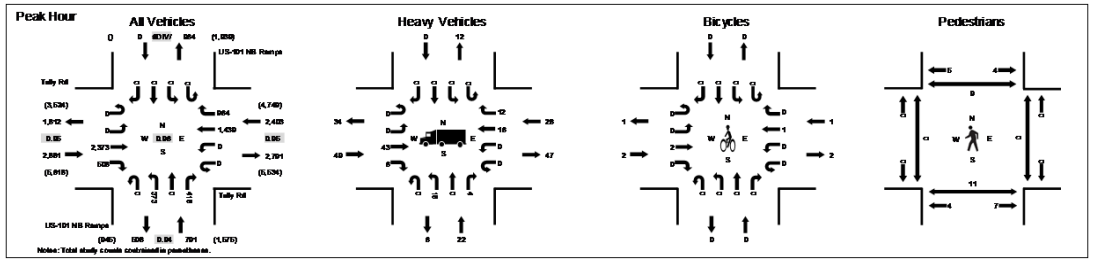
	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

San Jose, CA DOT - Turning Movement Counts - 5 Minute Intervals

Project	San Jose - Tully Rd Counts
Project Manager	Robert

	Start	End
PM Peak Hour	16:20	17:20
Peak 15-Minutes	17:05	17:20
Node	3001	
Shop	688	
Latitude	37.31913	
Longitude	-121.83051	
Orientation (N-S)	US-101 NB Ramps	
Orientation (E-W)	Tully Rd	

Date 06/01/2023



Peak Rolling Hour Flow Rates

Vehicle Type (per FHWA Classification)	Northbound				Eastbound				Southbound				Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Bicycles on Road	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
Lights (Classes II & III)	0	355	0	414	0	0	2,328	502	0	0	0	0	0	0	1,422	952	5,973
Mediums (Classes IV, V & VI)	0	14	0	4	0	0	42	5	0	0	0	0	0	0	15	10	90
Articulated Trucks (Class VII - XIII)	0	4	0	0	0	0	1	1	0	0	0	0	0	0	1	2	9
Total	0	373	0	418	0	0	2,373	508	0	0	0	0	0	0	1,439	964	6,075
Total Morotized Vehicles	0	373	0	418	0	0	2,371	508	0	0	0	0	0	0	1,438	964	6,072
Heavy Vehicle Percentage (Mediums & Articulated Trucks)		2.8%				1.7%				-				1.2%			1.6%
Peak Hour Factor (PHF)		0.94				0.95				#DIV/0!				0.95			0.96
Pedestrian on Crosswalk		11				0				9				0			20

Traffic Counts - All Vehicles

INTERSECTION ORIENTATION	US-101 NB Ramps				Tully Rd				US-101 NB Ramps				Tully Rd					
	Northbound				Eastbound				Southbound				Westbound					Rolling
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour
4:00 PM	0	35	0	48	0	0	221	41	0	0	0	0	0	0	119	71	535	0
4:05 PM	0	11	0	27	0	0	216	39	0	0	0	0	0	0	104	81	478	0
4:10 PM	0	33	0	41	0	0	163	46	0	0	0	0	0	0	105	73	461	0
4:15 PM	0	33	0	40	0	0	186	51	0	0	0	0	0	0	114	82	506	0
4:20 PM	0	24	0	21	0	0	196	44	0	0	0	0	0	0	116	77	478	0
4:25 PM	0	37	0	39	0	0	176	43	0	0	0	0	0	0	114	78	487	0
4:30 PM	0	31	0	44	0	0	203	31	0	0	0	0	0	0	133	81	523	0
4:35 PM	0	19	0	22	0	0	211	45	0	0	0	0	0	0	138	72	507	0
4:40 PM	0	29	0	47	0	0	166	41	0	0	0	0	0	0	102	74	459	0
4:45 PM	0	37	0	49	0	0	189	36	0	0	0	0	0	0	105	86	502	0
4:50 PM	0	25	0	24	0	0	214	46	0	0	0	0	0	0	122	73	504	0
4:55 PM	0	34	0	38	0	0	175	42	0	0	0	0	0	0	114	71	474	5,914
5:00 PM	0	36	0	30	0	0	226	45	0	0	0	0	0	0	139	76	552	5,931
5:05 PM	0	26	0	24	0	0	214	41	0	0	0	0	0	0	119	98	522	5,975
5:10 PM	0	40	0	36	0	0	184	46	0	0	0	0	0	0	115	83	504	6,018
5:15 PM	0	35	0	44	0	0	219	48	0	0	0	0	0	0	122	95	563	6,075
5:20 PM	0	12	0	7	0	0	143	35	0	0	0	0	0	0	108	101	406	6,003
5:25 PM	0	31	0	46	0	0	140	22	0	0	0	0	0	0	104	94	437	5,953
5:30 PM	0	45	0	53	0	0	214	31	0	0	0	0	0	0	116	81	540	5,970
5:35 PM	0	23	0	32	0	0	216	26	0	0	0	0	0	0	124	80	501	5,964
5:40 PM	0	36	0	46	0	0	181	31	0	0	0	0	0	0	111	82	487	5,992
5:45 PM	0	33	0	36	0	0	224	41	0	0	0	0	0	0	142	89	565	6,055
5:50 PM	0	12	0	23	0	0	221	38	0	0	0	0	0	0	117	66	477	6,028
5:55 PM	0	37	0	44	0	0	175	36	0	0	0	0	0	0	107	75	474	6,028

Traffic Counts - Motorized Vehicles

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	35	0	48	0	0	221	41	0	0	0	0	0	0	119	71	535
4:05 PM	0	11	0	27	0	0	216	39	0	0	0	0	0	0	104	81	478
4:10 PM	0	33	0	41	0	0	163	46	0	0	0	0	0	0	105	73	461
4:15 PM	0	33	0	40	0	0	185	51	0	0	0	0	0	0	114	82	505
4:20 PM	0	24	0	21	0	0	196	44	0	0	0	0	0	0	116	77	478
4:25 PM	0	37	0	39	0	0	175	43	0	0	0	0	0	0	114	78	486
4:30 PM	0	31	0	44	0	0	202	31	0	0	0	0	0	0	133	81	522
4:35 PM	0	19	0	22	0	0	211	45	0	0	0	0	0	0	138	72	507
4:40 PM	0	29	0	47	0	0	166	41	0	0	0	0	0	0	102	74	459
4:45 PM	0	37	0	49	0	0	189	36	0	0	0	0	0	0	105	86	502
4:50 PM	0	25	0	24	0	0	214	46	0	0	0	0	0	0	122	73	504
4:55 PM	0	34	0	38	0	0	175	42	0	0	0	0	0	0	113	71	473
5:00 PM	0	36	0	30	0	0	226	45	0	0	0	0	0	0	139	76	552
5:05 PM	0	26	0	24	0	0	214	41	0	0	0	0	0	0	119	98	522
5:10 PM	0	40	0	36	0	0	184	46	0	0	0	0	0	0	115	83	504
5:15 PM	0	35	0	44	0	0	219	48	0	0	0	0	0	0	122	95	563
5:20 PM	0	12	0	7	0	0	142	35	0	0	0	0	0	0	108	101	405
5:25 PM	0	31	0	46	0	0	140	22	0	0	0	0	0	0	104	94	437
5:30 PM	0	45	0	53	0	0	214	31	0	0	0	0	0	0	116	81	540
5:35 PM	0	23	0	32	0	0	214	26	0	0	0	0	0	0	124	80	499
5:40 PM	0	36	0	46	0	0	181	31	0	0	0	0	0	0	110	82	486
5:45 PM	0	33	0	36	0	0	223	41	0	0	0	0	0	0	142	89	564
5:50 PM	0	12	0	23	0	0	221	38	0	0	0	0	0	0	116	66	476
5:55 PM	0	37	0	44	0	0	175	36	0	0	0	0	0	0	107	75	474

Traffic Counts - Heavy Vehicles

Time	Northbound				Eastbound				Southbound				Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	2	0	2	0	0	5	1	0	0	0	0	0	0	0	1	11
4:05 PM	0	0	0	0	0	0	4	2	0	0	0	0	0	0	1	3	10
4:10 PM	0	4	0	1	0	0	2	0	0	0	0	0	0	0	0	1	8
4:15 PM	0	1	0	0	0	0	5	1	0	0	0	0	0	0	2	2	11
4:20 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	7
4:25 PM	0	3	0	1	0	0	5	0	0	0	0	0	0	0	1	2	12
4:30 PM	0	1	0	0	0	0	2	1	0	0	0	0	0	0	2	5	11
4:35 PM	0	5	0	0	0	0	4	2	0	0	0	0	0	0	3	1	15
4:40 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	1	0	0	3	0	0	0	0	0	0	0	1	0	7
4:50 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	1	9
4:55 PM	0	1	0	1	0	0	5	1	0	0	0	0	0	0	1	1	10
5:00 PM	0	1	0	1	0	0	3	2	0	0	0	0	0	0	2	0	9
5:05 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:10 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	2	0	6
5:15 PM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	2	0	9
5:20 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	1	8
5:25 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	1	5
5:30 PM	0	2	0	0	0	0	3	1	0	0	0	0	0	0	0	1	7
5:35 PM	0	1	0	0	0	0	4	0	0	0	0	0	0	0	1	1	7
5:40 PM	0	3	0	0	0	0	4	1	0	0	0	0	0	0	1	2	11
5:45 PM	0	3	0	2	0	0	3	0	0	0	0	0	0	0	0	0	8
5:50 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	1	8
5:55 PM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	3	9

Traffic Counts - Lights (Passenger Cars and Two Axle Four Tier Single Units)

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	33	0	46	0	0	216	40	0	0	0	0	0	0	119	70	524
4:05 PM	0	11	0	27	0	0	212	37	0	0	0	0	0	0	103	78	468
4:10 PM	0	29	0	40	0	0	161	46	0	0	0	0	0	0	105	72	453
4:15 PM	0	32	0	40	0	0	180	50	0	0	0	0	0	0	112	80	494
4:20 PM	0	22	0	21	0	0	194	44	0	0	0	0	0	0	115	75	471
4:25 PM	0	34	0	38	0	0	170	43	0	0	0	0	0	0	113	76	474
4:30 PM	0	30	0	44	0	0	200	30	0	0	0	0	0	0	131	76	511
4:35 PM	0	14	0	22	0	0	207	43	0	0	0	0	0	0	135	71	492
4:40 PM	0	29	0	47	0	0	164	41	0	0	0	0	0	0	102	74	457
4:45 PM	0	35	0	48	0	0	186	36	0	0	0	0	0	0	104	86	495
4:50 PM	0	25	0	24	0	0	207	46	0	0	0	0	0	0	121	72	495
4:55 PM	0	33	0	37	0	0	170	41	0	0	0	0	0	0	112	70	463
5:00 PM	0	35	0	29	0	0	223	43	0	0	0	0	0	0	137	76	543
5:05 PM	0	26	0	24	0	0	212	41	0	0	0	0	0	0	119	98	520
5:10 PM	0	39	0	36	0	0	181	46	0	0	0	0	0	0	113	83	498
5:15 PM	0	33	0	44	0	0	214	48	0	0	0	0	0	0	120	95	554
5:20 PM	0	12	0	7	0	0	137	35	0	0	0	0	0	0	106	100	397
5:25 PM	0	30	0	46	0	0	138	22	0	0	0	0	0	0	103	93	432
5:30 PM	0	43	0	53	0	0	211	30	0	0	0	0	0	0	116	80	533
5:35 PM	0	22	0	32	0	0	210	26	0	0	0	0	0	0	123	79	492
5:40 PM	0	33	0	46	0	0	177	30	0	0	0	0	0	0	109	80	475
5:45 PM	0	30	0	34	0	0	220	41	0	0	0	0	0	0	142	89	556
5:50 PM	0	12	0	23	0	0	217	38	0	0	0	0	0	0	113	65	468
5:55 PM	0	33	0	44	0	0	173	36	0	0	0	0	0	0	107	72	465

Pedestrians on Crosswalk

	Northbound			Eastbound			Southbound			Westbound		
Time	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0
4:05 PM	2	0	2	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	2	2	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	2	0	0	0
4:20 PM	2	0	2	0	0	0	0	0	0	0	0	0
4:25 PM	1	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	1	2	3	0	0	0	0	0	0	0	0	0
4:40 PM	2	1	3	0	0	0	2	1	3	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	1	3	0	0	0
5:05 PM	0	1	1	0	0	0	1	0	1	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	1	0	0	0	0	2	2	0	0	0
5:20 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:25 PM	4	0	4	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	1	0	0	0	1	0	1	0	0	0
5:35 PM	2	1	3	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:50 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:55 PM	1	2	3	0	0	0	0	0	0	0	0	0

Traffic Counts - Bicycles on Road

	Northbound				Eastbound				Southbound				Westbound				
Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Location: McLaughlin Ave
Date 6/1/2023
Site 4

