TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 04/30/2025

ITEM NO: 1

ADDENDUM

DATE: April 29, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 17 includes additional public comments received between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025.

Pages from the transportation analysis report provided as Exhibit 10 were erroneously excluded. Exhibit 18 contains the entirety of the transportation analysis report.

An updated parking table with additional information will be provided in a Desk Item Report tomorrow.

EXHIBITS:

Exhibits previously received with the April 25, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager and Community Development Director

3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report
6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Exhibit received with this Addendum Report:

17. Public comments received between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

From: Beverly Wong [redacted]
Sent: Monday, April 28, 2025 12:06 PM
To: Planning <Planning@losgatosca.gov>
Subject: Approve North 40 Phase II Development

[EXTERNAL SENDER]
Dear Los Gatos Planning Commissioners,

Attached is a letter from Parents Helping Parents in support of the North 40 Phase II Development.

Sincerely,
Beverly Wong

--

Beverly Wong

Advocacy & Civic Participation Manager

PHP - Parents Helping Parents

www.php.com

Buy PHP Gala Tickets Today!

Parents Helping Parents (PHP) is a nonprofit organization that provides information, training, individual assistance, and resources. PHP is not a law firm or legal service agency, and as such, the information contained in this email or in phone conversations is provided for the purpose of informing the review, but should not be considered legal advice. For legal advice, you should consult an attorney.

Parents Helping Parents

April 28, 2025

Dear Planning Commissioners,

I am writing on behalf of Parents Helping Parents to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

Parents Helping Parents has been helping families of children with special needs since 1976. Our mission is to help children and adults with special needs receive support and services they need to reach their full potential by providing information, training, and resources to build strong families and improve systems of care. We are the Parent Training and Information Center (PTI) for families whose children are experiencing disabilities in five counties: Santa Clara, San Mateo, Santa Cruz, San Benito, and Monterey. Our main office is in San Jose and we have satellite offices in East San Jose and Gilroy.

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

The inclusion of at least 16 units for individuals with IDD is especially critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

People with developmental disabilities have the legal right to live in community-based settings, not institutions, under the Lanterman Act and the Americans with Disabilities Act (ADA). Without affordable housing like Los Gatos North 40 Phase II, many individuals with IDD cannot fully enjoy these rights.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase II development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of

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state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Beverly Wong
Advocacy & Civic Participation Manager
[redacted]
[redacted]

From: Katherine Mancuso [redacted]
Sent: Sunday, April 27, 2025 2:18 PM
To: Planning <Planning@losgatosca.gov>
Subject: April 30, 2025 Public Comment #1

[EXTERNAL SENDER]

Dear Planning Commissioners,

I am writing to express my strong support for the North 40 Phase 2 Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD). My parents moved to Los Gatos/Saratoga in the early 50's and I was lucky to be able to grow up here and have a successful career that allowed me to buy a home here. Unfortunately this is no longer the case for our children. I don't have to explain to you the affordability issue that we have. I'm sure many of you have had your own children have to move out of the state in order to be a home owner. It saddens me that Los Gatos demographics don't include our own next generation of children and grandchildren! As a long time resident I believe we have a dire responsibility to create housing equity and community inclusion, this is a must do for Los Gatos.

The inclusion of <u>at least</u> 16 units for individuals with IDD is especially critical. I have a 28 year old son who has Intellectual disabilities, moving out of the state is not an option for him. My son was able to move out a little over a year ago so I have seen first hand how important this step was for him and for our family. He has grown expedentially after getting his own place, the pride he has in telling everyone that he has his own appartment is immense. The fact that he will certainly out live us, weighs heavy on my heart. Everyday I work to insure that he can be independent and will thrive, even after we are gone. He has been fortunate to be able to move out, but the closest affordable housing we could get is in Santa Clara. This project offers him the chance to live closer to family members he relies on and live independently with dignity, near his family and friends that he grew up with.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase 2 development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. My son's story is not unique, we personally know of many young adults living in Los Gatos with these same needs. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your thoughtful consideration and your service to the community.

Sincerely,
Katherine Mancuso
Los Gatos Resident

From: Ali Sapirman [redacted]
Sent: Sunday, April 27, 2025 9:02 PM
To: Planning <Planning@losgatosca.gov>
Cc: Corey Smith [redacted]
Subject: Please support North 40 - Public Comment #1

[EXTERNAL SENDER]
Dear Planning Commissioners,

Please see the attached letter of support for the North 40 project on behalf of The Housing Action Coalition. Feel free to contact me if you have any questions or concerns.

In solidarity,

--
Ali Sapirman | Pronouns: They/Them
Advocacy & Policy Manager| Housing Action Coalition
555 Montgomery St, San Francisco, CA 94111
[redacted]

HOUSING ACTION COALITION

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HOUSING ACTION COALITION

555 Montgomery Street, Suite 720
San Francisco, CA 94111
info@housingactioncoalition.org
housingactioncoalition.org

April 15, 2025

Los Gatos Town Council
110 E. Main St.
Los Gatos, CA 95030

To Whom It May Concern,

The Housing Action Coalition is pleased to support **Grosvenor - Property Americas' proposed North 40 Phase II project in Los Gatos**, which will transform **15.63 acres** of underutilized land into a vibrant mixed-use development providing **450 much-needed homes**, retail spaces, and publicly accessible open space. We are especially excited by the project's commitment to affordable housing, community engagement, and smart growth principles, all of which will enhance Los Gatos' housing supply and foster a more inclusive and connected community.

Land Use. The project represents a thoughtfully designed mixed-use master plan, complementing Los Gatos' vision for smart growth. It includes a **diverse mix of rental apartments, for-sale townhomes, and ground-floor commercial spaces**, arranged around a **large public open space known as "The Meadow"**. This pedestrian-friendly development prioritizes connectivity, linking housing, retail, and open space to surrounding neighborhoods. The project's design integrates well with the area, ensuring both new and existing residents benefit from an improved public realm.

Density. The project takes full advantage of the site's zoning and density allowances, proposing **31.1 dwelling units per acre** and maximizing housing supply in a desirable, high-opportunity location. By leveraging **State Density Bonus Law**, the development goes beyond local zoning requirements to deliver critically needed homes while maintaining a balanced and thoughtfully planned urban environment.

Affordability. The project **dedicates 77 of its 450 homes (17%) as affordable housing**, ensuring that lower-income families have access to high-quality housing in Los Gatos. The development team has also committed **1.25 acres of land to Eden Housing** for the construction of a 100% affordable building with **67 affordable units available to income levels of 60% AMI and below**, further reinforcing the project's commitment to inclusive housing opportunities.

Parking and Alternative Transportation. While Los Gatos is not considered a transit-rich location, the project team is making efforts to **reduce car dependency** by incorporating **bicycle parking, connecting to an existing bike trail, pedestrian pathways, and transportation demand management strategies**. The project also includes a balanced parking approach, aligning with both **State Density Bonus Law and local requirements**, while ensuring adequate visitor and resident parking to maintain accessibility.

Urban Design. The North 40 Phase II project integrates **high-quality urban design elements**, including **3.55 acres of green open space, a pedestrian-oriented layout, and architecture that respects the town's character**. **The Meadow** will serve as a dynamic public gathering space, providing outdoor amenities for both residents and the broader Los Gatos community. The inclusion of **barn-inspired commercial buildings and an interpretive display honoring the site's**

HOUSING ACTION COALITION

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agricultural heritage further strengthens the project's connection to the town's history.

Environmental Features. Sustainability is a core principle of this project, with commitments to **all-electric residential units, on-site renewable energy, water-efficient systems, and stormwater management solutions**. The development is targeting **Green Point Rated Silver certification**, reinforcing its dedication to environmentally responsible building practices.

Community Benefits and Input. The project team has engaged in a multi-year community outreach process, incorporating feedback from local organizations, neighborhood groups, and town officials. This engagement has shaped the project's design, ensuring that key concerns—such as traffic, housing diversity, and open space—are meaningfully addressed. Through this, the project provides extensive **public realm improvements, small business support, and new retail opportunities**. The inclusion of **local-serving commercial spaces** and a **public pavilion for community events** will activate the site and contribute to a more vibrant and engaged neighborhood. Additionally, the project addresses local infrastructure needs by **dedicating easements for future transportation improvements** and continuing the town's **multi-use bike and pedestrian path** network.

We applaud the project team for their ambitious and thoughtful approach to expanding Los Gatos' housing supply while prioritizing affordability, sustainability, and community connectivity. We urge the Los Gatos Town Council to approve the North 40 Phase II project, which will play a crucial role in addressing the region's housing needs while enhancing the town's quality of life.

Sincerely,

Corey Smith, *Executive Director*

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

North 40 Phase II

Final Transportation Analysis

Prepared for:

Grosvenor

February 18, 2025

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Phone: 408.971.6100
Hexagon Job Number: 23MH09
Client Name: Grosvenor

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street that was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard.

The proposed Phase II Master Plan land uses are consistent with the approved Housing Element and Housing Element Overlay Zone (HEOZ) land use and density designations. Furthermore, the proposed project is consistent with the certified 2040 General Plan EIR, which the Town relied on when it adopted the Housing Element and the HEOZ. Thus, an analysis of the transportation impacts under CEQA is not required. The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant transportation effects or increase the severity of previously identified transportation effects as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 General Plan EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail space and community space of the proposed Phase II Master Plan project are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, an analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it's presumed the conclusions of the EIR remain valid.

Local Transportation Analysis

Project Trip Estimates

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*, and applicable reductions, it is estimated that the proposed project would generate 2,968 daily trips, with 225 trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Most study intersections would operate at acceptable levels of service under all scenarios, with the exception of Los Gatos Boulevard/Samaritan Drive/Burton Road under cumulative conditions. During the PM peak hour, the project would increase the average delay at the intersection of Los Gatos Boulevard/Samaritan Drive/Burton Road, which would operate at a substandard LOS E under cumulative no project conditions. The potential future level of service deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection.

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left-turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn) (AM and PM peak hours)

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue would exceed its storage length under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

The northbound left-turn (U-turn) lane on Los Gatos Boulevard to Burton Road provides storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels that may be developed in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours with or without the potential future connection to Burton Road. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The southbound U-turn lane on Los Gatos Boulevard at Walker Street provides storage capacity for approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40

Specific Plan EIR did not analyze the potential queuing issues at this movement. The project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. No improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

Recommended Project Roadway Improvements

- Los Gatos Boulevard/Samaritan Drive/Burton Road: Contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR .
- Los Gatos Boulevard/Samaritan Drive/Burton Road: Extend northbound left-turn pocket length on Los Gatos Boulevard. The northbound left-turn pocket should be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street.
- Los Gatos Boulevard/Walker Street: Extend the southbound left-turn (U-turn) lane on Los Gatos Boulevard to provide at least 150 feet of storage space by modifying the existing landscaped median.
- Accommodate a Future Connection to Burton Road: While the project does not propose a connection to Burton Road, the project is designed to allow for a future connection should the Town desire to make the connection. The westernmost portion of Burton Road directly adjacent to the project site is privately owned. Improvements to this segment of Burton Road and a connection to N. Turner Street could occur when the other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road. The project can function adequately without the Burton Road connection with the recommended improvements to extend turn lane storage on Los Gatos Boulevard.

Other Transportation Issues

The project would not have an adverse effect on the existing or planned pedestrian or bicycle facilities or transit services in the study area. Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Street trees and other landscaping plants along Los Gatos Boulevard and all internal streets should be maintained so that the view of drivers exiting the project site or internal driveways are not obstructed.

- “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes.
- Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street.
- Stop signs should be posted at internal intersections, as listed on pages 56-57.
- For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.
- Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.
- A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities. The Town may choose to collect funding for this improvement but defer its implementation to coincide with future Burton Road improvements expected when the adjacent properties redevelop since it could affect the location and design of a new crosswalk on the south leg.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road. The project location and the surrounding area is shown on Figure 1.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street, which was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard. The project site plan is shown on Figure 2.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

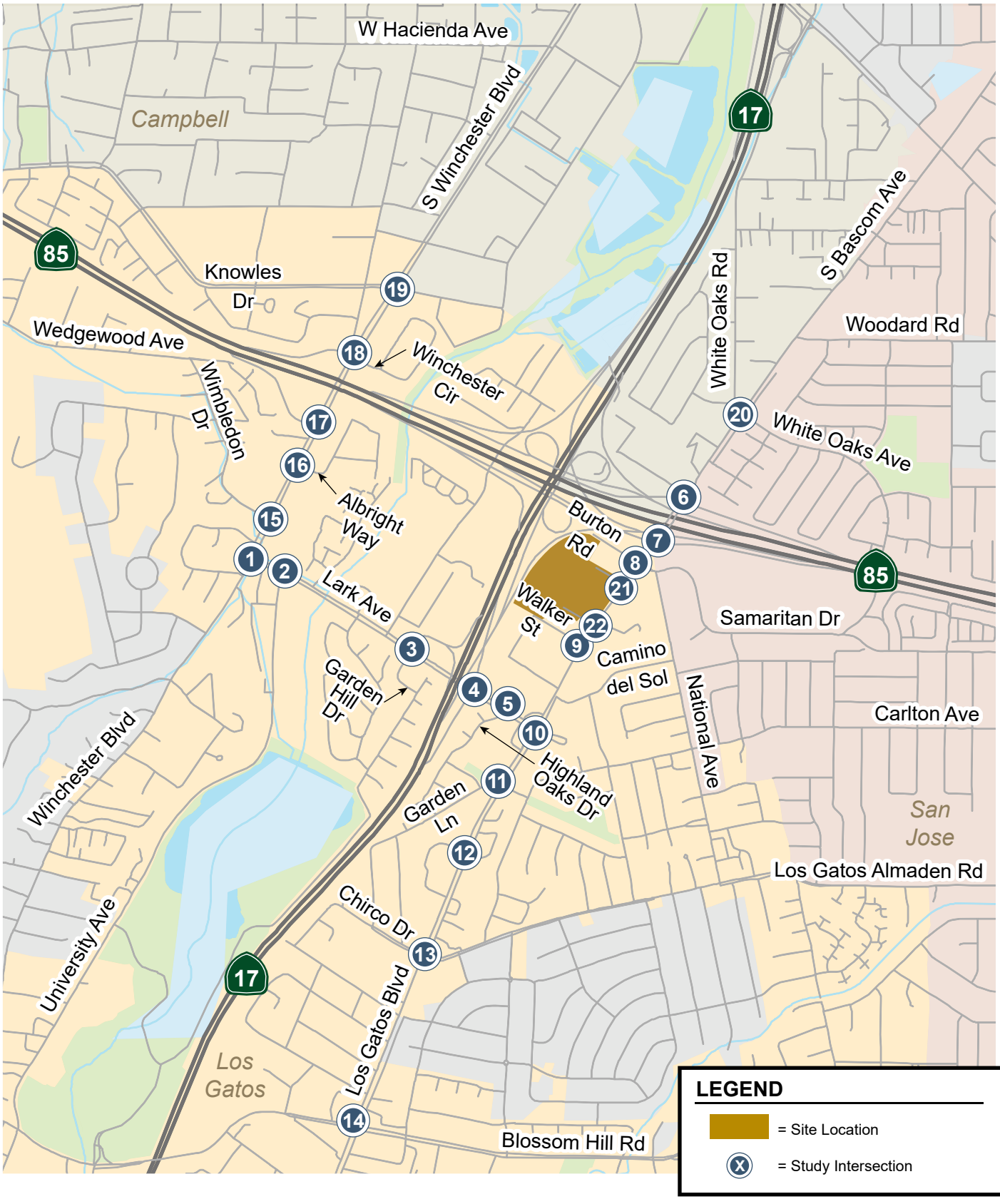


Figure 1
Site Location and Study Intersections

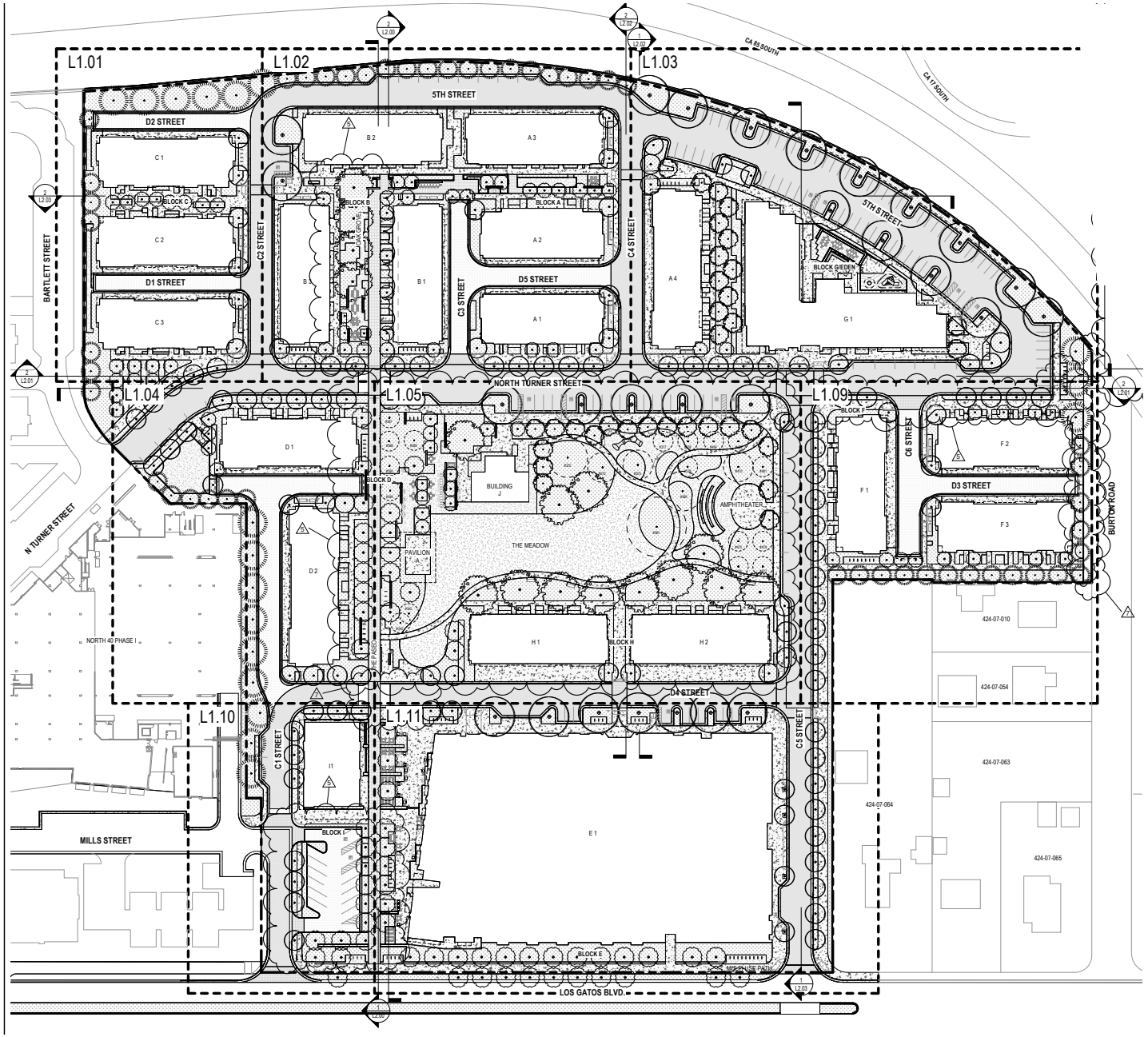


Figure 2
Site Plan

NORTH
Not to Scale

Scope of Study

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the newly adopted Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have transportation impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant effects or increase the severity of previously identified transportation effects related to transportation and circulation as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 GP EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail and community spaces of the proposed Phase II Master Plan project are supportive of the proposed residential uses and are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, further analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The North 40 Specific Plan EIR was based on the Draft Plan and analyzed two alternatives: both with 364 housing units, a 150-room hotel, and retail facilities. Alternative A consisted of 269,000 s.f. of retail space and 131,000 s.f. of office space. Alternative B consisted of 400,000 s.f. of retail space. The Town Council later edited the build-out limits included in the Draft Plan and ultimately adopted a North 40 Specific Plan that allows a maximum of 270 residential units, 435,000 s.f. of new non-residential development, and 66,000 s.f. of existing commercial uses including up to 250,000 s.f. of new office/hotel, and up to 400,000 s.f. of other new commercial space.

Subsequent to the adoption of the Specific Plan, the Town of Los Gatos adopted their General Plan Update, which included their Housing Element that supersedes the development limits set forth in the North 40 Specific Plan. Since then, the proposed developments within the Plan area have changed to include more residential development and less non-residential development. North 40 Phase I developments were approved with a density bonus that permits 320 residential units in total including 83 cottage cluster homes (semi-detached), 187 multi-family units, and 50 senior apartment units, as well as 57,500 s.f. of commercial retail space. According to the application submitted by Grosvenor-Property Americas, the proposed North 40 Phase II development would consist of 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of

community/civic space. The Town has also received a development application for another property within the North 40 Plan area at 14849 Los Gatos Boulevard that proposes 117 residential dwelling units and 19,621 s.f. of commercial retail space. In addition, the following properties within the North 40 Specific Plan area have not yet submitted an application:

- 16245 Burton Road
- 16240 Burton Road
- 16210 Burton Road and 14831 Los Gatos Boulevard
- 14823 Los Gatos Boulevard

Based on the density identified in the Housing Element, the Town estimates the potential for a total of 103 new residential dwelling units on those sites.

Table 1 summarizes the North 40 Specific Plan area trips as presented in the EIR and the remaining allowable number of trips after completion of the Phase I development. The proposed Phase II development would generate a net 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Chapter 3), which is well below the Phase II trip allowance of 11,360 new daily trips, with 550 new trips (367 inbound and 183 outbound) in the AM peak hour and 1,249 new trips (544 inbound and 705 outbound) in the PM peak hour. Thus, the trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it is presumed the conclusions of the EIR remain valid. Additionally, the analysis presented in this report outlines the potential effects of the Phase II development. No new adverse effects were identified beyond what was already identified in the North 40 Specific Plan EIR, indicating that the conclusions of the EIR remain valid. The detailed trip generation for the approved, proposed, pending, and anticipated North 40 sites are shown in Appendix A.

Table 1
Phase II Development Consistency

Land Use	Size	Daily Trips	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Total North 40 Trip Generation (from North 40 Specific Plan EIR)								
Alternative A		15,757	422	263	685	690	836	1,526
Alternative B		15,500	229	240	469	761	727	1,488
Maximum of Alternative A & B		**15,757**	**422**	**263**	**685**	**690**	**836**	**1,526**
Approved Phase I Land Uses		(4,397)	(55)	(80)	(135)	(146)	(131)	(277)
Single-Family Detached Housing	83 d.u.							
Apartments and Townhomes	187 d.u.							
Affordable Senior Housing	50 d.u.							
Commerical/Retail	57,500 s.f.							
Phase II Trip Allowance (Total - Phase I)		**11,360**	**367**	**183**	**550**	**544**	**705**	**1,249**
Proposed Phase II Trips[1]		(2,968)	(66)	(159)	(225)	(162)	(122)	(284)
Remaining Trip Allowance after Phase II		**8,392**	**301**	**24**	**325**	**382**	**583**	**965**
Remaining North 40 Specific Plan Development (Pending and Anticipated)								
14849 Los Gatos Boulevard (Housing & Retail)[2]		(944)	(31)	(44)	(75)	(64)	(53)	(117)
Housing	*117 d.u*							
Retail	*19,600 s.f.*							
North 40 Undeveloped Sites without an Application[3]		(468)	(9)	(29)	(38)	(24)	(16)	(40)
16245 Burton Road	*50 d.u*							
16240 Burton Road	*7 d.u*							
16210 Burton Road & 14831 Los Gatos Boulevard	*23 d.u*							
14823 Los Gatos Boulevard	*10 d.u*							
Remaining Trip Allowance at Buildout of Plan Area		**6,980**	**261**	**(49)**	**212**	**294**	**514**	**808**

Notes:
[1] See Table 5 (Project Trip Generation Estimates) for detailed trip generation estimates.
[2] Project Size based on Preliminary Application found on the Town's Pending Project List (May 2024)
[3] Project sizes estimated by Town of Los Gatos staff based on estimated number of units on each site in the Town's Housing Element

Local Transportation Analysis

The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis. The LTA was prepared in accordance with the standards and methodologies set forth by the Town and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The LTA includes an intersection operational analysis to evaluate traffic operational effects of the project on key intersections in the vicinity of the site. The 22 study intersections, as listed below, were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Los Gatos staff (see Figure 1). Four study intersections are designated as CMP intersections. Five of the study intersections are subject to the jurisdiction of the City of San Jose or Campbell.

1. Winchester Boulevard & Lark Avenue
2. University Avenue & Lark Avenue
3. SR-17 SB Ramps & Lark Avenue
4. SR-17 NB Ramps & Lark Avenue
5. Highland Oaks Drive & Lark Avenue (unsignalized)
6. Bascom Avenue & SR-85 NB Ramps (CMP) [San Jose]
7. Bascom Avenue & SR-85 SB Ramps (CMP) [San Jose]
8. Los Gatos Boulevard/Bascom Avenue & Samaritan Drive/Burton Road (CMP)[Los Gatos/San Jose]
9. Los Gatos Boulevard & Walker Street
10. Los Gatos Boulevard & Lark Avenue (CMP)
11. Los Gatos Boulevard & Gateway Drive/Garden Lane
12. Los Gatos Boulevard & Village Square
13. Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
14. Los Gatos Boulevard & Blossom Hill Road
15. Winchester Boulevard & Wimbledon Drive
16. Winchester Boulevard & Albright Way
17. Winchester Boulevard & SR-85 SB Ramp
18. Winchester Boulevard & SR-85 NB Ramp
19. Winchester Boulevard & Knowles Drive [Los Gatos/Campbell]
20. Bascom Avenue & White Oaks Avenue/White Oaks Road [San Jose/Campbell]
21. Los Gatos Boulevard & C5 Street (future) (unsignalized)
22. Los Gatos Boulevard & C1 Street (future) (unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in April 2022, May 2023, November 2023, and March 2024 and the 2018 CMP monitoring report.
- ***Existing Plus Project Conditions.*** Existing plus project traffic volumes were estimated by adding to the existing traffic volumes the additional traffic generated by the Phase II project.

Existing plus project conditions were evaluated relative to existing conditions to determine potential adverse project effects.

- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments in the vicinity of the project. A list of approved but not yet constructed developments was obtained from the Town of Los Gatos and the Cities of San Jose and Campbell (see Appendices E and F). Background conditions assume the completion of all Phase I development in the North 40 Specific Plan area (see Appendix A).
- ***Background Plus Project Conditions.*** Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the Phase II project. Background plus project conditions were evaluated relative to background conditions to determine potential adverse project effects.
- ***Cumulative No Project Conditions.*** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the list of pending projects provided by the Town of Los Gatos and the Cities of San Jose and Campbell. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. In addition, though not proposed as part of the Phase II project, cumulative conditions reflect the future connection of Burton Road to North Turner Street (formerly known as North A Street in the North 40 Specific Plan), as depicted in the North 40 Specific Plan.
- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the Phase II project.

The LTA also includes a vehicle queuing analysis at selected intersections, a trip “fair share” calculation, an internal street intersection analysis, a cut-through evaluation, a review of collisions at nearby major roadways, a review of site access and on-site circulation, an evaluation of potential effects to transit, bicycle, and pedestrian facilities, and a parking analysis.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable intersection level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Town of Los Gatos, the City of San Jose, the City of Campbell, the 2018 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Lane configurations
- Signal timing and phasing
- Lists of approved and pending developments.

Level of Service Analysis Methodology and Standards

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

Intersections operations were evaluated against the level of service standards set forth by the Town of Los Gatos, City of San Jose, and the City of Campbell.

Signalized Intersections

The Town of Los Gatos evaluates level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown on Table 2.

This study utilizes TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the Town employs the CMP defaults values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and intersection adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

The Town of Los Gatos has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections, including the CMP study intersections at Los Gatos Boulevard/Bascom Avenue/Samaritan Drive/Burton Road and Los Gatos Boulevard/Lark Avenue. The Cities of San José and Campbell have established LOS D as the minimum acceptable intersection operations standard except at CMP intersections where the standard is LOS E.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections are shown on Table 3. This study utilizes the TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersection.

The Town of Los Gatos does not have an adopted level of service standard for unsignalized intersections. However, the Town strives to maintain LOS D for unsignalized intersections.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

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

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

Table 3
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Definition of Adverse Intersection Operational Effects

Adverse operational effects on the study intersections are based on the Town's *Transportation Analysis (TA) Guidelines,* the City of San José's *Traffic Impact Analysis (LOS) Guideline*, and the VTA's *TIA Guidelines*.