	IN			OUT		
	Lights	Single Unit Trucks	Articulated Trucks	Lights	Single Unit Trucks	Articulated Trucks
7:00	0	0	0	0	0	0
7:05	2	0	0	0	0	0
7:10	2	0	0	0	0	0
7:15	1	0	0	0	0	0
7:20	0	0	0	0	0	0
7:25	1	0	0	0	0	0
7:30	0	0	0	1	0	0
7:35	1	0	0	0	0	0
7:40	3	0	0	0	0	0
7:45	0	0	0	0	0	0
7:50	1	0	0	0	0	0
7:55	0	1	0	0	0	0
8:00	1	0	0	0	0	0
8:05	6	0	0	0	0	0
8:10	4	0	0	0	0	0
8:15	1	0	0	0	0	0
8:20	1	0	0	1	0	0
8:25	0	0	0	0	0	0
8:30	3	0	0	1	0	0
8:35	1	0	0	0	0	0
8:40	2	0	0	0	0	0
8:45	1	0	0	0	0	0
8:50	3	0	0	0	0	0
8:55	1	0	0	2	0	0
16:00	1	0	0	1	0	0
16:05	0	0	0	0	0	0
16:10	2	0	0	3	0	0
16:15	0	0	0	0	0	0
16:20	1	0	0	0	0	0
16:25	1	0	0	2	0	0
16:30	2	0	0	1	0	0
16:35	1	0	0	1	0	0
16:40	0	0	0	0	0	0
16:45	2	0	0	1	0	0
16:50	0	0	0	1	0	0
16:55	3	0	0	0	0	0
17:00	0	0	0	1	0	0
17:05	2	0	0	1	0	0
17:10	1	0	0	0	0	0
17:15	0	0	0	0	0	0
17:20	1	0	0	1	0	0
17:25	1	0	0	2	0	0
17:30	2	0	0	1	0	0
17:35	0	0	0	1	0	0
17:40	0	0	0	0	0	0
17:45	3	0	0	0	0	0
17:50	0	0	0	3	0	0
17:55	1	0	0	0	0	0

Location: McLaughlin Ave
Date 6/1/2023
Site 5

	IN			OUT		
	Lights	Single Unit Trucks	Articulated Trucks	Lights	Single Unit Trucks	Articulated Trucks
7:00	3	0	0	0	0	0
7:05	1	0	0	0	0	0
7:10	3	0	0	0	0	0
7:15	1	0	0	0	0	0
7:20	0	0	0	0	0	0
7:25	0	0	0	0	0	0
7:30	0	0	0	0	0	0
7:35	1	0	0	0	0	0
7:40	4	0	0	0	0	0
7:45	1	0	0	0	0	0
7:50	4	0	0	0	0	0
7:55	2	0	0	0	0	0
8:00	1	0	0	0	0	0
8:05	3	0	0	0	0	0
8:10	1	0	0	0	0	0
8:15	2	0	0	0	0	0
8:20	0	0	0	0	0	0
8:25	1	0	0	0	0	0
8:30	0	0	0	1	0	0
8:35	2	0	0	0	0	0
8:40	0	0	0	0	0	0
8:45	1	0	0	0	0	0
8:50	4	0	0	0	0	0
8:55	3	0	0	0	0	0
16:00	0	0	0	0	0	0
16:05	2	0	0	0	0	0
16:10	2	0	0	0	0	0
16:15	1	0	0	0	0	0
16:20	1	0	0	0	0	0
16:25	2	0	0	0	0	0
16:30	5	1	0	0	0	0
16:35	1	0	0	0	0	0
16:40	1	0	0	0	0	0
16:45	1	0	0	0	0	0
16:50	4	0	0	0	0	0
16:55	3	0	0	0	0	0
17:00	3	0	0	0	0	0
17:05	1	0	0	0	0	0
17:10	1	0	0	0	0	0
17:15	0	0	0	0	0	0
17:20	0	0	0	0	0	0
17:25	0	0	0	0	0	0
17:30	1	0	0	0	0	0
17:35	1	0	0	1	0	0
17:40	0	0	0	0	0	0
17:45	3	0	0	0	0	0
17:50	0	0	0	0	0	0
17:55	2	0	0	0	0	0

Location: Tully Rd
Date 6/1/2023
Site 6

	IN			OUT		
	Lights	Single Unit Trucks	Articulated Trucks	Lights	Single Unit Trucks	Articulated Trucks
7:00	1	0	0	3	0	0
7:05	0	0	0	1	0	0
7:10	1	0	0	1	0	0
7:15	1	0	0	0	0	0
7:20	1	0	0	2	0	0
7:25	1	0	0	0	0	0
7:30	1	0	0	0	0	0
7:35	1	0	0	1	0	0
7:40	2	0	0	4	0	0
7:45	0	0	0	3	0	0
7:50	0	0	0	3	0	0
7:55	0	0	0	2	0	0
8:00	1	0	0	1	0	0
8:05	1	0	0	5	0	0
8:10	1	0	0	4	0	0
8:15	1	0	0	0	0	0
8:20	1	0	0	1	0	0
8:25	2	0	0	0	0	0
8:30	1	0	0	1	0	0
8:35	0	0	0	3	0	0
8:40	1	0	0	0	0	0
8:45	1	0	0	1	0	0
8:50	1	0	0	3	0	0
8:55	1	0	0	4	0	0
16:00	1	0	0	0	0	0
16:05	3	0	0	2	0	0
16:10	3	0	0	1	0	0
16:15	0	0	0	2	0	0
16:20	1	0	0	2	0	0
16:25	0	0	0	1	0	0
16:30	1	0	0	5	0	0
16:35	0	0	0	2	0	0
16:40	1	0	0	1	0	0
16:45	3	0	0	1	0	0
16:50	0	0	0	0	0	0
16:55	1	0	0	6	0	0
17:00	0	0	0	2	0	0
17:05	0	0	0	0	0	0
17:10	0	0	0	4	0	0
17:15	1	0	0	0	0	0
17:20	0	0	0	0	0	0
17:25	1	0	0	0	0	0
17:30	1	0	0	1	0	0
17:35	2	0	0	1	0	0
17:40	2	0	0	0	0	0
17:45	2	0	0	3	0	0
17:50	1	0	0	0	0	0
17:55	2	0	0	1	0	0

Location: Tully Rd
Date 6/1/2023
Site 7

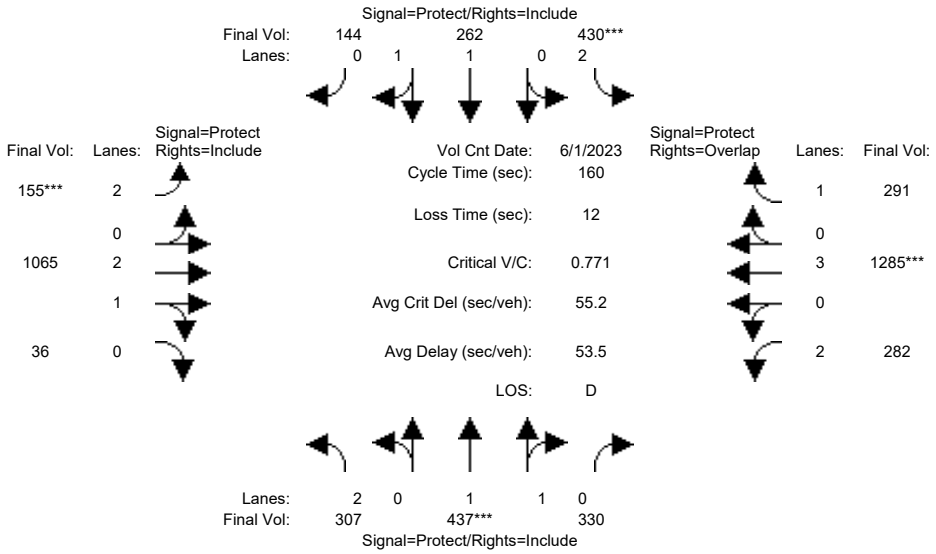
	IN			OUT		
	Lights	Single Unit Trucks	Articulated Trucks	Lights	Single Unit Trucks	Articulated Trucks
7:00	0	0	0	2	0	0
7:05	0	0	0	1	0	0
7:10	0	0	0	4	0	0
7:15	0	0	0	5	0	0
7:20	0	0	0	1	0	0
7:25	0	0	0	0	0	0
7:30	0	0	0	2	0	0
7:35	0	0	0	0	0	0
7:40	0	0	0	3	0	0
7:45	0	0	0	2	0	0
7:50	0	0	0	1	0	0
7:55	0	0	0	1	0	0
8:00	0	0	0	1	0	0
8:05	0	0	0	3	0	0
8:10	0	0	0	3	0	0
8:15	0	0	0	2	1	0
8:20	0	0	0	1	0	0
8:25	0	0	0	1	0	0
8:30	0	0	0	2	0	0
8:35	0	0	0	1	0	0
8:40	0	0	0	2	0	0
8:45	0	0	0	1	0	0
8:50	0	0	0	2	0	0
8:55	0	0	0	2	0	0
16:00	0	0	0	2	0	0
16:05	0	0	0	1	0	0
16:10	0	0	0	2	0	0
16:15	0	0	0	3	0	0
16:20	0	0	0	2	0	0
16:25	0	0	0	1	0	0
16:30	0	0	0	0	0	0
16:35	0	0	0	3	0	0
16:40	0	0	0	1	0	0
16:45	0	0	0	1	0	0
16:50	0	0	0	1	0	0
16:55	0	0	0	4	0	0
17:00	0	0	0	1	0	0
17:05	0	0	0	1	0	0
17:10	0	0	0	1	0	0
17:15	0	0	0	1	0	0
17:20	0	0	0	0	0	0
17:25	0	0	0	1	0	0
17:30	0	0	0	2	0	0
17:35	0	0	0	0	0	0
17:40	0	0	0	1	0	0
17:45	0	0	0	3	0	0
17:50	0	0	0	3	0	0
17:55	0	0	0	0	0	0

Appendix C – Existing Intersection Operations Level of Service Worksheets and VMT Analysis

1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #1: Tully Road/Mclaughlin Avenue



Street Name:	Mclaughlin Avenue						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2023 << 7:45 AM - 8:45 AM												
Base Vol:	307	437	330	430	262	144	155	1065	36	282	1285	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	437	330	430	262	144	155	1065	36	282	1285	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	437	330	430	262	144	155	1065	36	282	1285	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	437	330	430	262	144	155	1065	36	282	1285	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	307	437	330	430	262	144	155	1065	36	282	1285	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.80	0.80	0.83	0.81	0.80	0.83	0.81	0.81	0.83	0.82	0.74
Lanes:	2.00	1.14	0.86	2.00	1.29	0.71	2.00	2.90	0.10	2.00	3.00	1.00
Final Sat.:	3152	1730	1306	3152	1980	1088	3152	4493	152	3152	4668	1411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.14	0.13	0.13	0.05	0.24	0.24	0.09	0.28	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.33	0.33	0.18	0.29	0.29	0.06	0.31	0.31	0.12	0.36	0.53
Volume/Cap:	0.46	0.77	0.77	0.77	0.46	0.46	0.77	0.78	0.78	0.78	0.77	0.39
Delay/Veh:	55.3	52.2	52.2	69.3	46.8	46.8	90.4	53.4	53.4	78.9	47.9	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	52.2	52.2	69.3	46.8	46.8	90.4	53.4	53.4	78.9	47.9	22.2
LOS by Move:	E	D	D	E	D	D	F	D	D	E	D	C
HCM2k95thQ:	323	781	779	529	386	384	262	763	763	396	840	386

Note: Queue reported is the distance per lane in feet.