Signalized Intersections

According to the Town of Los Gatos, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection degrades more than one level (e.g., from LOS A to C) overall or at the worst individual approach delay if it is at LOS A, B, or C, or
2. The level of service at the intersection drops at all (e.g., from LOS D to E or F) overall or at the worst individual approach delay if it is at LOS D or below.

For non-CMP intersections located within the Cities of San Jose and Campbell, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS D with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS E or F) under baseline conditions, an adverse effect would occur if either of the following conditions occurs:

1. An increase in average critical delay value by 4.0 seconds or more and an increase in the critical V/C ratio of .01 or more, or
2. A decrease in average critical delay and an increase in the critical V/C ratio of .01 or more.

For designated CMP intersections, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS E with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS F) under baseline conditions, an adverse effect would occur if the addition of project traffic increases the average control delay for critical movements by 4 seconds or more and the project traffic increases the critical v/c value by .01 or more. The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

A project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection in the Town of Los Gatos if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS E or F, and
2. The intersection meets the Caltrans signal warrant criteria.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the Town of Los Gatos has not defined a policy related to queuing. Vehicle queues were

estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane * cycle length in seconds/3600 seconds per hr)

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

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

Report Organization

This report has a total of five chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the vehicle operational analysis including the method by which project traffic is estimated and the project's traffic effects on the intersection operations and vehicle queueing. Chapter 4 presents the analyses of other transportation-related issues, including site access and on-site circulation, potential effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 summarizes the conclusions and recommended roadway improvements for the project.

2. Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities within and in the vicinity of the project area including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional roadway access to the project site is provided via SR-17 and SR-85. Major roadway access to the site is provided via Los Gatos Boulevard. Other major roadways in the project vicinity include Lark Avenue, Samaritan Drive, and Winchester Boulevard. These facilities are described below.

Los Gatos Boulevard is a two-to-six-lane arterial that runs in a north-south direction. A full interchange provides access to and from SR-85. Adjacent to the project site, there are four lanes with a median turn lane. Los Gatos Boulevard transitions from Bascom Avenue in the north at the SR 85 southbound ramps and extends southward to Jackson Street, where it transitions into Main Street. Los Gatos Boulevard includes sidewalks on the west side of the street in the project vicinity. The posted speed limit is 35 miles per hour (mph). On-street parking is prohibited in the project vicinity. Striped bike lanes are present along Los Gatos Boulevard, south of Lark Avenue. Los Gatos Boulevard provides direct access to the project site via the proposed new streets at C1 Street and C5 Street. Other access to the project site is via Walker Street and Turner Street.

Lark Avenue is a four-to-six-lane arterial in an east-west direction. It extends from Winchester Boulevard in the west to Los Gatos Boulevard in the east. A full interchange provides access to and from SR-17.Sidewalks and bike lanes are present along both sides of the street for the full length of Lark Avenue. In addition, an off-street bike path is provided on the north side of Lark Avenue east of SR-17. The posted speed limit is 30 mph. On-street parking is prohibited in the project vicinity. Access to the project site from Lark Avenue is provided via Turner Street, Los Gatos Boulevard, C1 Street, and C5 Street.

Samaritan Drive is a two-to-four-lane connector in an east-west direction. It extends from Los Gatos Boulevard in the west to Union Avenue in the east. Sidewalks and bike lanes are present along both sides of Samaritan Drive. The posted speed limit is 30 mph. Access to the project site from Samaritan Drive is provided via Los Gatos Boulevard, C1 Street, and C5 Street.

Winchester Boulevard is a two-to-four-lane arterial in a north-south direction. It extends from San Jose and Campbell in the north to Blossom Hill Road in Los Gatos, where it becomes Santa Cruz Avenue. Sidewalks and bike lanes are present along both sides of Winchester Boulevard. The posted speed limit is 35 mph. Access to the project site from Winchester Boulevard is provided via Lark Avenue.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are present along the project frontage along Los Gatos Boulevard. Sidewalks are also present along both sides of Lark Avenue and Samaritan Drive. Crosswalks with pedestrian signal heads and push buttons are provided at all approaches at the Los Gatos Boulevard/Walker Street and Los Gatos Boulevard/Lark Avenue intersections. The Los Gatos Boulevard/Burton Road/Samaritan Drive intersection has crosswalks with pedestrian signal heads and push buttons on all but the south approach.

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, does not list any pedestrian improvements in the project vicinity.

Existing Bicycle Facilities

The existing and proposed bicycle facilities within the vicinity of the project site include bike paths (Class I bikeway), striped bike lanes (Class II bikeway), and protected bike lanes (Class IV bikeway) (see Figure 3).

Class I bikeways include bike paths, which are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Within the project vicinity, the Los Gatos Creek Trail exists parallel to State Route 17, with the nearest entry point on Lark Avenue. A multi-use path also exists along the North 40 Phase I project frontage on Lark Avenue and Los Gatos Boulevard.

Class II bike lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. Existing bicycle lanes are present along:

- Los Gatos Boulevard south of Lark Avenue
- South side of Lark Avenue
- North side of Lark Avenue, west of SR-17
- Samaritan Drive
- Bascom Avenue, north of SR-85
- Winchester Boulevard, between Vineland Avenue and Daves Avenue
- Los Gatos-Almaden Road
- Blossom Hill Road, between Santa Cruz Avenue and Camino Del Cerro

Class III bicycle routes are vehicular roadways designated to be shared with bicyclists. Bike routes are typically designated only with signage or with painted shared lane markings (sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. Bicycle routes are present along:

- National Avenue

Class IV protected bike lanes are protected by physical barriers such as flexible bollards, raised curb, parking, or planter boxes. Protected bike lanes are present along:

- Winchester Boulevard, between Albright Way and Vineland Avenue
- Blossom Hill Road between Roberts Road and Los Gatos Boulevard

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, lists several proposed bicycle facilities in the project vicinity. The proposed facilities are as follows:

- Class IV bike path on Lark Avenue between Winchester Boulevard and Los Gatos Boulevard
- Class IV bike path on Los Gatos Boulevard between Town limits and Shannon Road
- Sharrows and Class III bike route on University Avenue between Main Street and Lark Avenue, where Class II bike lanes do not exist

In addition to the *Los Gatos Bicycle and Pedestrian Master Plan*, the *Los Gatos 2040 General Plan*, adopted in 2022, lists several proposed bicycle facilities in the project vicinity that are not covered in the *Los Gatos Bicycle and Pedestrian Master Plan*. The proposed facilities are as follows:

- Class II bike lanes on Los Gatos Boulevard, between Town limits and Lark Avenue
- Class IV bike path on Los Gatos Boulevard between Lark Avenue and Shannon Road
- Sharrows and Class III bike route on Camino Del Sol
- Sharrows and Class III bike route on Gateway Drive
- Sharrows and Class III bike route on Carlton Avenue

It should be noted that at a minimum, the Town is striving for at least a Class II bike lane along Los Gatos Boulevard within the Town limits.

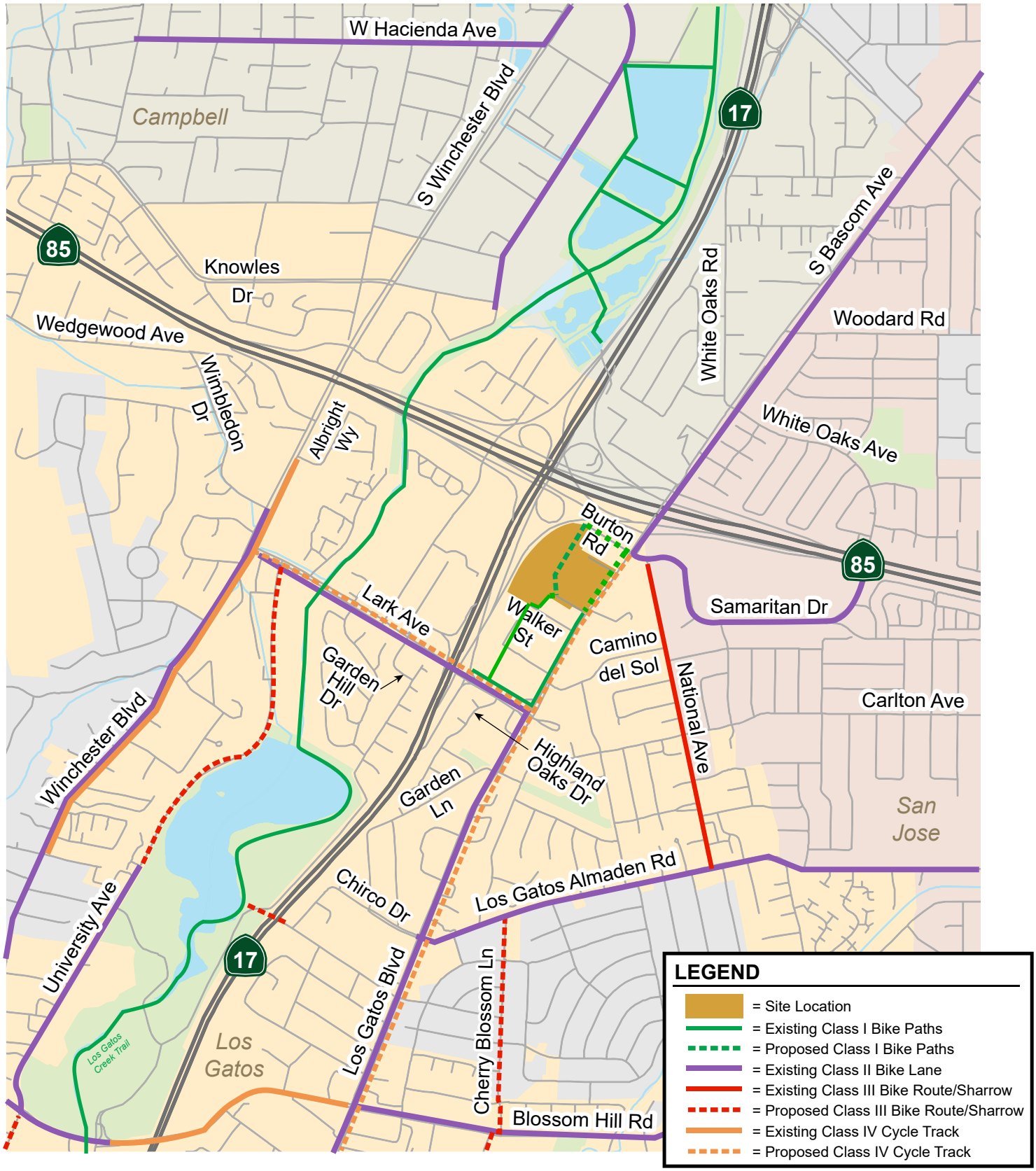


Figure 3
Existing and Proposed Bicycle Facilities

NORTH
Not to Scale

Existing Transit Services

Existing transit service to the study area is provided by the VTA. Route 27 serves the project area along Los Gatos Boulevard and travels between Winchester Station and Kaiser San Jose. Route 61 provides service between Good Samaritan Hospital and the Berryessa area of San Jose (Sierra Road & Piedmont Road) and runs along Bascom Avenue and Samaritan Drive in the project vicinity. The bus stops closest to the project site are located on the west side of Los Gatos Boulevard just north of the project site and on the east side of Los Gatos Boulevard near Walker Street. Route 27 and Route 61 run on approximately 30-minute headways on weekdays.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4. Existing AM and PM peak-hour traffic volumes (see Figure 5) were obtained from new traffic counts (see Appendix B) in April 2022, May 2023, November 2023, and March 2024. Per the VTA's *TIA Guidelines*, which require the use of intersection data from the CMP Monitoring and Conformance Program whenever possible, PM peak-hour volumes at CMP intersections were obtained from the *2018 CMP Annual Monitoring Report*. Traffic volumes for all traffic scenarios are tabulated in Appendix C.

Existing Intersection Levels of Service

The results of the existing intersection level of service analysis are shown in Table 4. All study intersections currently operate at an acceptable level of service. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS
1	Winchester Boulevard & Lark Avenue	AM	18.3	B
		PM	19.5	B
2	University Avenue & Lark Avenue	AM	21.0	C
		PM	24.2	C
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	AM	30.2	C
		PM	30.7	C
4	Northbound Highway 17 Ramps & Lark Avenue	AM	16.6	B
		PM	11.9	B
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	AM	12.2	B
		PM	12.7	B
6	Bascom Avenue & SR 85 NB Ramps (CMP)	AM	24.7	C
		PM	21.0	C
7	Bascom Avenue & SR 85 SB Ramps (CMP)	AM	23.8	C
		PM	28.1	C
8	Los Gatos Bouelvard/Bascom Avenue & Samaritan Drive/Burton Rd (CMP)	AM	31.6	C
		PM	30.7	C
9	Los Gatos Boulevard & Walker Street	AM	8.6	A
		PM	7.2	A
10	Los Gatos Boulevard & Lark Avenue (CMP)	AM	36.3	D
		PM	32.9	C
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	AM	24.6	C
		PM	24.1	C
12	Los Gatos Boulevard & Village Square	AM	9.5	A
		PM	18.4	B
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	AM	28.0	C
		PM	28.1	C
14	Los Gatos Boulevard & Blossom Hill Road	AM	39.5	D
		PM	39.2	D
15	Winchester Boulevard & Wimbledon Drive	AM	11.4	B
		PM	15.1	B
16	Winchester Boulevard & Albright Way	AM	15.4	B
		PM	20.3	C
17	Winchester Boulevard & SR 85 SB Ramp	AM	13.7	B
		PM	9.3	A
18	Winchester Boulevard & SR 85 NB Ramp	AM	15.7	B
		PM	15.5	B
19	Winchester Boulevard & Knowles Drive	AM	33.8	C
		PM	37.3	D
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	AM	23.7	C
		PM	16.1	B
21	Los Gatos Boulevard & C5 Street (future)	AM	n/a	n/a
		PM	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future)	AM	n/a	n/a
		PM	n/a	n/a

Note:
[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

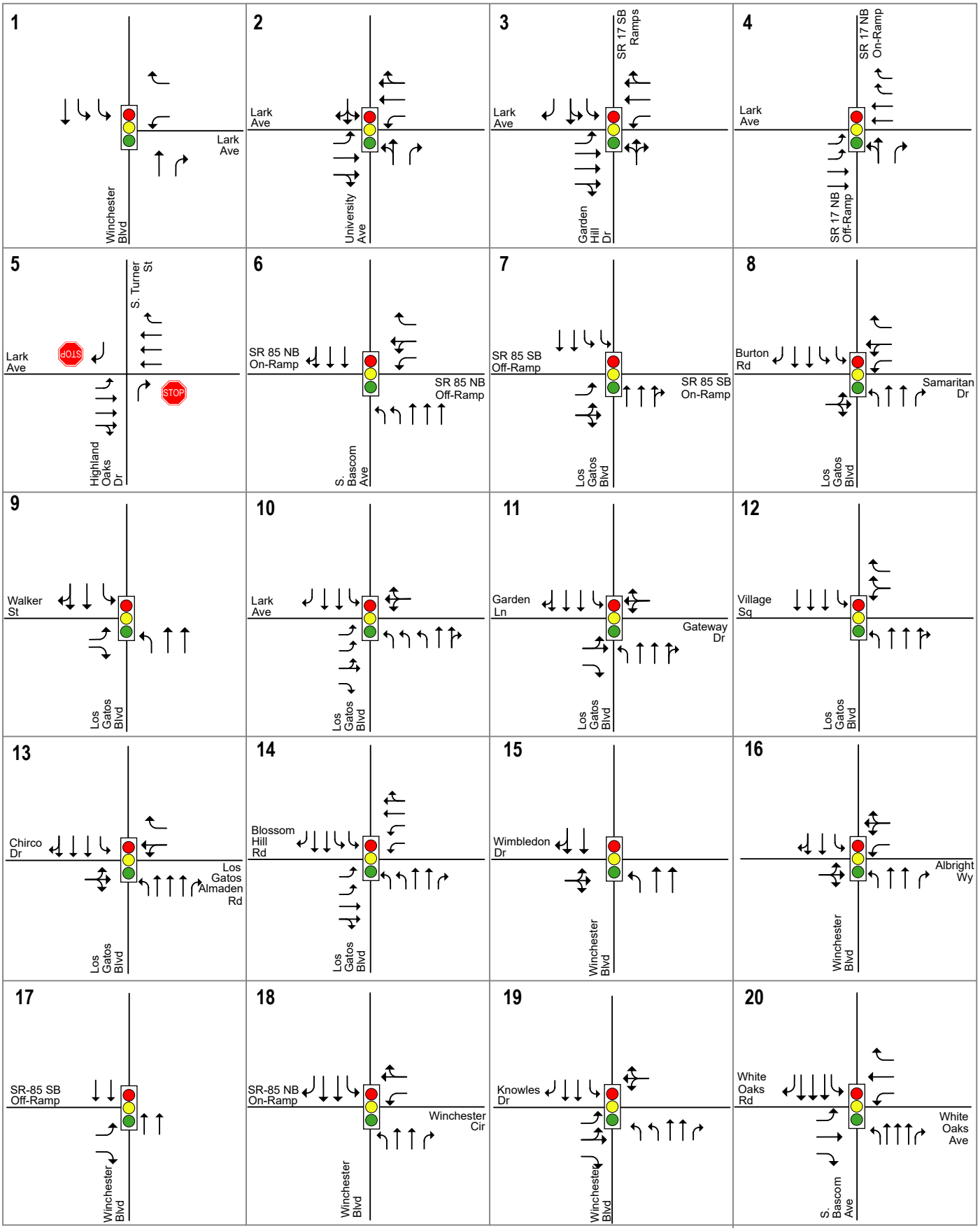


Figure 4
Existing Lane Configurations

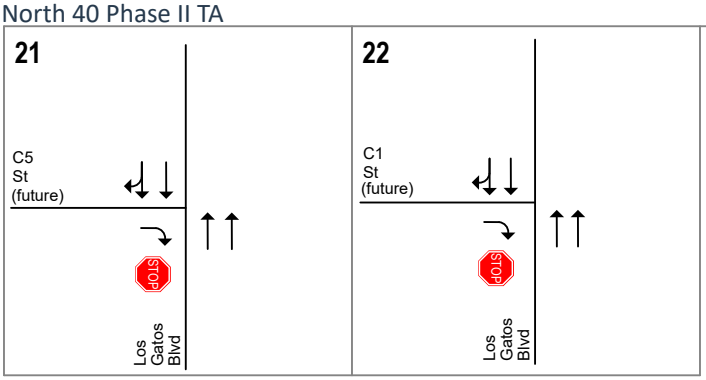
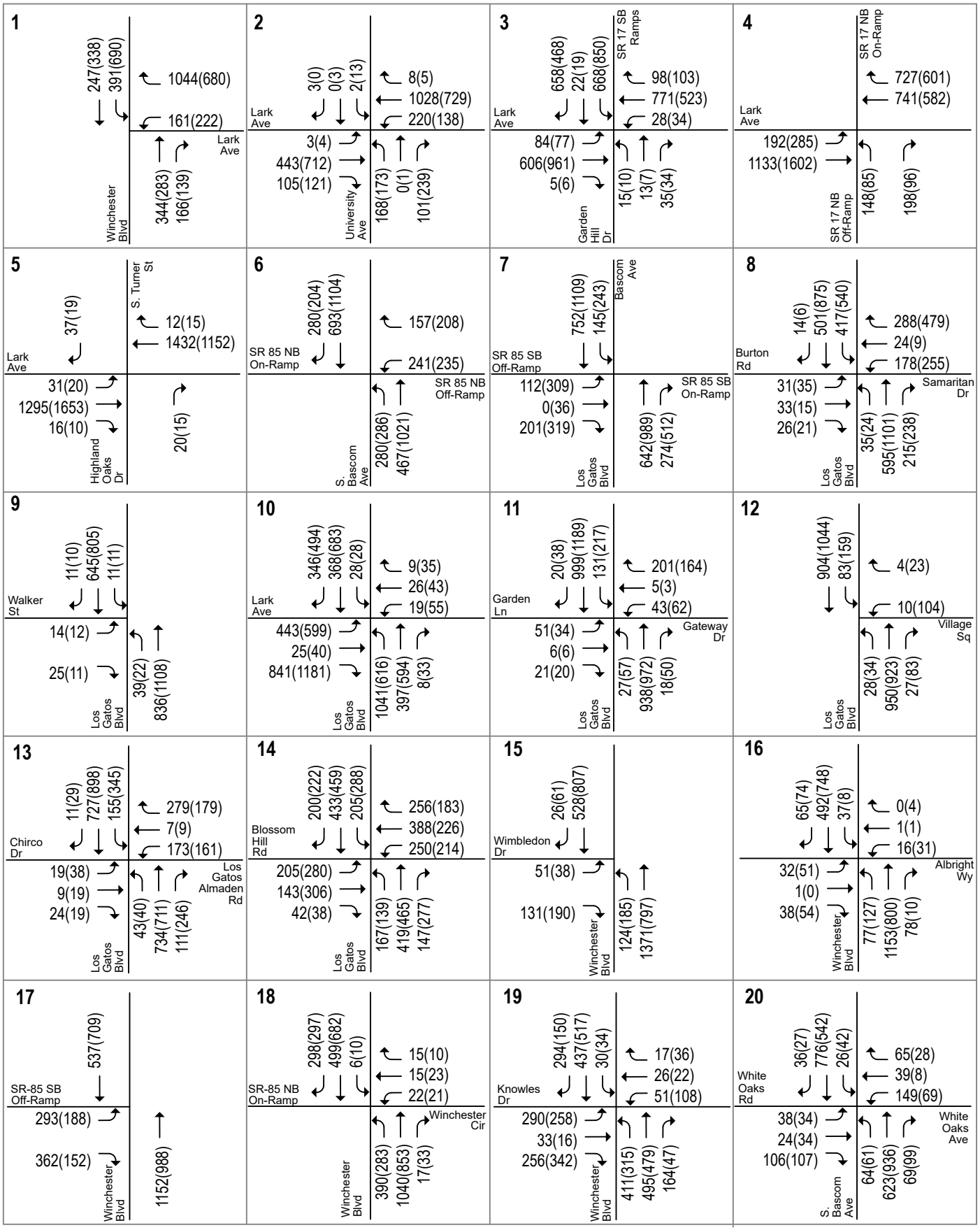


Figure 4
Existing Lane Configurations

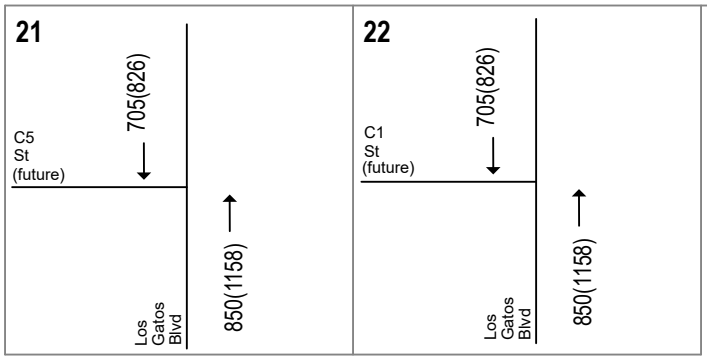
NORTH
Not to Scale



LEGEND

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

Figure 5
Existing Traffic Volumes



LEGEND

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

Figure 5
Existing Traffic Volumes

3. Intersection Operations Analysis

This chapter presents the intersection operations analysis including the method by which project traffic is estimated, the results of intersection level of service analysis, any adverse effects to intersection level of service caused by the project, and an intersection vehicle queuing analysis. A potential adverse effect on a study intersection is not considered a significant impact under CEQA.

Project Trip Estimates

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

Trip Generation

Trip generation rates resulting from new development proposed within the Town of Los Gatos typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*. Trips that would be generated by the proposed development were estimated using the ITE trip rates for Multi-Family Housing (Mid-Rise) (Land Use 221), Single-Family Attached Housing (Land Use 215), Affordable Housing (Land Use 223), Strip Retail Plaza (<40k) (Land Use 822), and Recreational Community Center (Land Use 495).

Mixed-Use Reduction

Because the project would construct a mixed-use development, project trip estimates were reduced to account for internal trips within the development (i.e., residents from the housing would access the retail uses on-site without taking a vehicle trip). Based on the VTA's *Transportation Impact Analysis Guidelines*, a mixed-use reduction of 15 percent was applied to the smaller trip generator and an equal number of trips were subtracted from the larger trip generator. The rate of internalization is consistent with the assumptions in the North 40 Specific Plan EIR.

Pass-by Trips

Trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways traveling to and from other places (and are therefore already counted in the existing traffic) and would stop at the retail use along the way. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site

entrances). An average pass-by trip reduction of 25 percent was applied to all time periods. While this is consistent with the assumptions in the North 40 Specific Plan EIR, it is conservative compared to data published in the ITE *Trip Generation Handbook, 3rd Edition*, which reports an average pass-by trip rate of 34 percent for retail uses.

Transportation Demand Management (TDM)

In accordance with mitigation measure T-1 identified in the General Plan Update EIR, the project would be required to implement one or more VMT reduction strategies. The North 40 Phase II project will implement a TDM Plan to promote sustainable modes of transportation and reduce the number of vehicle trips and VMT that would be generated by the project. The TDM Plan will include a combination of services, incentives, facilities, and actions to shift residents and employees from driving alone to using transit, carpooling, cycling, and walking. TDM measures will be described in detail in a TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, HOA, Town, etc.). The specific elements of the TDM plan may vary over time, with periodic changes in the plan to reflect changes in the transportation environment and new technologies. To be conservative, the project trip generation estimates do not include any reduction for TDM measures.

Net Project Trips

After applying the mixed-use and pass-by trip reductions, the proposed project is estimated to generate a total of 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Table 5).

Table 5
Project Trip Generation Estimates

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	AM Peak-Hour Trips Total	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total
Proposed									
Multi-Family Housing [1]	255	du	1,170	23	78	101	61	39	100
Townhouses[2]	127	du	917	15	45	60	42	30	72
100% Affordable Housing Building[3]	68	du	393	11	27	38	24	16	40
Mixed-Use Reduction (15%) [4]			*(123)*	*(2)*	*(3)*	*(5)*	*(8)*	*(8)*	*(16)*
Net Housing Trips			2,357	47	147	194	119	77	196
Retail [5]	15,014	s.f.	818	23	15	38	52	52	104
Mixed-Use Reduction (15%) [4]			*(123)*	*(3)*	*(2)*	*(5)*	*(8)*	*(8)*	*(16)*
Pass-by-Reduction (25%) [6]			*(174)*	*(5)*	*(3)*	*(8)*	*(11)*	*(11)*	*(22)*
Net Retail Trips			521	15	10	25	33	33	66
Community/Civic [7]	3,000	s.f.	90	4	2	6	10	12	22
Total Vehicle Trips			***2,968***	***66***	***159***	***225***	***162***	***122***	***284***

Notes:
du = dwelling unit; s.f. = square feet

[1] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Multi-Family Housing (Mid-Rise) (Land Use Code 221). Includes 23 affordable units within the multi-family building.

[2] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Single-Family Attached Housing (Land Use Code 215).

[3] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Affordable Housing (Income Limits) (Land Use Code 223).

[4] Based on the *Santa Clara Valley Transportation Authority Transportation Impact Analysis Guidelines* , the maximum trip reduction for a mixed-used development project with housing and retail component is equal to 15% off the smaller trip generator.

[5] Retail daily trip generation based on average rates and peak-hour trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Strip Retail Plaza (<40k) (Land Use Code 822).

[6] A pass-by reduction of 25% was taken from the retail use trips.

[7] Community/civic AM peak-hour trip generation based on average rates and daily and PM peak-hour trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Recreational Community Center (Land Use Code 495).

Trip Distribution and Assignment

The trip distribution patterns for the project trips were estimated based on the surrounding roadway network and the locations of complementary land uses (see Figure 6). The trip distribution pattern is generally consistent with the assumptions in the North 40 Specific Plan EIR. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns (see Figure 7). Pass-by trips at intersections adjacent to the project site are shown on Figure 8.