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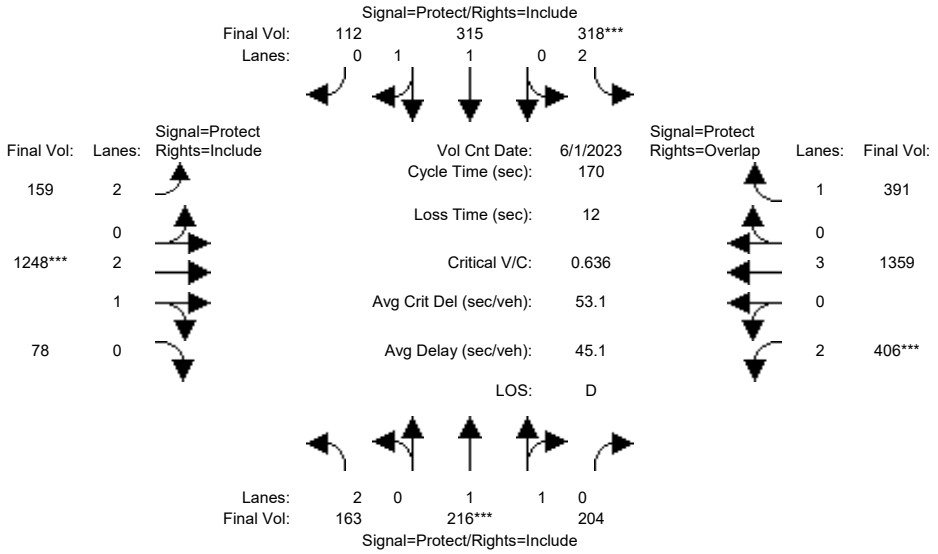
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #1: Tully Road/Mclaughlin Avenue



Street Name:	Mclaughlin Avenue						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2023 << 5:00 pm - 6:00 pm												
Base Vol:	163	216	204	318	315	112	159	1248	78	406	1359	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	216	204	318	315	112	159	1248	78	406	1359	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	216	204	318	315	112	159	1248	78	406	1359	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	216	204	318	315	112	159	1248	78	406	1359	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	163	216	204	318	315	112	159	1248	78	406	1359	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.87	0.92	0.91	0.91	0.92	0.90	0.90	0.92	0.91	0.82
Lanes:	2.00	1.02	0.98	2.00	1.47	0.53	2.00	2.82	0.18	2.00	3.00	1.00
Final Sat.:	3502	1715	1620	3502	2556	909	3502	4837	302	3502	5187	1557
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.09	0.12	0.12	0.05	0.26	0.26	0.12	0.26	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.20	0.14	0.25	0.25	0.09	0.41	0.41	0.18	0.50	0.64
Volume/Cap:	0.50	0.64	0.64	0.64	0.50	0.50	0.52	0.64	0.64	0.64	0.52	0.39
Uniform Del:	73.3	62.5	62.5	68.7	54.9	54.9	74.2	40.4	40.4	64.3	28.6	14.4
IncremntDel:	1.2	2.1	2.1	2.7	0.5	0.5	1.6	0.7	0.7	2.1	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.4	64.6	64.6	71.4	55.3	55.3	75.9	41.1	41.1	66.4	28.8	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	64.6	64.6	71.4	55.3	55.3	75.9	41.1	41.1	66.4	28.8	14.6
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	B
HCM2kAvgQ:	117	280	278	221	252	251	117	501	499	268	424	235

Note: Queue reported is the distance per lane in feet.

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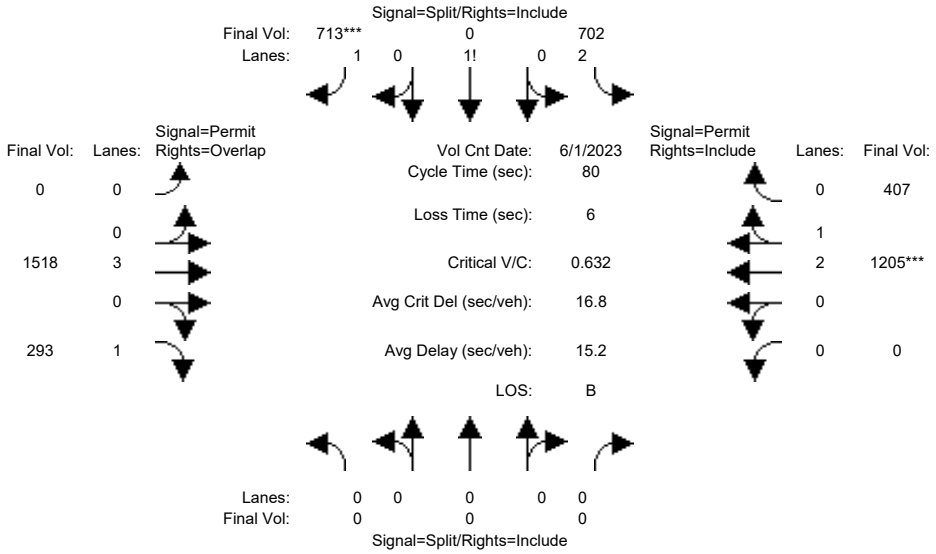
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #2: Tully Road/US 101 SB Off Ramp



Street Name:	US 101 SB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2023 << 7:30 am - 8:30 am												
Base Vol:	0	0	0	702	0	713	0	1518	293	0	1205	407
Growth Adj:	1.00	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	702	0	713	0	1518	293	0	1205	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	702	0	713	0	1518	293	0	1205	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	702	0	713	0	1518	293	0	1205	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	702	0	713	0	1518	293	0	1205	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.90	1.00	0.91	0.82	1.00	0.88	0.87
Lanes:	0.00	0.00	0.00	2.40	0.00	1.60	0.00	3.00	1.00	0.00	2.24	0.76
Final Sat.:	0	0	0	3995	0	2735	0	5187	1558	0	3721	1257
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.26	0.00	0.29	0.19	0.00	0.32	0.32
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.51	0.51	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.63	0.00	0.57	0.37	0.00	0.63	0.63
Delay/Veh:	0.0	0.0	0.0	16.8	0.0	19.3	0.0	13.7	12.0	0.0	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.8	0.0	19.3	0.0	13.7	12.0	0.0	14.6	14.6
LOS by Move:	A	A	A	B	A	B	A	B	B	A	B	B
HCM2k95thQ:	0	0	0	261	0	441	0	421	221	0	472	469

Note: Queue reported is the distance per lane in feet.

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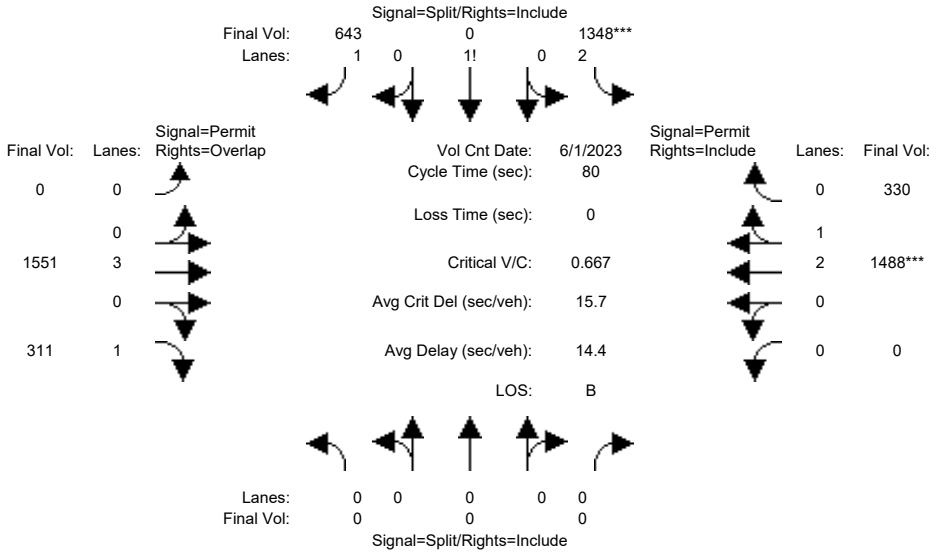
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #2: Tully Road/US 101 SB Off Ramp



Street Name:	US 101 SB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2023 << 4:20 pm - 5:20 pm												
Base Vol:	0	0	0	1348	0	643	0	1551	311	0	1488	330
Growth Adj:	1.00	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	1348	0	643	0	1551	311	0	1488	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1348	0	643	0	1551	311	0	1488	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1348	0	643	0	1551	311	0	1488	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1348	0	643	0	1551	311	0	1488	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.92	1.00	0.91	0.82	1.00	0.89	0.88
Lanes:	0.00	0.00	0.00	2.59	0.00	1.41	0.00	3.00	1.00	0.00	2.45	0.55
Final Sat.:	0	0	0	4395	0	2466	0	5187	1566	0	4127	915
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.26	0.00	0.30	0.20	0.00	0.36	0.36
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.54	0.54	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.57	0.00	0.55	0.37	0.00	0.67	0.67
Uniform Del:	0.0	0.0	0.0	16.8	0.0	15.8	0.0	12.1	10.5	0.0	13.2	13.2
IncremntDel:	0.0	0.0	0.0	0.6	0.0	0.2	0.0	0.2	0.3	0.0	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	16.0	0.0	12.3	10.8	0.0	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	16.0	0.0	12.3	10.8	0.0	13.9	13.9
LOS by Move:	A	A	A	B	A	B	A	B	B	A	B	B
HCM2kAvgQ:	0	0	0	273	0	217	0	219	114	0	290	289

Note: Queue reported is the distance per lane in feet.

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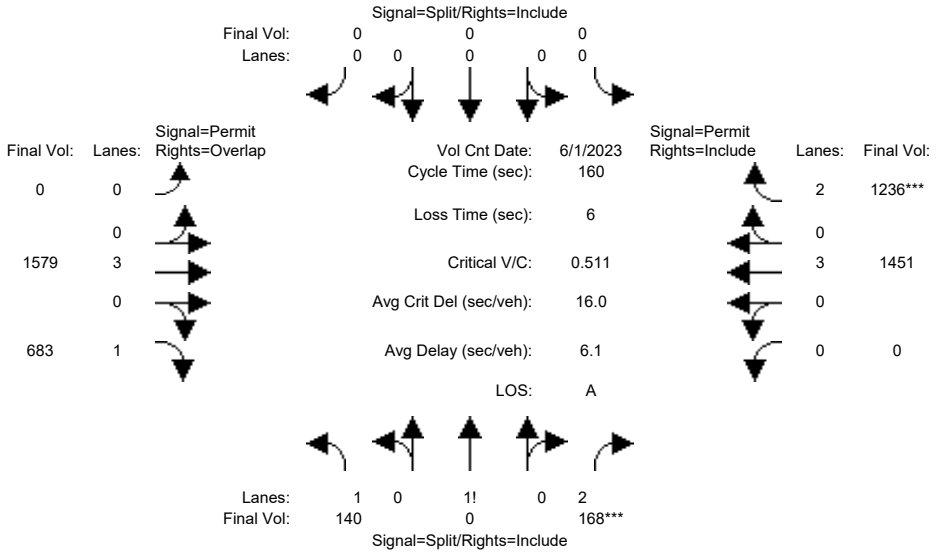
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #3: Tully Road/US 101 NB Off Ramp



Street Name:	US 101 NB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2023 << 7:50 am - 8:50 am												
Base Vol:	140	0	168	0	0	0	0	1579	683	0	1451	1236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	168	0	0	0	0	1579	683	0	1451	1236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	168	0	0	0	0	1579	683	0	1451	1236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	168	0	0	0	0	1579	683	0	1451	1236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	140	0	168	0	0	0	0	1579	683	0	1451	1236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.79	1.00	1.00	1.00	1.00	0.91	0.83	1.00	0.91	0.73
Lanes:	1.52	0.00	2.48	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	2599	0	3717	0	0	0	0	5187	1570	0	5187	2764
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.30	0.43	0.00	0.28	0.45
Crit Moves:			****									****
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.86	0.96	0.00	0.86	0.86
Volume/Cap:	0.52	0.00	0.44	0.00	0.00	0.00	0.00	0.35	0.45	0.00	0.33	0.52
Delay/Veh:	68.8	0.0	67.8	0.0	0.0	0.0	0.0	2.3	0.4	0.0	2.3	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	0.0	67.8	0.0	0.0	0.0	0.0	2.3	0.4	0.0	2.3	3.1
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	238	0	196	0	0	0	0	279	143	0	249	421

Note: Queue reported is the distance per lane in feet.

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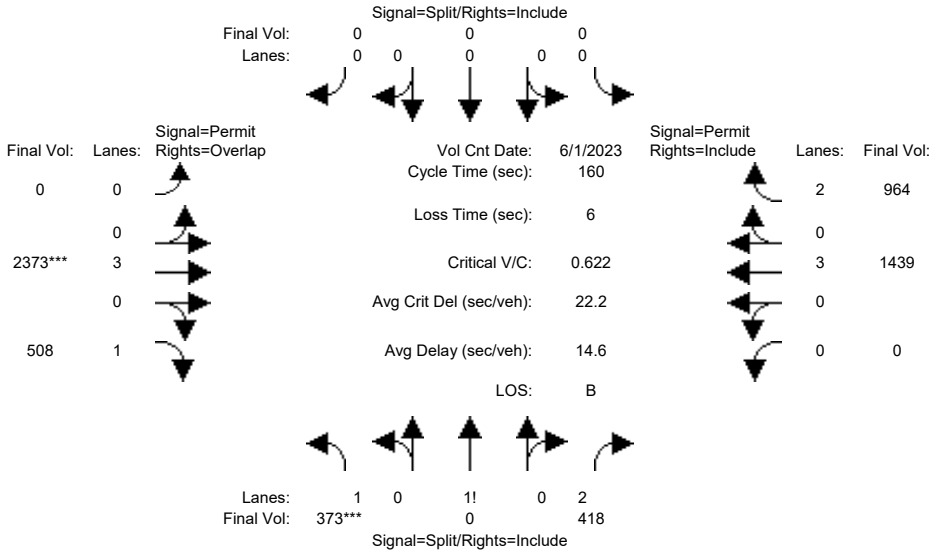
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #3: Tully Road/US 101 NB Off Ramp



Street Name:	US 101 NB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jun 2023 << 5:20 pm - 6:20 PM												
Base Vol:	373	0	418	0	0	0	0	2373	508	0	1439	964
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	0	418	0	0	0	0	2373	508	0	1439	964
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	0	418	0	0	0	0	2373	508	0	1439	964
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	0	418	0	0	0	0	2373	508	0	1439	964
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	373	0	418	0	0	0	0	2373	508	0	1439	964
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.79	1.00	1.00	1.00	1.00	0.91	0.83	1.00	0.91	0.73
Lanes:	1.54	0.00	2.46	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	2634	0	3700	0	0	0	0	5187	1569	0	5187	2767
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.11	0.00	0.00	0.00	0.00	0.46	0.32	0.00	0.28	0.35
Crit Moves:	****							****				
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.74	0.96	0.00	0.74	0.74
Volume/Cap:	0.62	0.00	0.50	0.00	0.00	0.00	0.00	0.62	0.34	0.00	0.38	0.47
Uniform Del:	55.6	0.0	53.8	0.0	0.0	0.0	0.0	10.4	0.2	0.0	7.8	8.6
IncremntDel:	1.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.1	0.0	0.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	56.6	0.0	54.1	0.0	0.0	0.0	0.0	10.7	0.3	0.0	7.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	0.0	54.1	0.0	0.0	0.0	0.0	10.7	0.3	0.0	7.8	8.8
LOS by Move:	E	A	D	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	280	0	211	0	0	0	0	512	44	0	230	270

Note: Queue reported is the distance per lane in feet.

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CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 1152 Tully Road
Location: 1152 Tully Road
Parcel: 49919035 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 09/08/2023

Proposed Parking Spaces Vehicles: 21 Bicycles: 3

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	33.35 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 7
- With Project Density (DU/Residential Acres in half-mile buffer) 7

Increase Development Diversity
- Existing Activity Mix Index 0.17
- With Project Activity Mix Index 0.19

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 9
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 11

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

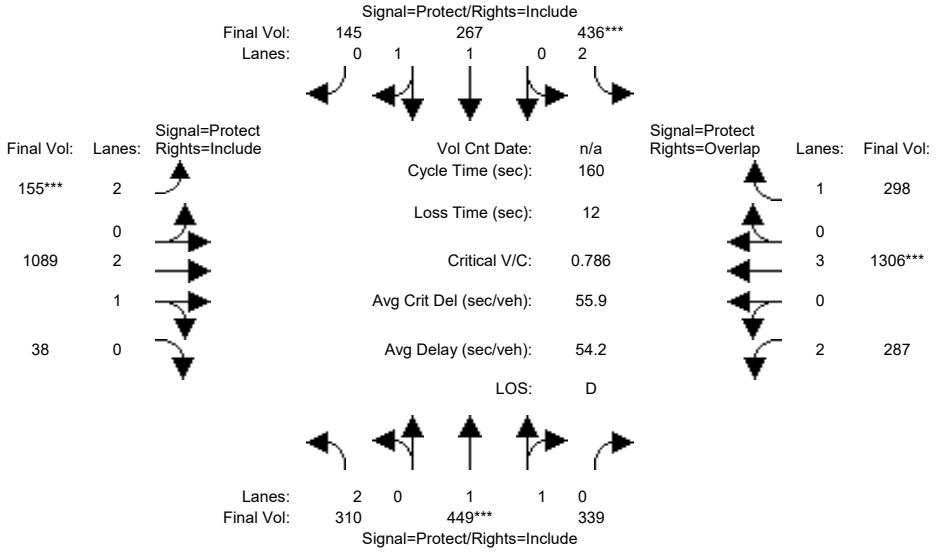
Tier 4 - TDM Programs

Appendix D – Background Conditions Intersection Level of Service Worksheets

1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #1: Tully Road/Mclaughlin Avenue



Street Name:	Mclaughlin Avenue						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 7:45 AM - 8:45 AM												
Base Vol:	310	449	339	436	267	145	155	1089	38	287	1306	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	449	339	436	267	145	155	1089	38	287	1306	298
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:	310	449	339	436	267	145	155	1089	38	287	1306	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	449	339	436	267	145	155	1089	38	287	1306	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	449	339	436	267	145	155	1089	38	287	1306	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	310	449	339	436	267	145	155	1089	38	287	1306	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.80	0.80	0.83	0.81	0.81	0.83	0.81	0.81	0.83	0.82	0.74
Lanes:	2.00	1.14	0.86	2.00	1.29	0.71	2.00	2.90	0.10	2.00	3.00	1.00
Final Sat.:	3152	1729	1305	3152	1990	1081	3152	4488	157	3152	4668	1411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.14	0.13	0.13	0.05	0.24	0.24	0.09	0.28	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.33	0.33	0.18	0.29	0.29	0.06	0.30	0.30	0.11	0.36	0.53
Volume/Cap:	0.46	0.79	0.79	0.79	0.46	0.46	0.79	0.80	0.80	0.80	0.79	0.40
Delay/Veh:	55.3	52.6	52.6	70.3	46.7	46.7	92.5	54.4	54.4	80.8	48.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	52.6	52.6	70.3	46.7	46.7	92.5	54.4	54.4	80.8	48.6	22.6
LOS by Move:	E	D	D	E	D	D	F	D	D	F	D	C
HCM2k95thQ:	326	807	804	541	391	389	265	791	791	409	862	399

Note: Queue reported is the distance per lane in feet.

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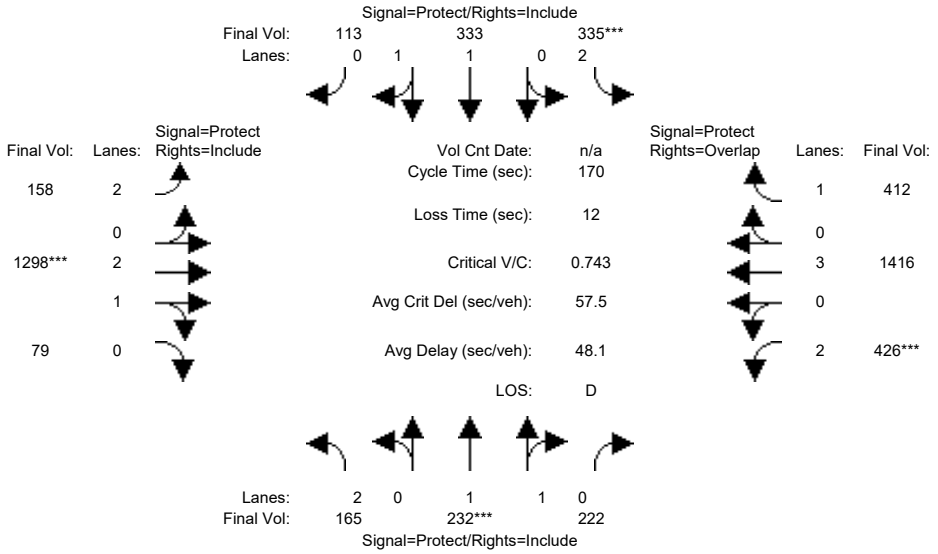
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #1: Tully Road/Mclaughlin Avenue



Street Name:	Mclaughlin Avenue						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 pm - 6:00 pm											
Base Vol:	165	232	222	335	333	113	158	1298	79	426	1416	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	232	222	335	333	113	158	1298	79	426	1416	412
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:	165	232	222	335	333	113	158	1298	79	426	1416	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	232	222	335	333	113	158	1298	79	426	1416	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	232	222	335	333	113	158	1298	79	426	1416	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	165	232	222	335	333	113	158	1298	79	426	1416	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.79	0.79	0.83	0.82	0.82	0.83	0.81	0.81	0.83	0.82	0.74
Lanes:	2.00	1.02	0.98	2.00	1.49	0.51	2.00	2.83	0.17	2.00	3.00	1.00
Final Sat.:	3152	1533	1467	3152	2331	791	3152	4360	265	3152	4668	1402
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.11	0.14	0.14	0.05	0.30	0.30	0.14	0.30	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.20	0.20	0.14	0.25	0.25	0.08	0.40	0.40	0.18	0.50	0.64
Volume/Cap:	0.56	0.74	0.74	0.74	0.56	0.56	0.61	0.74	0.74	0.74	0.61	0.46
Uniform Del:	73.8	63.5	63.5	69.8	55.2	55.2	75.3	43.5	43.5	65.8	30.5	15.3
IncremntDel:	2.5	4.9	4.9	6.6	0.9	0.9	4.1	1.7	1.7	5.2	0.5	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.3	68.4	68.4	76.4	56.2	56.2	79.4	45.1	45.1	71.0	31.0	15.7
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:	76.3	68.4	68.4	76.4	56.2	56.2	79.4	45.1	45.1	71.0	31.0	15.7
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	B
HCM2k95thQ:	243	581	578	463	497	496	245	955	953	548	814	488

Note: Queue reported is the distance per lane in feet.

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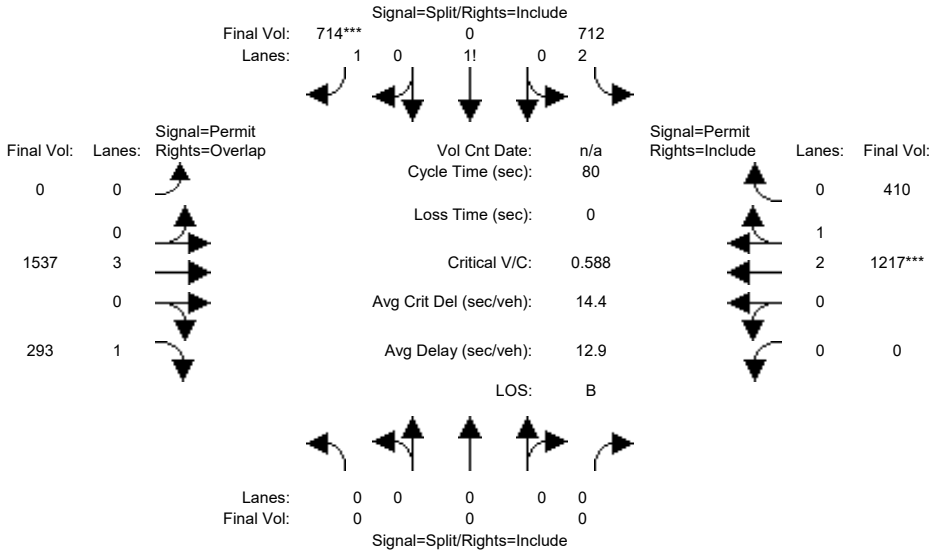
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #2: Tully Road/US 101 SB Off Ramp



Street Name:	US 101 SB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 7:30 am - 8:30 am												
Base Vol:	0	0	0	712	0	714	0	1537	293	0	1217	410
Growth Adj:	1.00	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	712	0	714	0	1537	293	0	1217	410
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	712	0	714	0	1537	293	0	1217	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	712	0	714	0	1537	293	0	1217	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	712	0	714	0	1537	293	0	1217	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	712	0	714	0	1537	293	0	1217	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.90	1.00	0.91	0.82	1.00	0.88	0.87
Lanes:	0.00	0.00	0.00	2.41	0.00	1.59	0.00	3.00	1.00	0.00	2.24	0.76
Final Sat.:	0	0	0	4004	0	2733	0	5187	1560	0	3724	1255
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.26	0.00	0.30	0.19	0.00	0.33	0.33
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.00	0.56	0.56	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.59	0.00	0.53	0.34	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	17.1	0.0	11.4	10.0	0.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	0.0	17.1	0.0	11.4	10.0	0.0	12.1	12.1
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	B
HCM2k95thQ:	0	0	0	249	0	414	0	390	201	0	434	431

Note: Queue reported is the distance per lane in feet.