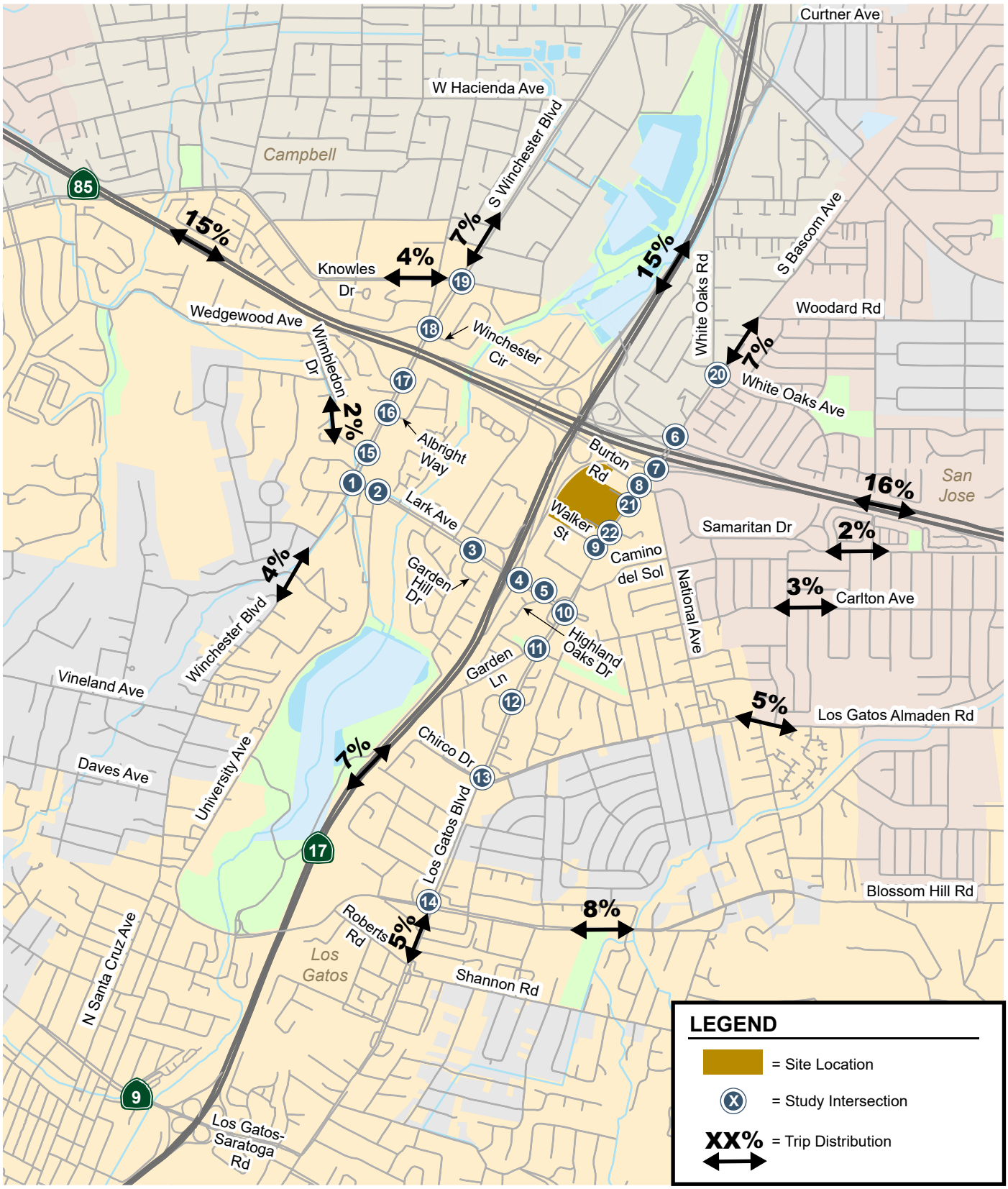
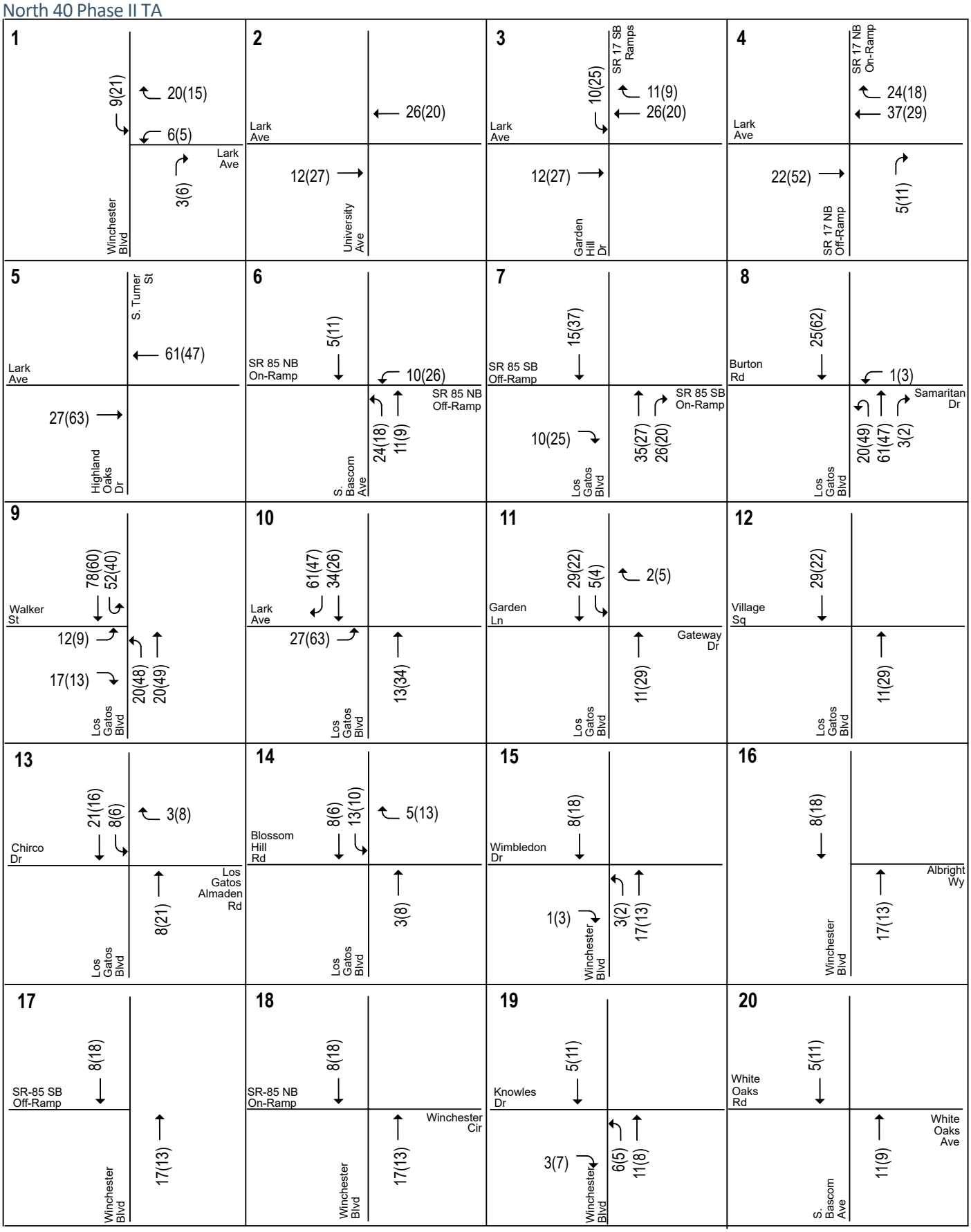


Figure 6
Project Trip Distribution



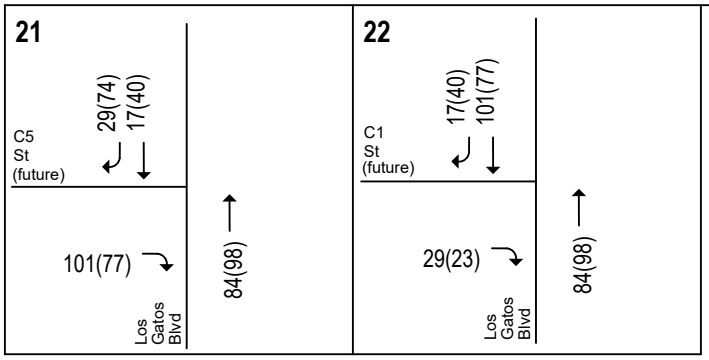
LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment (without Burton Road Connection)

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment (without Burton Road Connection)

NORTH
Not to Scale

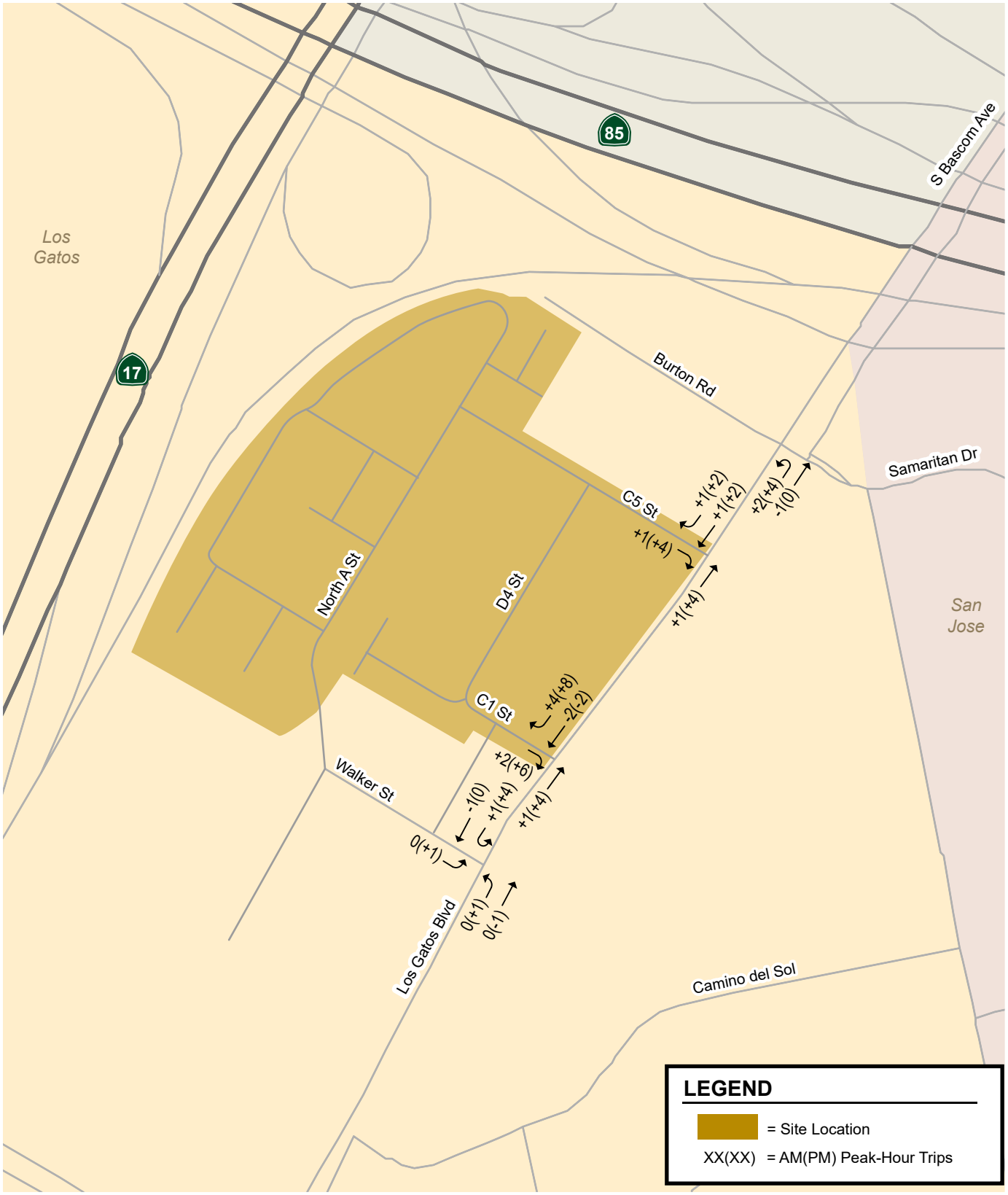


Figure 8
Pass-By Trip Assignment

Roadway Network

The roadway network under background, cumulative, and project conditions is assumed to be the same as under existing conditions with the following exception:

- Under cumulative conditions, it is assumed that the Town or a future developer will extend Burton Road to N. Turner Street (previously referred to as North A Street in the North 40 Specific Plan).

The peak-hour project trip assignment under cumulative conditions is shown on Figure 9. Project pass-by trips under cumulative conditions are shown on Figure 10.

Future Traffic Volumes

Existing Plus Project Traffic Volumes

Phase II project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 11).

Background Traffic Volumes

Background AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 12). The Town of Los Gatos provided a list of approved and pending developments (Appendix E). Approved and pending developments from the Cities of San Jose and Campbell were also obtained. Hexagon considered both the location and size of the approved and pending developments to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. Background conditions reflect the additional traffic generated upon the completion of all Phase I developments in the North 40 Specific Plan area. The Phase I development was approved for 83 cottage cluster homes (semi-detached), 187 multi-family units, 50 senior apartment units, and 57,500 s.f. of commercial/retail. Most of the Phase I development has already been constructed and occupied. Trips associated with the unsold and unbuilt portion of the Phase I development were added under the background scenario. This analysis assumes 43 unsold homes (unbuilt or built and unoccupied, as of April 2024) and 57,500 s.f. of commercial space (under construction) that would add traffic under background conditions[1]. The approved and pending projects assumed as part of the analysis are listed in Appendix F.

Background Plus Project Traffic Volumes

Phase II project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13).

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 14) were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes. The approved and pending projects assumed as part of the analysis are listed in Appendix F. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. Town staff

[1] In addition, there are nine Phase I residential dwelling units yet to be built and occupied within the Transition District. The additional trips that would be added by these units (less than five per hour), would not affect the conclusions presented in this Transportation Analysis.