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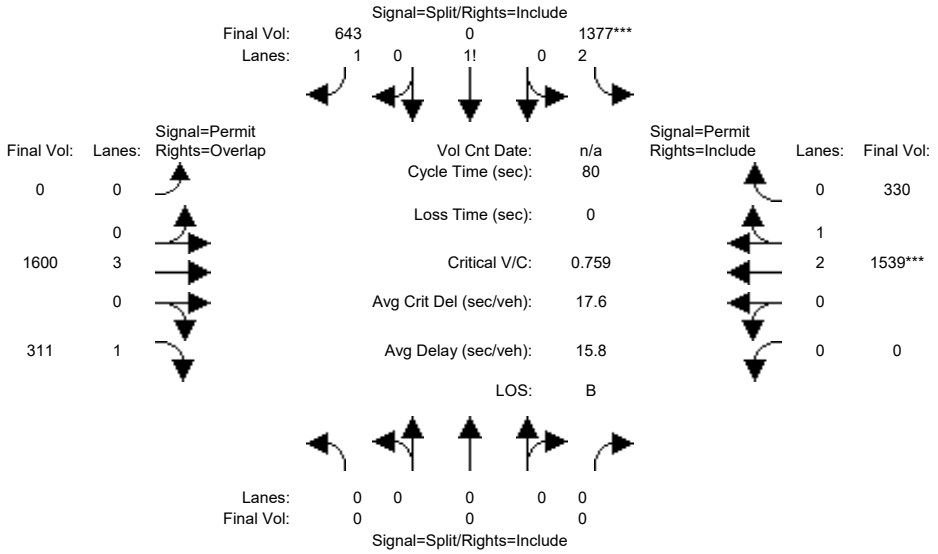
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #2: Tully Road/US 101 SB Off Ramp



Street Name:	US 101 SB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:20 pm - 5:20 pm											
Base Vol:	0	0	0	1377	0	643	0	1600	311	0	1539	330
Growth Adj:	1.00	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	1377	0	643	0	1600	311	0	1539	330
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	1377	0	643	0	1600	311	0	1539	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1377	0	643	0	1600	311	0	1539	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1377	0	643	0	1600	311	0	1539	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1377	0	643	0	1600	311	0	1539	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	1.00	0.83	1.00	0.82	0.74	1.00	0.80	0.79
Lanes:	0.00	0.00	0.00	2.60	0.00	1.40	0.00	3.00	1.00	0.00	2.47	0.53
Final Sat.:	0	0	0	3963	0	2211	0	4668	1409	0	3737	801
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.29	0.00	0.34	0.22	0.00	0.41	0.41
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.54	0.54	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.64	0.00	0.63	0.41	0.00	0.76	0.76
Uniform Del:	0.0	0.0	0.0	18.0	0.0	16.6	0.0	12.7	10.7	0.0	14.2	14.2
IncremntDel:	0.0	0.0	0.0	1.3	0.0	0.4	0.0	0.5	0.4	0.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.3	0.0	17.0	0.0	13.3	11.1	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	0.0	17.0	0.0	13.3	11.1	0.0	15.7	15.7
LOS by Move:	A	A	A	B	A	B	A	B	B	A	B	B
HCM2k95thQ:	0	0	0	566	0	438	0	457	232	0	606	604

Note: Queue reported is the distance per lane in feet.

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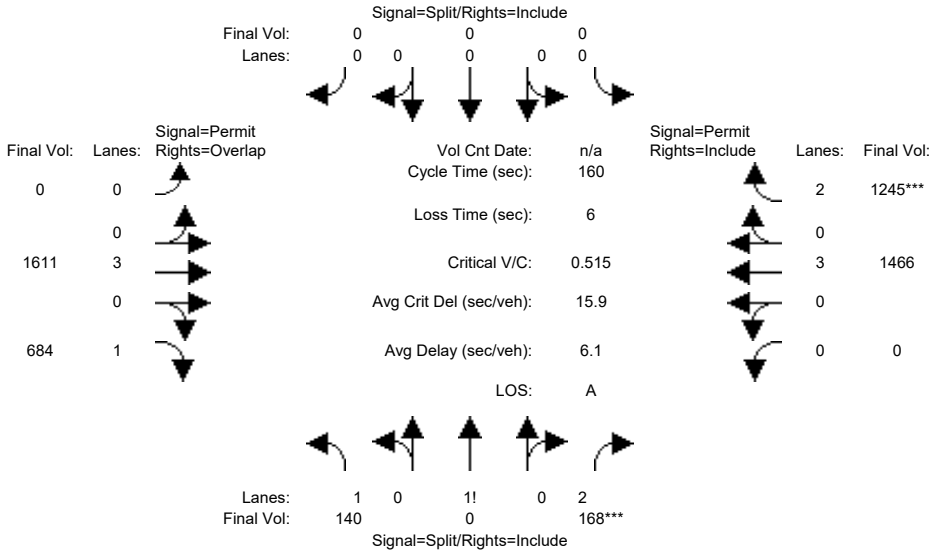
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #3: Tully Road/US 101 NB Off Ramp



Street Name:	US 101 NB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 7:50 am - 8:50 am												
Base Vol:	140	0	168	0	0	0	0	1611	684	0	1466	1245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	168	0	0	0	0	1611	684	0	1466	1245
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:	140	0	168	0	0	0	0	1611	684	0	1466	1245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	168	0	0	0	0	1611	684	0	1466	1245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	168	0	0	0	0	1611	684	0	1466	1245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	140	0	168	0	0	0	0	1611	684	0	1466	1245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.79	1.00	1.00	1.00	1.00	0.91	0.83	1.00	0.91	0.73
Lanes:	1.52	0.00	2.48	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	2599	0	3717	0	0	0	0	5187	1570	0	5187	2764
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.31	0.44	0.00	0.28	0.45
Crit Moves:			****									****
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.86	0.96	0.00	0.86	0.86
Volume/Cap:	0.52	0.00	0.44	0.00	0.00	0.00	0.00	0.36	0.45	0.00	0.33	0.52
Delay/Veh:	68.9	0.0	67.9	0.0	0.0	0.0	0.0	2.3	0.4	0.0	2.2	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	0.0	67.9	0.0	0.0	0.0	0.0	2.3	0.4	0.0	2.2	3.1
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	239	0	196	0	0	0	0	285	143	0	251	424

Note: Queue reported is the distance per lane in feet.

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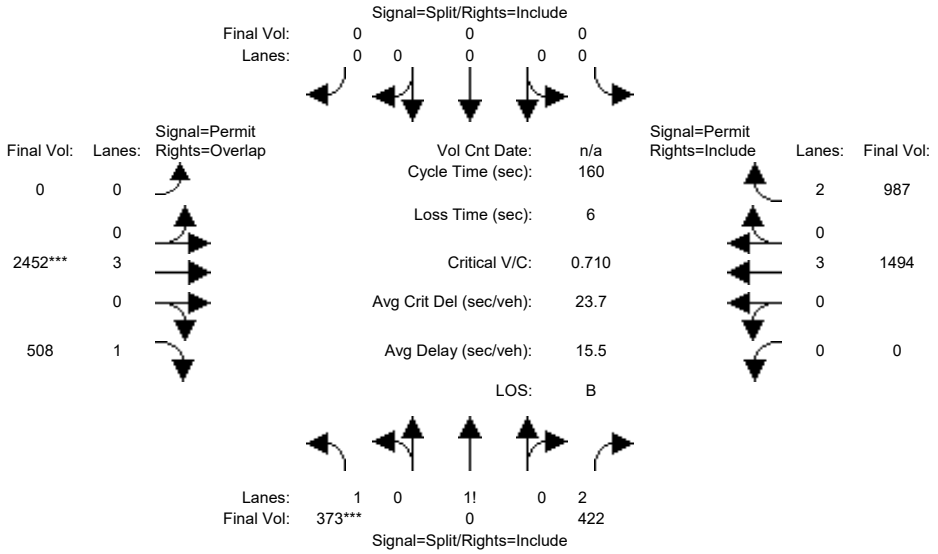
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #3: Tully Road/US 101 NB Off Ramp



Street Name:	US 101 NB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:20 pm - 5:20 PM											
Base Vol:	373	0	422	0	0	0	0	2452	508	0	1494	987
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	0	422	0	0	0	0	2452	508	0	1494	987
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:	373	0	422	0	0	0	0	2452	508	0	1494	987
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	0	422	0	0	0	0	2452	508	0	1494	987
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	0	422	0	0	0	0	2452	508	0	1494	987
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	373	0	422	0	0	0	0	2452	508	0	1494	987
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	1.00	0.71	1.00	1.00	1.00	1.00	0.82	0.74	1.00	0.82	0.66
Lanes:	1.54	0.00	2.46	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	2365	0	3329	0	0	0	0	4668	1412	0	4668	2490
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.13	0.00	0.00	0.00	0.00	0.53	0.36	0.00	0.32	0.40
Crit Moves:	****							****				
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.74	0.96	0.00	0.74	0.74
Volume/Cap:	0.71	0.00	0.57	0.00	0.00	0.00	0.00	0.71	0.37	0.00	0.43	0.54
Uniform Del:	57.4	0.0	55.4	0.0	0.0	0.0	0.0	11.4	0.2	0.0	7.9	8.9
IncremntDel:	2.1	0.0	0.6	0.0	0.0	0.0	0.0	0.7	0.2	0.0	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	59.6	0.0	56.0	0.0	0.0	0.0	0.0	12.1	0.3	0.0	8.0	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	0.0	56.0	0.0	0.0	0.0	0.0	12.1	0.3	0.0	8.0	9.3
LOS by Move:	E	A	E	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	544	0	417	0	0	0	0	1001	98	0	463	537

Note: Queue reported is the distance per lane in feet.

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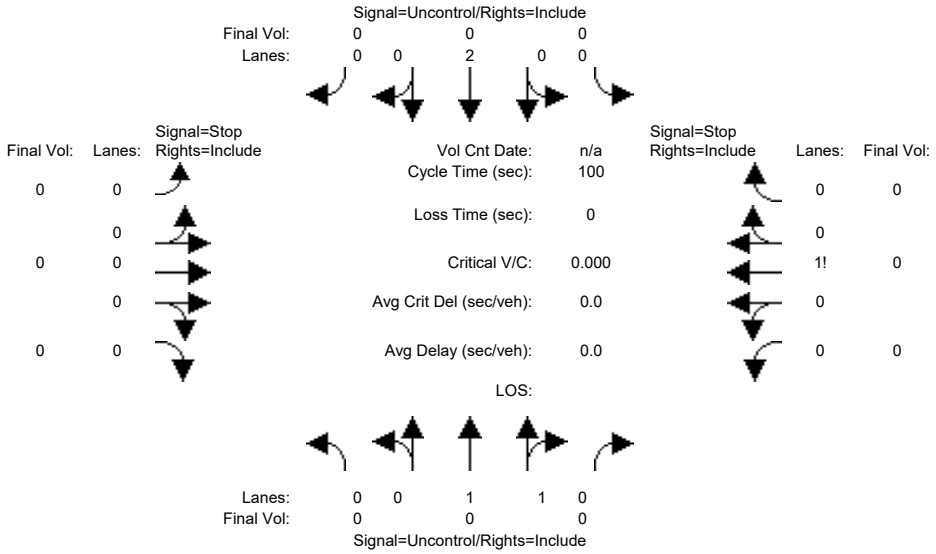
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #4: Mclaughlin Avenue/Project Driveway 1



Street Name:	Mclaughlin Avenue						Project Driveway					
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	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Mclaughlin Avenue/Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1 1	0	0 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Mclaughlin Avenue/Project Driveway 1

****

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	1 1	0	0 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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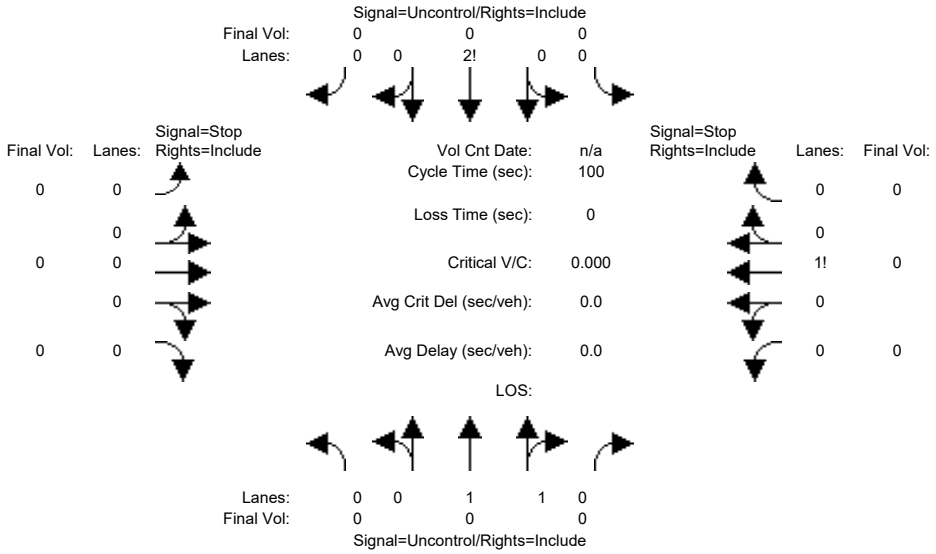
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #4: Mclaughlin Avenue/Project Driveway 1



Street Name:	Mclaughlin Avenue						Project Driveway					
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	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Mclaughlin Avenue/Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1 1	0	0 0	2! 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Mclaughlin Avenue/Project Driveway 1