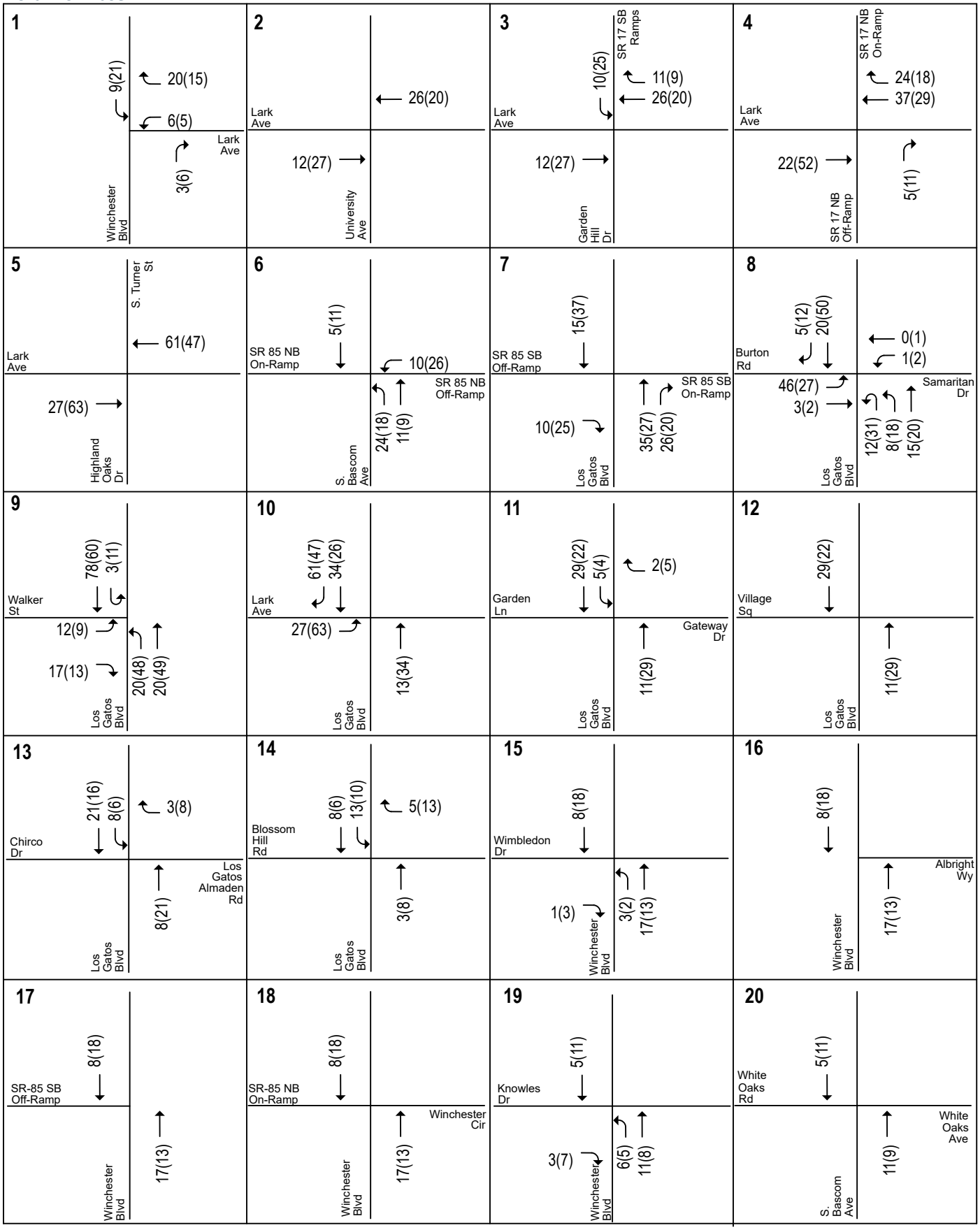
estimated the potential future development on the following properties within the North 40 Specific Plan area that have not yet submitted an application based on the density identified in the Housing Element:

- 16245 Burton Road (estimated 50 d.u.)
- 16240 Burton Road (estimated 7 d.u.)
- 16210 Burton Road and 14831 Los Gatos Boulevard (estimated 23 d.u.)
- 14823 Los Gatos Boulevard (estimated 10 d.u.)

In addition, cumulative conditions reflect changes in traffic pattern resulting from the planned future connection of Burton Road to N. Turner Street, as depicted in the North 40 Specific Plan.

Cumulative Plus Project Traffic Volumes

Project trips were added to cumulative traffic volumes to obtain cumulative plus project traffic volumes (see Figure 15). Note that the project trip assignment under cumulative conditions differs from other scenarios in that it assumes the project would have access to and from Los Gatos Boulevard via Burton Road.



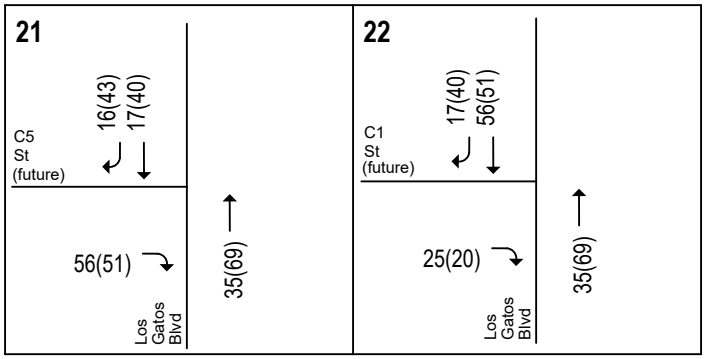
LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)

NORTH
Not to Scale

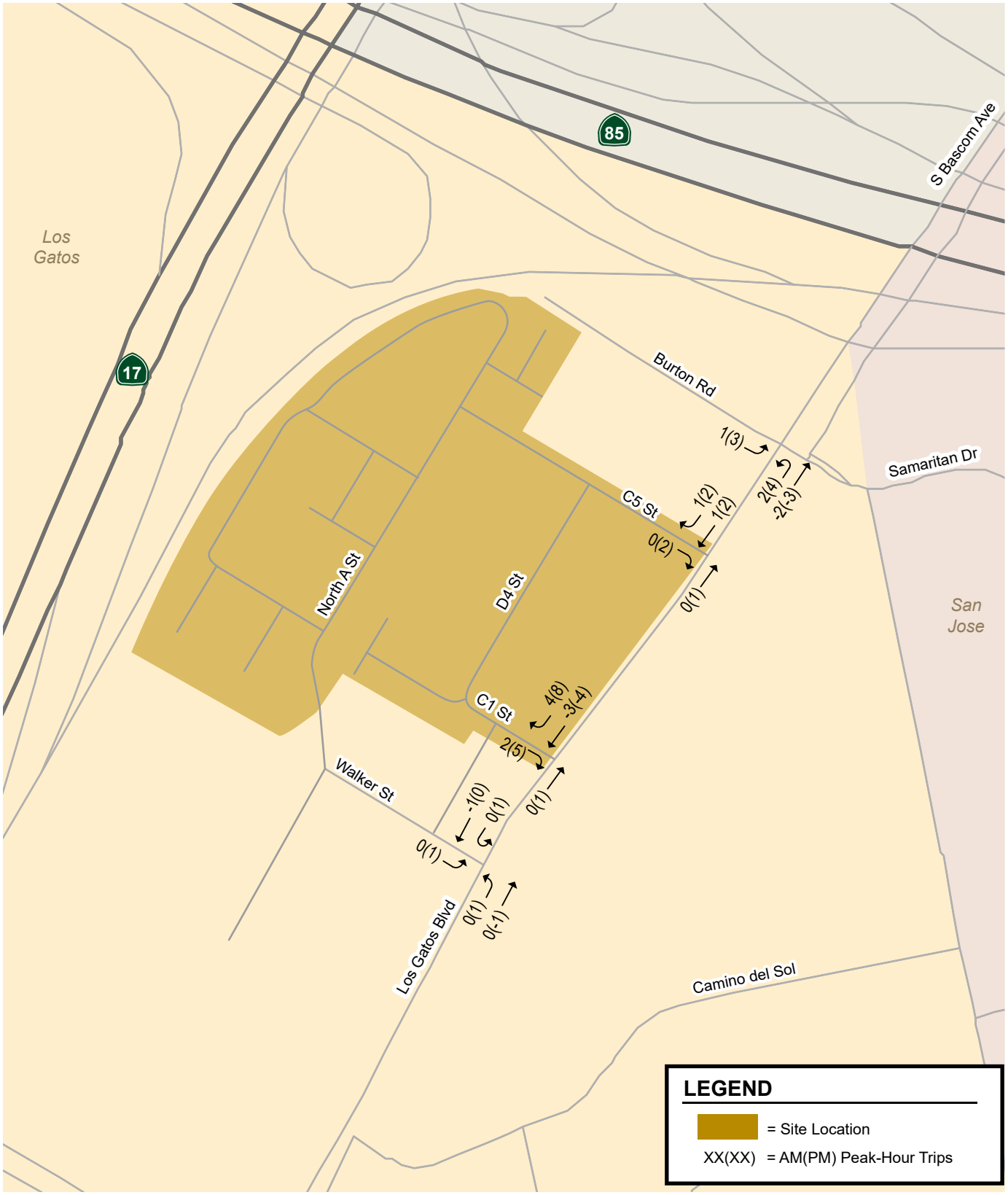
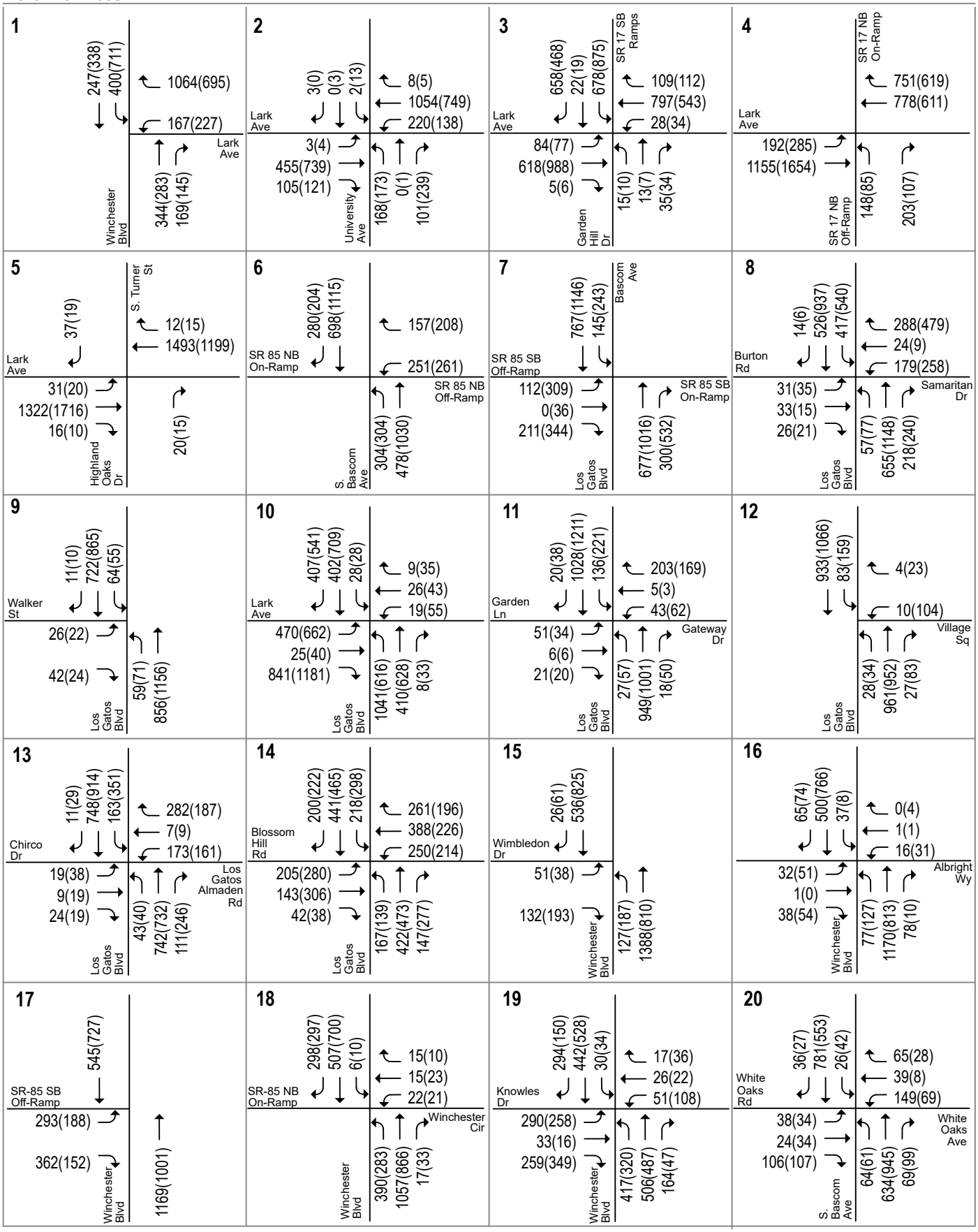


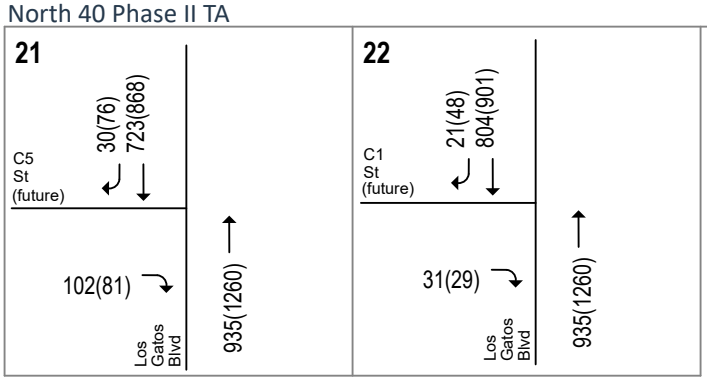
Figure 10
Cumulative Project Pass-by Trips (with Connection to Burton Road)