****

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	1 1	0	0 0	2! 0	0	0 0	0 0	0	0 0	1! 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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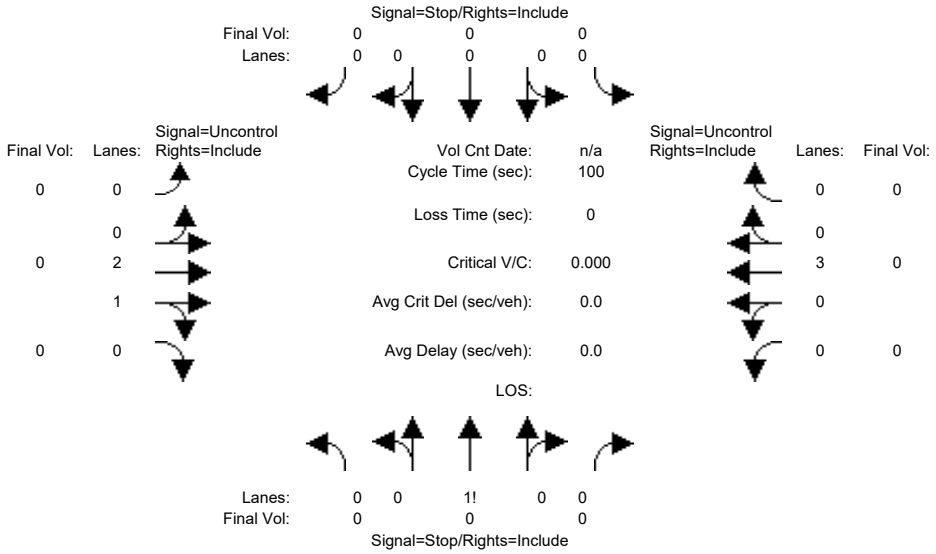
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #5: Tully Road/Project Driveway 2



Street Name:	Project Driveway 2						Tully Road					
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	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Tully Road/Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Tully Road/Project Driveway 2

****

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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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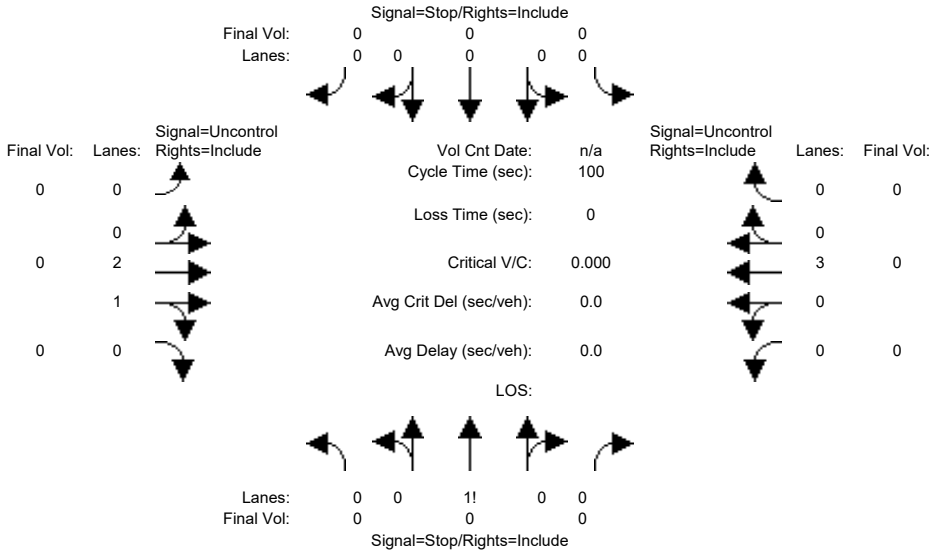
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #5: Tully Road/Project Driveway 2



Street Name:	Project Driveway 2						Tully Road					
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	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #5 Tully Road/Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Tully Road/Project Driveway 2

****

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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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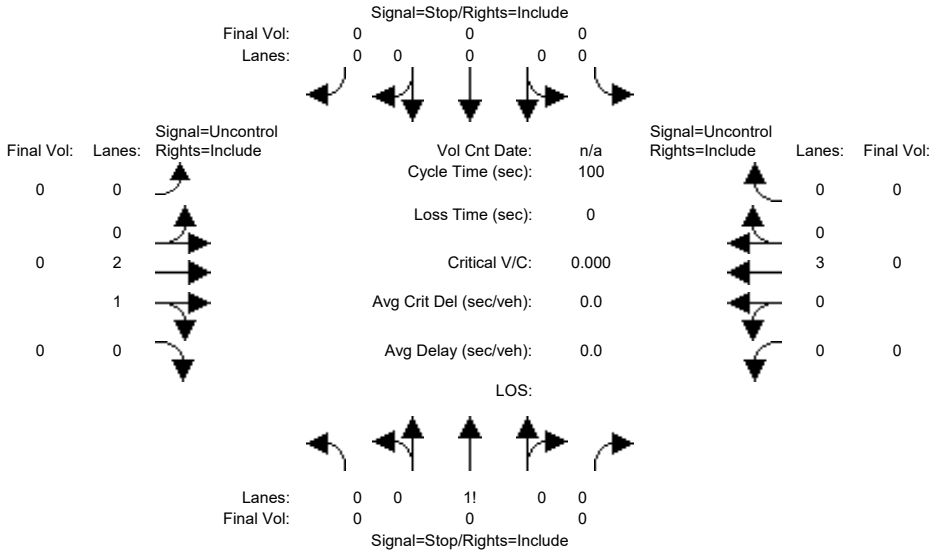
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #6: Tully Road/Project Driveway 3



Street Name: Project Driveway 3 Tully Road

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	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Tully Road/Project Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Tully Road/Project Driveway 3

****

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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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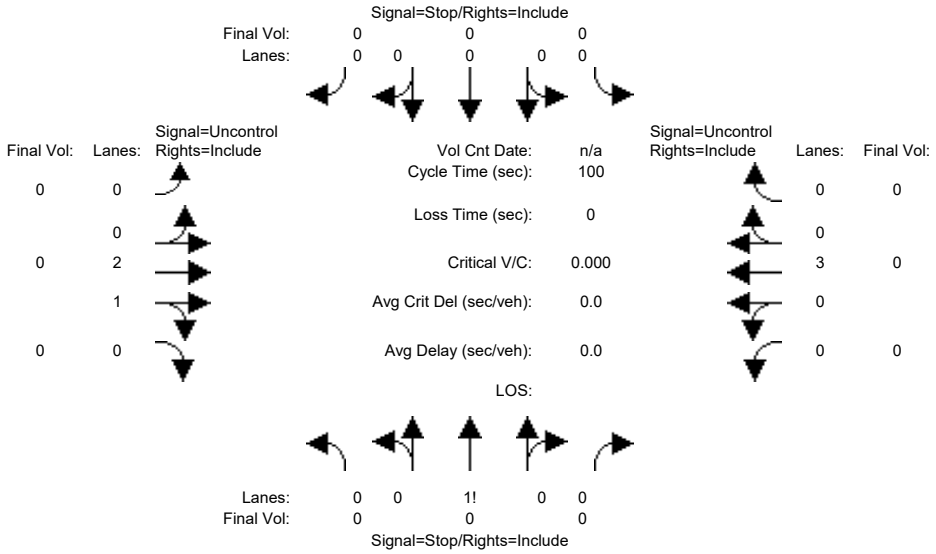
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #6: Tully Road/Project Driveway 3



Street Name:	Project Driveway 3						Tully Road					
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	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Tully Road/Project Driveway 3

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Tully Road/Project Driveway 3

****

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	0 0	0	0 0	2 1	0	0 0	3 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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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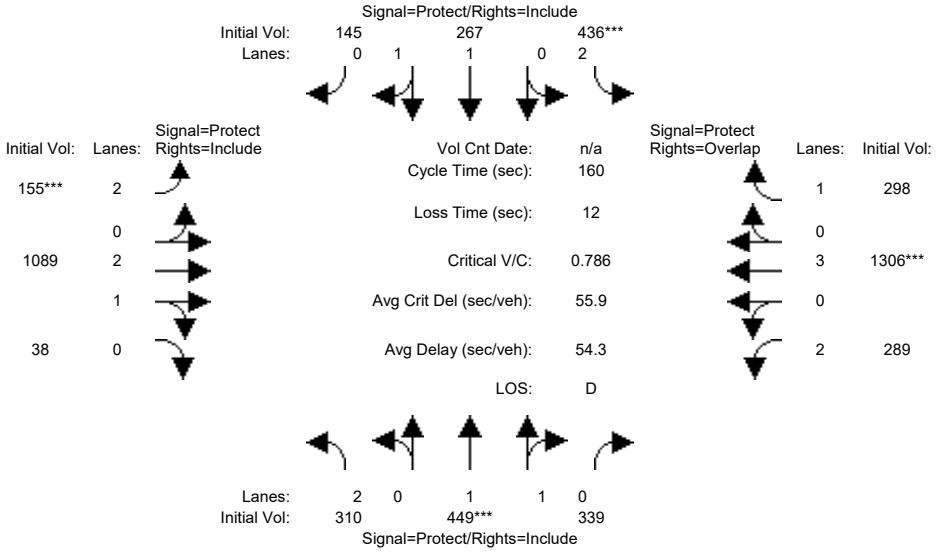
Appendix E – Background plus Project Conditions Intersection Level of Service Worksheets

1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #1: Tully Road/Mclaughlin Avenue



Street Name:	Mclaughlin Avenue						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	310	449	339	436	267	145	155	1089	38	287	1306	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	449	339	436	267	145	155	1089	38	287	1306	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	0	0	2	0	0
Initial Fut:	310	449	339	436	267	145	155	1089	38	289	1306	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	449	339	436	267	145	155	1089	38	289	1306	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	449	339	436	267	145	155	1089	38	289	1306	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	310	449	339	436	267	145	155	1089	38	289	1306	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.80	0.80	0.83	0.81	0.81	0.83	0.81	0.81	0.83	0.82	0.74
Lanes:	2.00	1.14	0.86	2.00	1.29	0.71	2.00	2.90	0.10	2.00	3.00	1.00
Final Sat.:	3152	1729	1305	3152	1990	1081	3152	4488	157	3152	4668	1411
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.14	0.13	0.13	0.05	0.24	0.24	0.09	0.28	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.33	0.33	0.18	0.29	0.29	0.06	0.30	0.30	0.11	0.36	0.53
Volume/Cap:	0.46	0.79	0.79	0.79	0.46	0.46	0.79	0.80	0.80	0.80	0.79	0.40
Uniform Del:	54.8	48.4	48.4	63.0	46.3	46.3	73.9	51.2	51.2	69.0	46.1	22.2
IncremntDel:	0.5	4.2	4.2	7.3	0.4	0.4	18.6	3.3	3.3	11.9	2.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.3	52.6	52.6	70.3	46.7	46.7	92.5	54.5	54.5	80.9	48.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	52.6	52.6	70.3	46.7	46.7	92.5	54.5	54.5	80.9	48.6	22.6
LOS by Move:	E	D	D	E	D	D	F	D	D	F	D	C
HCM2k95thQ:	326	807	804	541	391	389	265	793	792	411	862	399

Note: Queue reported is the distance per lane in feet.

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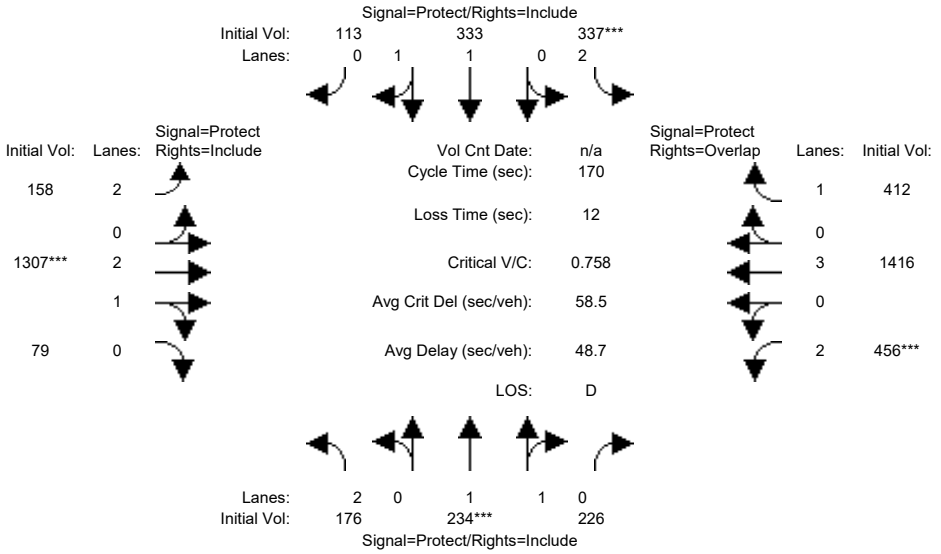
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #1: Tully Road/Mclaughlin Avenue



Street Name:	Mclaughlin Avenue						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00-6:00 PM											
Base Vol:	165	232	222	335	333	113	158	1298	79	426	1416	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	232	222	335	333	113	158	1298	79	426	1416	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	11	2	4	2	0	0	0	9	0	30	0	0
Initial Fut:	176	234	226	337	333	113	158	1307	79	456	1416	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	234	226	337	333	113	158	1307	79	456	1416	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	234	226	337	333	113	158	1307	79	456	1416	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	176	234	226	337	333	113	158	1307	79	456	1416	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.79	0.79	0.83	0.82	0.82	0.83	0.81	0.81	0.83	0.82	0.74
Lanes:	2.00	1.01	0.99	2.00	1.49	0.51	2.00	2.83	0.17	2.00	3.00	1.00
Final Sat.:	3152	1525	1473	3152	2331	791	3152	4362	264	3152	4668	1402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.11	0.14	0.14	0.05	0.30	0.30	0.14	0.30	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.20	0.20	0.14	0.25	0.25	0.08	0.40	0.40	0.19	0.50	0.64
Volume/Cap:	0.58	0.76	0.76	0.76	0.58	0.58	0.60	0.76	0.76	0.76	0.60	0.46
Uniform Del:	73.5	63.9	63.9	70.2	56.2	56.2	75.2	44.4	44.4	65.1	30.2	15.3
IncremntDel:	2.8	5.5	5.5	7.4	1.1	1.1	3.9	1.9	1.9	5.6	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.3	69.4	69.4	77.6	57.3	57.3	79.2	46.3	46.3	70.6	30.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	69.4	69.4	77.6	57.3	57.3	79.2	46.3	46.3	70.6	30.6	15.6
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	B
HCM2k95thQ:	252	572	569	460	484	482	238	907	904	568	751	487

Note: Queue reported is the distance per lane in feet.

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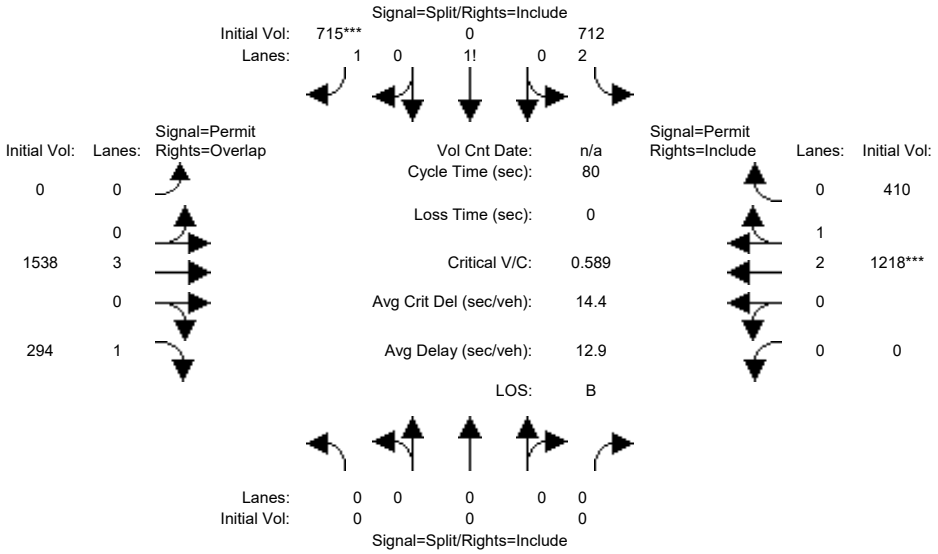
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #2: Tully Road/US 101 SB Off Ramp



Street Name:	US 101 SB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	0	0	0	712	0	714	0	1537	293	0	1217	410
Growth Adj:	1.00	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	712	0	714	0	1537	293	0	1217	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	1	0	1	1	0	1	0
Initial Fut:	0	0	0	712	0	715	0	1538	294	0	1218	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	712	0	715	0	1538	294	0	1218	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	712	0	715	0	1538	294	0	1218	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	712	0	715	0	1538	294	0	1218	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.90	1.00	0.91	0.82	1.00	0.88	0.87
Lanes:	0.00	0.00	0.00	2.41	0.00	1.59	0.00	3.00	1.00	0.00	2.24	0.76
Final Sat.:	0	0	0	4004	0	2734	0	5187	1560	0	3725	1254
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.26	0.00	0.30	0.19	0.00	0.33	0.33
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.00	0.56	0.56	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.59	0.00	0.53	0.34	0.00	0.59	0.59
Uniform Del:	0.0	0.0	0.0	15.0	0.0	16.7	0.0	11.2	9.7	0.0	11.7	11.7
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.2	0.2	0.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	17.1	0.0	11.4	10.0	0.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	0.0	17.1	0.0	11.4	10.0	0.0	12.1	12.1
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	B
HCM2k95thQ:	0	0	0	249	0	414	0	391	202	0	435	432

Note: Queue reported is the distance per lane in feet.

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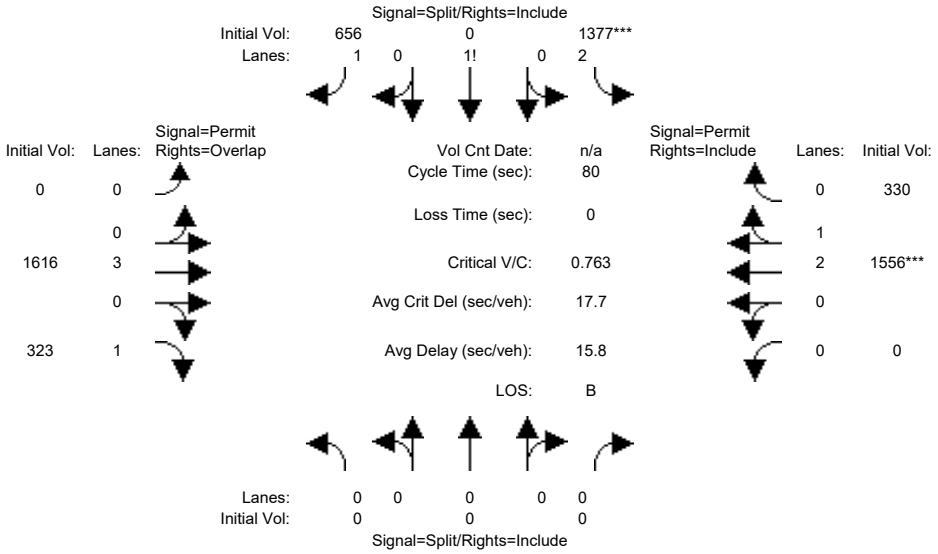
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #2: Tully Road/US 101 SB Off Ramp



Street Name:	US 101 SB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 4:20-5:20 PM												
Base Vol:	0	0	0	1377	0	643	0	1600	311	0	1539	330
Growth Adj:	1.00	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	1377	0	643	0	1600	311	0	1539	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	13	0	16	12	0	17	0
Initial Fut:	0	0	0	1377	0	656	0	1616	323	0	1556	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1377	0	656	0	1616	323	0	1556	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1377	0	656	0	1616	323	0	1556	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1377	0	656	0	1616	323	0	1556	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	1.00	0.83	1.00	0.82	0.74	1.00	0.80	0.79
Lanes:	0.00	0.00	0.00	2.59	0.00	1.41	0.00	3.00	1.00	0.00	2.47	0.53
Final Sat.:	0	0	0	3956	0	2219	0	4668	1404	0	3747	795
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.30	0.00	0.35	0.23	0.00	0.42	0.42
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.54	0.54	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.65	0.00	0.64	0.42	0.00	0.76	0.76
Uniform Del:	0.0	0.0	0.0	18.2	0.0	16.8	0.0	12.7	10.8	0.0	14.2	14.2
IncremntDel:	0.0	0.0	0.0	1.4	0.0	0.5	0.0	0.5	0.4	0.0	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.5	0.0	17.3	0.0	13.3	11.2	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.5	0.0	17.3	0.0	13.3	11.2	0.0	15.7	15.7
LOS by Move:	A	A	A	B	A	B	A	B	B	A	B	B
HCM2k95thQ:	0	0	0	570	0	450	0	462	243	0	613	611

Note: Queue reported is the distance per lane in feet.

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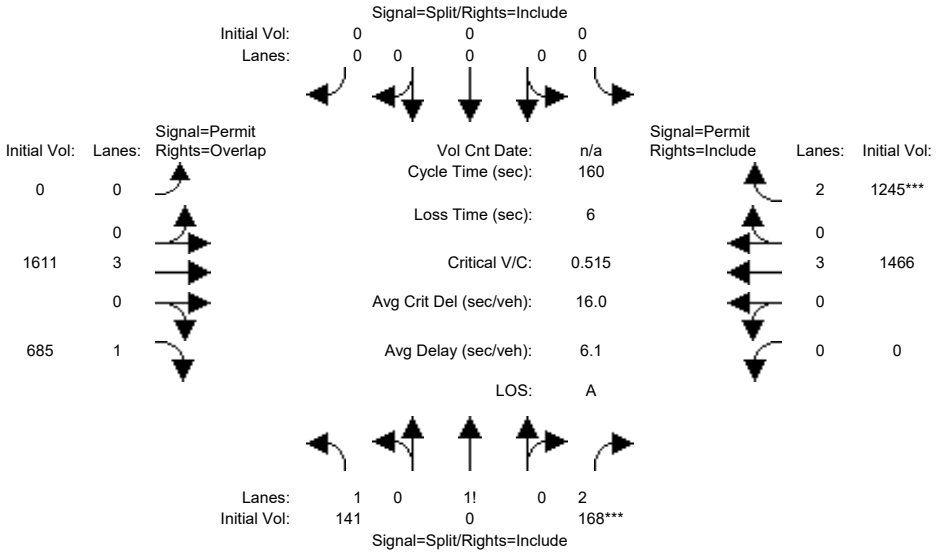
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #3: Tully Road/US 101 NB Off Ramp



Street Name:	US 101 NB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	7:50-8:50 AM											
Base Vol:	140	0	168	0	0	0	0	1611	684	0	1466	1245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	168	0	0	0	0	1611	684	0	1466	1245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	1	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	141	0	168	0	0	0	0	1611	685	0	1466	1245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	0	168	0	0	0	0	1611	685	0	1466	1245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	168	0	0	0	0	1611	685	0	1466	1245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	141	0	168	0	0	0	0	1611	685	0	1466	1245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.79	1.00	1.00	1.00	1.00	0.91	0.83	1.00	0.91	0.73
Lanes:	1.53	0.00	2.47	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	2602	0	3714	0	0	0	0	5187	1570	0	5187	2764
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.31	0.44	0.00	0.28	0.45
Crit Moves:			****									****
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.86	0.96	0.00	0.86	0.86
Volume/Cap:	0.52	0.00	0.44	0.00	0.00	0.00	0.00	0.36	0.45	0.00	0.33	0.52
Uniform Del:	68.0	0.0	67.4	0.0	0.0	0.0	0.0	2.3	0.2	0.0	2.2	2.9
IncremntDel:	0.9	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	68.9	0.0	67.8	0.0	0.0	0.0	0.0	2.4	0.4	0.0	2.3	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	0.0	67.8	0.0	0.0	0.0	0.0	2.4	0.4	0.0	2.3	3.1
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	240	0	196	0	0	0	0	286	143	0	252	425

Note: Queue reported is the distance per lane in feet.