LEGEND

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

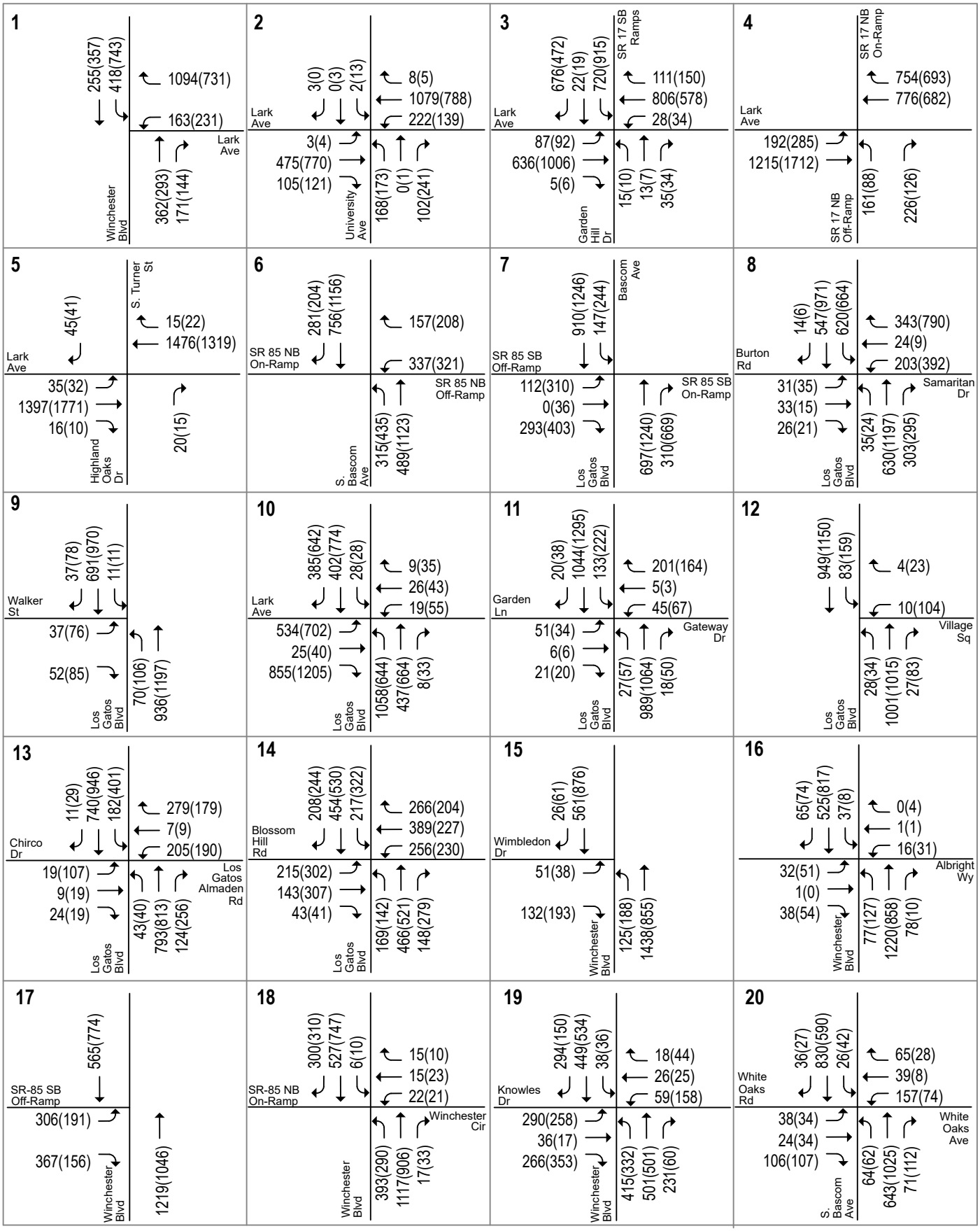
Figure 11
Existing Plus Project Traffic Volumes



LEGEND

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

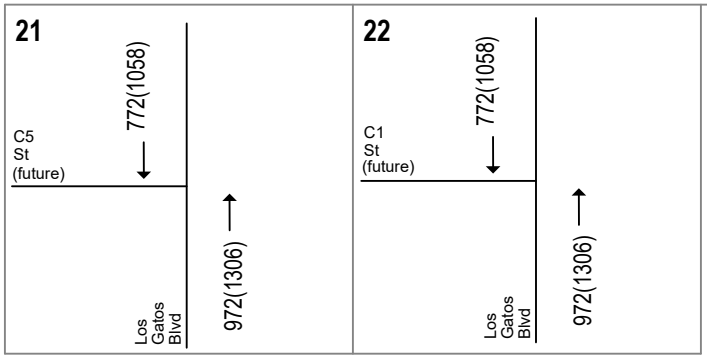
Figure 11
Existing Plus Project Traffic Volumes



LEGEND

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

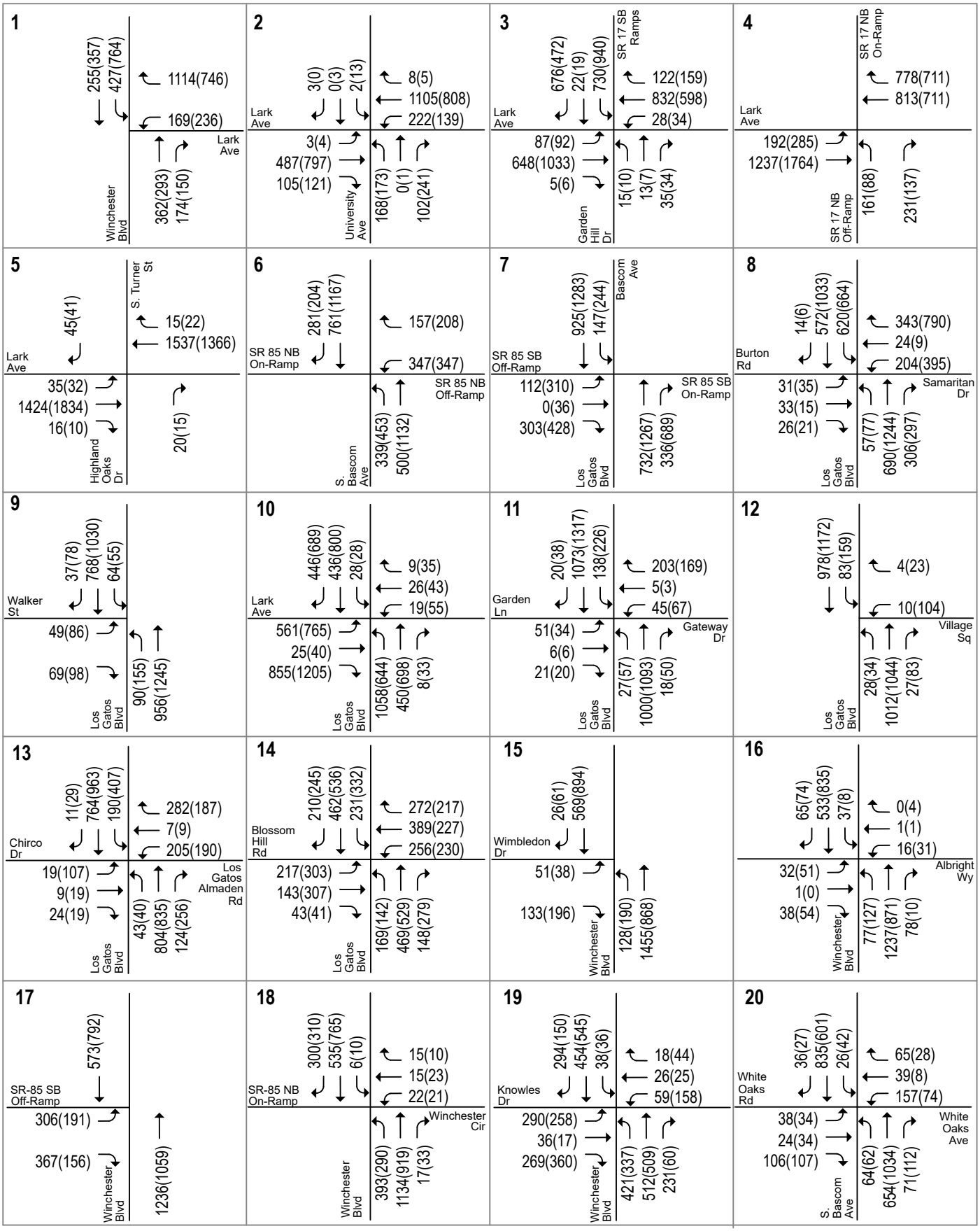
Figure 12
Background Traffic Volumes



LEGEND

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

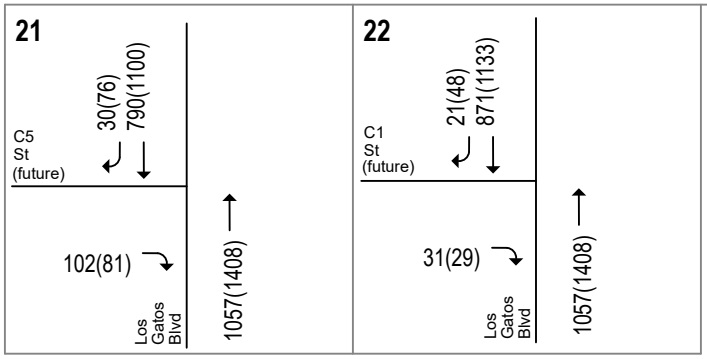
Figure 12
Background Traffic Volumes



LEGEND

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

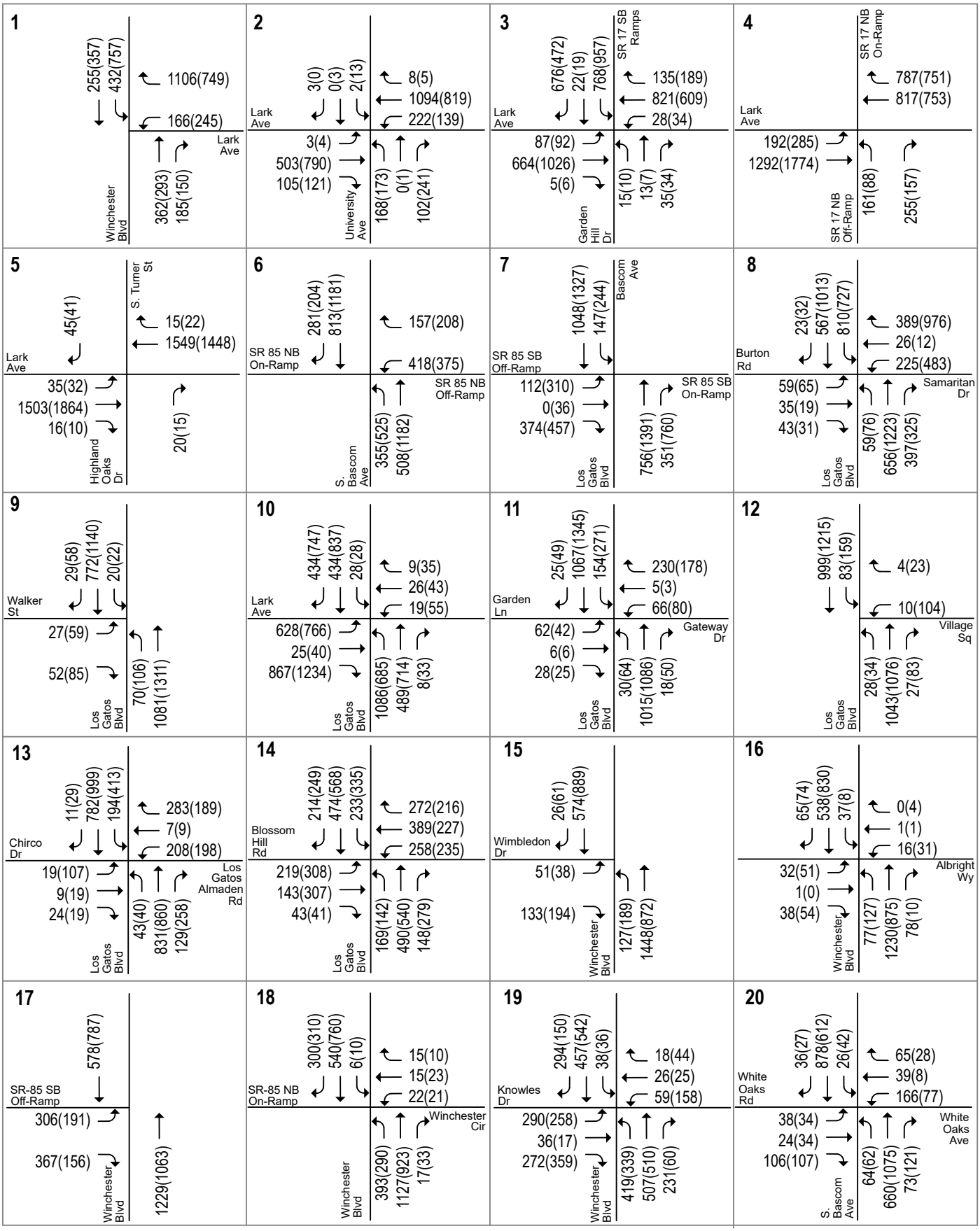
Figure 13
Background Plus Project Traffic Volumes



LEGEND

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

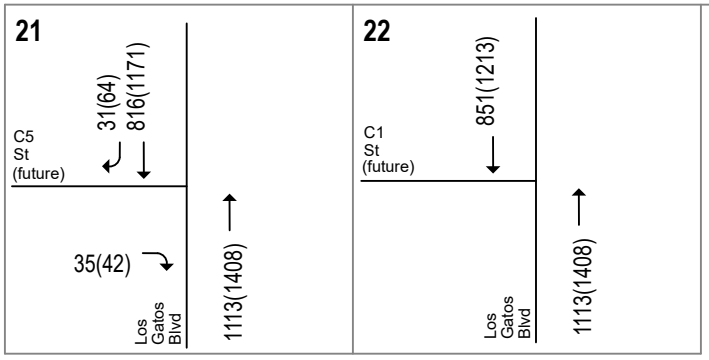
Figure 13
Background Plus Project Traffic Volumes