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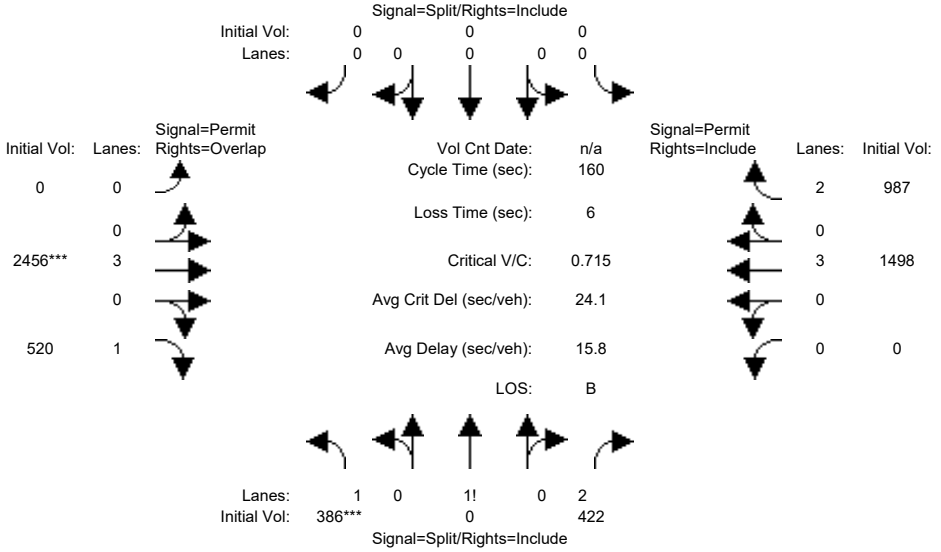
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #3: Tully Road/US 101 NB Off Ramp



Street Name:	US 101 NB Off Ramp						Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:20-5:20 PM											
Base Vol:	373	0	422	0	0	0	0	2452	508	0	1494	987
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	0	422	0	0	0	0	2452	508	0	1494	987
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	13	0	0	0	0	0	0	4	12	0	4	0
Initial Fut:	386	0	422	0	0	0	0	2456	520	0	1498	987
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	0	422	0	0	0	0	2456	520	0	1498	987
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	0	422	0	0	0	0	2456	520	0	1498	987
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	386	0	422	0	0	0	0	2456	520	0	1498	987
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	1.00	0.71	1.00	1.00	1.00	1.00	0.82	0.74	1.00	0.82	0.65
Lanes:	1.55	0.00	2.45	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	2383	0	3325	0	0	0	0	4668	1411	0	4668	2484
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.13	0.00	0.00	0.00	0.00	0.53	0.37	0.00	0.32	0.40
Crit Moves:	****							****				
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.74	0.96	0.00	0.74	0.74
Volume/Cap:	0.71	0.00	0.56	0.00	0.00	0.00	0.00	0.71	0.38	0.00	0.44	0.54
Uniform Del:	57.1	0.0	54.8	0.0	0.0	0.0	0.0	11.8	0.2	0.0	8.2	9.3
IncremntDel:	2.2	0.0	0.5	0.0	0.0	0.0	0.0	0.7	0.2	0.0	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	59.3	0.0	55.3	0.0	0.0	0.0	0.0	12.5	0.4	0.0	8.3	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	0.0	55.3	0.0	0.0	0.0	0.0	12.5	0.4	0.0	8.3	9.6
LOS by Move:	E	A	E	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	557	0	415	0	0	0	0	1019	101	0	471	545

Note: Queue reported is the distance per lane in feet.

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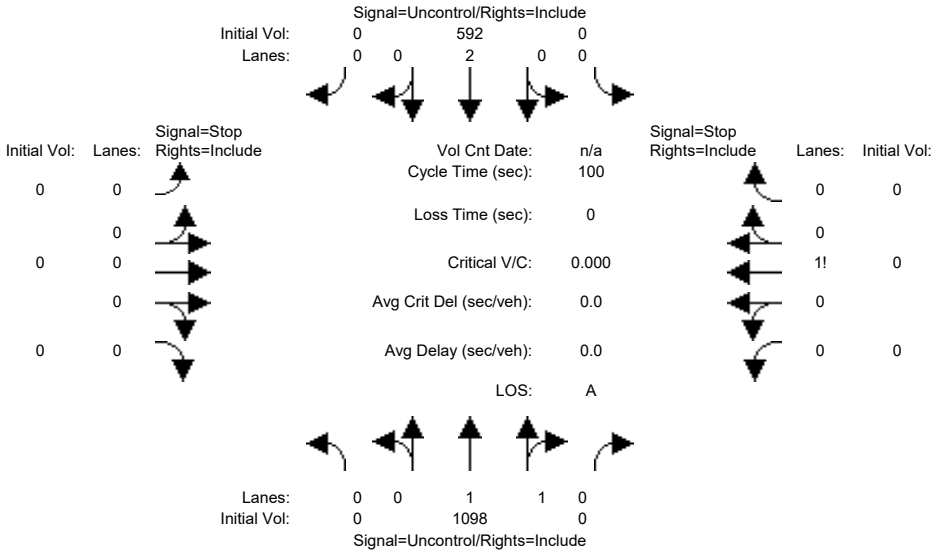
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #4: Mclaughlin Avenue/Project Driveway 1



Street Name:	Mclaughlin Avenue						Project Driveway					
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	1098	0	0	592	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
Initial Bse:	0	1098	0	0	592	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1098	0	0	592	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
PHF Adj:	1.00	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	1098	0	0	592	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1098	0	0	592	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1394	1690	549
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	94	485
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	94	485
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
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	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	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	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Mclaughlin Avenue/Project Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 1098		0	0 592		0	0 0		0	0 0		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 #4 Mclaughlin Avenue/Project Driveway 1

****

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 1	1	0	0 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0 1098		0	0 592		0	0 0		0	0 0		0

Major Street Volume: 1690
Minor Approach Volume: 0
Minor Approach Volume Threshold: 104

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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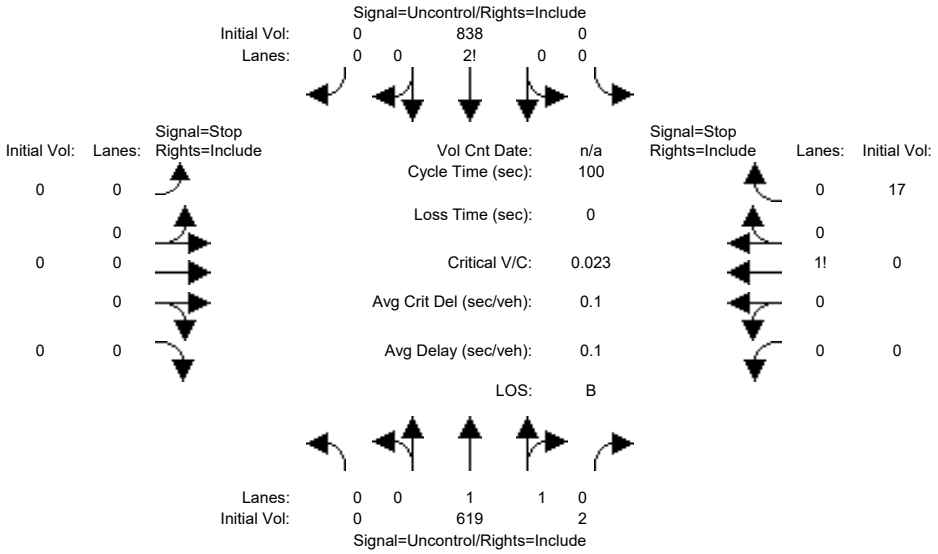
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #4: Mclaughlin Avenue/Project Driveway 1



Street Name:	Mclaughlin Avenue						Project Driveway					
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	619	0	0	838	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
Initial Bse:	0	619	0	0	838	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	2	0	0	0	0	0	0	0	0	17
Initial Fut:	0	619	2	0	838	0	0	0	0	0	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	619	2	0	838	0	0	0	0	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	619	2	0	838	0	0	0	0	0	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	311
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	734
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	734
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.8
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Mclaughlin Avenue/Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	1 0		0 0 1	0 0		0 0 0	0 0		0 0 0	0 1	
Initial Vol:	0	619	2	0	838	0	0	0	0	0	0	17
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1476]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Mclaughlin Avenue/Project Driveway 1

****

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 1	1 0		0 0 1	0 0		0 0 0	0 0		0 0 0	0 1	
Initial Vol:	0	619	2	0	838	0	0	0	0	0	0	17

Major Street Volume: 1459
Minor Approach Volume: 17
Minor Approach Volume Threshold: 155

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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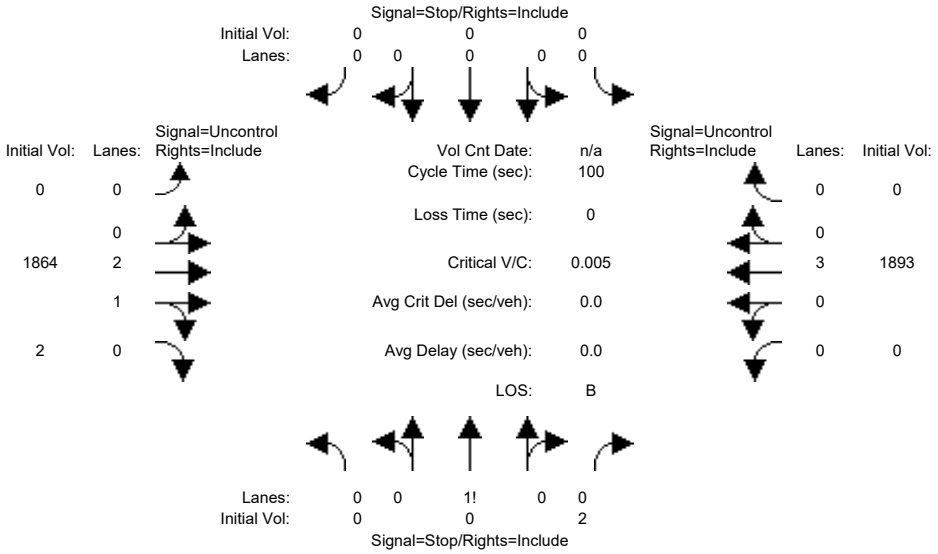
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #5: Tully Road/Project Driveway 2




```
Street Name:         Project Driveway 2                  Tully Road
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  1864     0     0  1891     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  1864     0     0  1891     0
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Project Tri:    0     0     2     0     0     0     0     0     2     0     2     0
Initial Fut:    0     0     2     0     0     0     0  1864     2     0  1893     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     2     0     0     0     0  1864     2     0  1893     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0     0     2     0     0     0     0  1864     2     0  1893     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   622  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   434  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   434  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.3  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  13.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *     *     B     *     *     *     *     *     *     *     *     *
Movement:     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 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:       13.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          B                *                *                *
Note: Queue reported is the distance per lane in feet.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #5 Tully Road/Project Driveway 2
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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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 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	2	0	0	0	0	1864	2	0	1893	0
ApproachDel:	13.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3761]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 Tully Road/Project Driveway 2

****

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 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	2	0	0	0	0	1864	2	0	1893	0

Major Street Volume: 3759
Minor Approach Volume: 2
Minor Approach Volume Threshold: -171 [less than minimum of 100]

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

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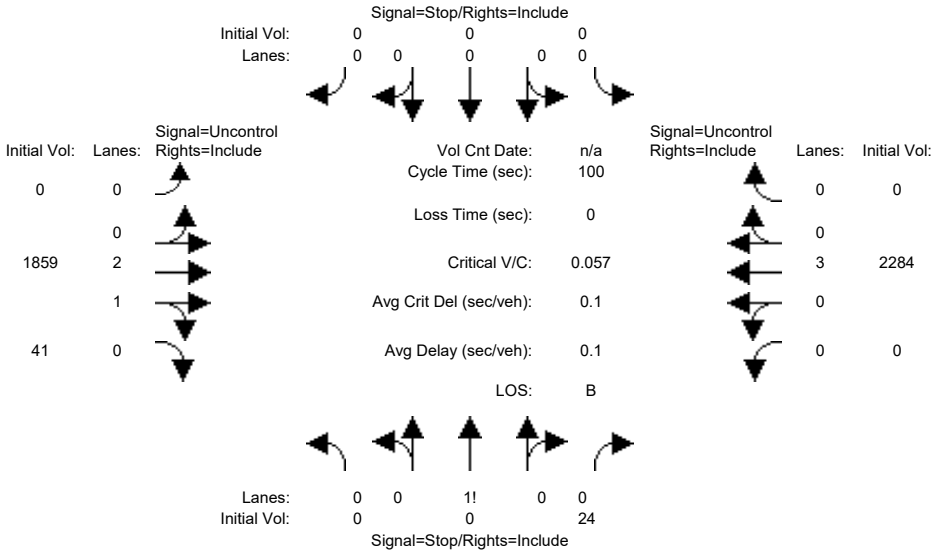
1152 Tully Road Local Transportation Analysis
City of San Jose

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

Intersection #5: Tully Road/Project Driveway 2




```
Street Name:         Project Driveway 2                  Tully Road
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 1855     0     0 2254     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 1855     0     0 2254     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0    24     0    0     0     0    4    41     0   30     0
Initial Fut:    0    0    24     0    0     0     0 1859    41     0 2284     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    24     0    0     0     0 1859    41     0 2284     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    24     0    0     0     0 1859    41     0 2284     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   423  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   423  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.06  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   4.5  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  14.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     *    *     *     *    *     *
Movement:     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 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      14.0           xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         B                *                 *                 *
Note: Queue reported is the distance per lane in feet.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #5 Tully Road/Project Driveway 2
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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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 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	24	0	0	0	0	1859	41	0	2284	0
ApproachDel:	14.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][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=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=4208]
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 #5 Tully Road/Project Driveway 2

****

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 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	24	0	0	0	0	1859	41	0	2284	0

Major Street Volume: 4184
Minor Approach Volume: 24
Minor Approach Volume Threshold: -208 [less than minimum of 100]

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

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