LEGEND

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

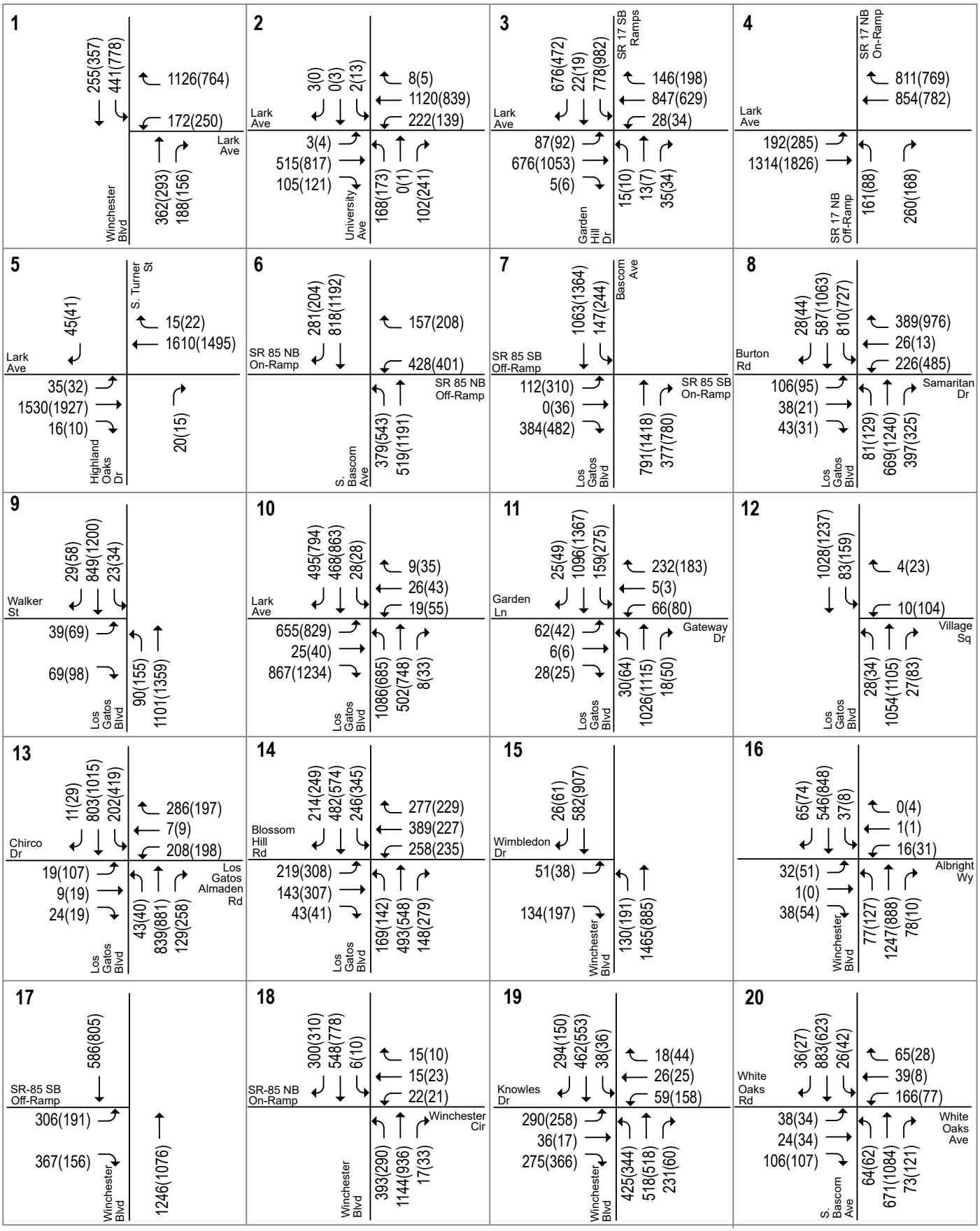
Figure 14
Cumulative Traffic Volumes



LEGEND

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

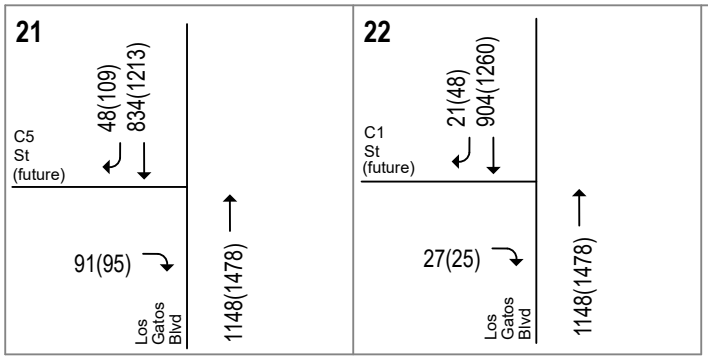
Figure 14
Cumulative Traffic Volumes



LEGEND

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

Figure 15
Cumulative Plus Project Traffic Volumes



LEGEND

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

Figure 15
Cumulative Plus Project Traffic Volumes

Intersection Levels of Service

The results of the existing and existing plus project intersection level of service analysis are shown in Table 6. The results of the background and background plus project intersection levels of service analysis are shown in Table 7. The results of the cumulative and cumulative plus project levels of service analysis are shown in Table 8. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

There are several signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The average delay can decrease under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

The results of the analysis show that most study intersections would operate at acceptable levels of service under all scenarios, with the exception of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection under cumulative conditions both without and with the proposed project. The potential future level of service deficiency at this intersection is consistent with the findings of the North 40 Specific Plan EIR.

Los Gatos Boulevard/Samaritan Drive/Burton Road

Consistent with the findings of the North 40 Specific Plan EIR, during the PM peak hour under cumulative conditions, the project would increase the average delay at an intersection already operating at a substandard level of service. Therefore, according to the Town's definition, the project would cause an adverse effect at this intersection under cumulative conditions.

The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. Furthermore, the third northbound lane is consistent with the future lane configuration assumed in the *Town of Los Gatos 2040 General Plan EIR*. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection. Table 9 shows the intersection level of service with installation of a third northbound lane. In the interim, a third lane could be constructed to a length of approximately 100 feet within the existing right-of-way. Extending the lane beyond this distance would require the acquisition of additional right-of-way along Los Gatos Boulevard. The acquisition of additional right of way generally occurs when properties adjacent to Los Gatos Boulevard redevelop and could be deferred until future traffic volumes warrant the installation of the third northbound lane on Los Gatos Boulevard.

Table 6
Existing Plus Project Intersection Level of Service

Study #	Intersection	Juristiction	Peak Hour	Existing Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.3	B	18.5	B	0.1	0.007
			PM	19.5	B	19.7	B	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.0	0.008
			PM	24.2	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.2	C	30.3	C	0.2	0.014
			PM	30.7	C	30.9	C	0.3	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	16.6	B	16.6	B	-0.1	0.011
			PM	11.9	B	12.2	B	0.3	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.2	B	12.4	B	0.0	0.002
			PM	12.7	B	13.0	B	0.0	0.001
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	24.7	C	25.1	C	0.5	0.009
			PM	21.0	C	21.4	C	0.4	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	23.8	C	23.7	C	-0.2	0.018
			PM	28.1	C	28.7	C	0.8	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.6	C	31.3	C	-0.4	0.018
			PM	30.7	C	30.9	C	0.3	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	8.6	A	12.0	B	6.2	0.056
			PM	7.2	A	9.8	A	2.9	0.047
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	36.3	D	37.4	D	2.1	0.045
			PM	32.9	C	33.7	C	1.5	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.6	C	24.6	C	0.2	0.006
			PM	24.1	C	24.1	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.5	A	9.5	A	0.0	0.006
			PM	18.4	B	18.1	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.3	0.008
			PM	28.1	C	28.6	C	0.4	0.022
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.5	D	0.2	0.007
			PM	39.2	D	39.4	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.4	B	11.4	B	0.0	0.006
			PM	15.1	B	15.2	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	20.3	C	20.1	C	-0.2	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.6	B	0.0	0.005
			PM	9.3	A	9.2	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.7	B	15.7	B	0.0	0.000
			PM	15.5	B	15.4	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	33.8	C	33.8	C	0.1	0.004
			PM	37.3	D	37.4	D	0.2	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.7	C	23.6	C	-0.1	0.001
			PM	16.1	B	16.0	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	12.8	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.4	B	n/a	n/a
			PM	n/a	n/a	12.0	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 7
Background Plus Project Intersections Levels of Service

Study #	Intersection	Juristiction	Peak Hour	Background Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.4	B	18.6	B	0.2	0.007
			PM	19.8	B	20.0	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	20.9	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.8	C	30.9	C	0.3	0.014
			PM	31.4	C	31.7	C	0.4	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.3	B	17.3	B	0.1	0.009
			PM	12.7	B	13.1	B	0.4	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.5	B	12.7	B	0.0	0.003
			PM	13.2	B	13.5	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	25.9	C	26.3	C	0.6	0.012
			PM	23.0	C	23.4	C	0.3	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	26.5	C	26.4	C	-0.1	0.018
			PM	30.6	C	31.8	C	2.2	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.9	C	31.8	C	0.1	0.018
			PM	44.5	D	46.0	D	2.7	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	10.6	B	14.0	B	5.3	0.049
			PM	12.0	B	15.9	B	9.9	0.080
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	37.8	D	39.0	D	2.1	0.045
			PM	35.6	D	38.0	D	3.9	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.2	C	24.2	C	0.2	0.006
			PM	23.6	C	23.7	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.4	A	9.3	A	0.0	0.006
			PM	17.5	B	17.2	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.1	C	0.2	0.009
			PM	28.9	C	29.6	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.6	D	0.3	0.008
			PM	39.7	D	39.8	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.1	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.7	B	19.6	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.1	A	9.1	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.5	B	0.0	0.000
			PM	15.3	B	15.2	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.2	C	34.2	C	0.1	0.004
			PM	39.4	D	39.5	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.5	C	23.4	C	-0.1	0.001
			PM	15.6	B	15.5	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	12.3	B	n/a	n/a
			PM	n/a	n/a	14.6	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.7	B	n/a	n/a
			PM	n/a	n/a	13.4	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 8
Cumulative Plus Project Intersections Levels of Service

Study #	Intersection	Juristiction	Peak Hour	Cumulative Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.6	B	18.8	B	0.1	0.007
			PM	20.2	C	20.4	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	31.2	C	31.4	C	0.3	0.014
			PM	31.8	C	32.2	C	0.5	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.8	B	17.9	B	0.2	0.009
			PM	13.9	B	13.8	B	1.7	0.066
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.8	B	13.0	B	0.0	0.003
			PM	13.6	B	13.9	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	27.4	C	27.8	C	0.5	0.012
			PM	24.1	C	24.5	C	0.2	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	27.6	C	27.8	C	0.3	0.010
			PM	34.6	C	36.9	D	5.2	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	34.9	C	37.1	D	2.5	0.032
			PM	**68.3**	**E**	**71.0**	**E**	4.2	0.025
9	Los Gatos Boulevard & Walker Street	LG	AM	10.1	B	11.3	B	1.1	0.018
			PM	11.3	B	14.6	B	8.8	0.085
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	40.5	D	42.1	D	2.8	0.045
			PM	46.1	D	51.6	D	9.2	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	25.9	C	25.9	C	0.2	0.006
			PM	24.9	C	25.0	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.2	A	9.1	A	0.0	0.006
			PM	16.9	B	16.7	B	-0.2	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.2	0.008
			PM	29.0	C	29.7	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.6	D	39.7	D	0.2	0.007
			PM	39.8	D	40.0	D	0.2	0.016
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.0	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.6	B	19.4	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.0	A	9.0	A	0.0	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.6	B	0.0	0.000
			PM	15.2	B	15.1	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.3	C	34.3	C	0.1	0.004
			PM	39.5	D	39.7	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.4	C	23.3	C	-0.1	0.001
			PM	15.3	B	15.2	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	12.5	B	n/a	n/a
			PM	n/a	n/a	16.4	C	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	14.3	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Bold indicates a substandard level of service.

Bold indicates an adverse effect.

Table 9
Cumulative Plus Project Level of Service (with Improvements)

Study #	Intersection	Peak Hour	Cumulative Conditions: No Project Avg. Delay (sec)	No Project LOS	With Project Avg. Delay (sec)	With Project LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	AM	34.9	C	37.1	D	2.5	0.032
		PM	**68.3**	**E**	**71.0**	**E**	4.2	0.025
	(install third NB through lane)	AM			36.5	D	2.5	0.032
		PM			51.0	D	3.7	0.024

Note:
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips (10 or more) to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, cumulative, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 10:

- Southbound Winchester Boulevard to Lark Avenue
- Southbound SR-17 SB Ramp to Lark Avenue
- Westbound SR-85 NB Ramps to Bascom Avenue
- Northbound Los Gatos Boulevard to Burton Road (Left-turn and U-turn)
- Southbound Los Gatos Boulevard at Walker Street (U-Turn)
- Northbound Los Gatos Boulevard to Walker Street
- Eastbound Walker Street to Los Gatos Boulevard
- Eastbound Lark Avenue to Los Gatos Boulevard
- Southbound Los Gatos Boulevard to Blossom Hill Road

Table 10
Intersection Queuing Analysis

	Winchester Boulevard & Lark Avenue		SR-17 SB Ramps & Lark Avenue		Bascom Avenue & SR-85 NB Ramps		Los Gatos Boulevard & Samaritan Drive/Burton Road	
	SBL		SBL		WBL		NBL	
	2 Lanes		2 Lanes		2 Lanes		1 Lane	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	196	345	334	425	121	118	35	24
95th %. Queue (veh/ln.)	8	12	15	18	8	7	3	2
95th %. Queue (ft./ln) [2]	200	300	375	450	200	175	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	Y	Y	Y	Y
Existing Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	200	356	339	438	126	131	57	77
95th %. Queue (veh/ln.)	8	13	15	18	8	8	5	5
95th %. Queue (ft./ln) [2]	200	325	375	450	200	200	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	Y	Y	**N**	**N**
Background								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	209	372	360	458	169	161	35	24
95th %. Queue (veh/ln.)	8	13	16	19	10	9	3	2
95th %. Queue (ft./ln) [2]	200	325	400	475	250	225	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	Y	Y	Y
Background Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	214	382	365	470	174	174	57	77
95th %. Queue (veh/ln.)	9	14	16	19	10	10	5	5
95th %. Queue (ft./ln) [2]	225	350	400	475	250	250	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Cumulative								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	216	379	384	479	209	188	59	76
95th %. Queue (veh/ln.)	9	13	17	20	12	11	5	5
95th %. Queue (ft./ln) [2]	225	325	425	500	300	275	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Cumulative Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	221	389	389	491	214	201	81	129
95th %. Queue (veh/ln.)	9	14	17	20	12	11	6	8
95th %. Queue (ft./ln) [2]	225	350	425	500	300	275	150	200
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**

Notes:
NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Table 10 (cont.)
Intersection Queuing Analysis

	Los Gatos Boulevard & Walker Street						Los Gatos Boulevard & Lark Avenue		Los Gatos Boulevard & Blossom Hill Road	
	SBL		NBL		EBL		EBL		SBL	
	1 Lane		1 Lane		1 Lane		3 Lanes[3]		2 Lanes	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	39	22	14	12	156	213	103	144
95th %. Queue (veh/ln.)	2	2	3	2	2	2	10	11	7	9
95th %. Queue (ft./ln) [2]	50	50	75	50	50	50	250	275	175	225
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Existing Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	59	71	26	22	165	234	109	149
95th %. Queue (veh/ln.)	5	4	5	5	3	2	10	11	7	9
95th %. Queue (ft./ln) [2]	125	100	125	125	75	50	250	275	175	225
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	**N**	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	70	106	37	76	186	247	109	161
95th %. Queue (veh/ln.)	2	2	5	7	3	5	11	12	7	10
95th %. Queue (ft./ln) [2]	50	50	125	175	75	125	275	300	175	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	90	155	49	86	195	268	116	166
95th %. Queue (veh/ln.)	5	4	6	9	4	6	11	13	8	10
95th %. Queue (ft./ln) [2]	125	100	150	225	100	150	275	325	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	**N**	Y	Y	Y	Y	**N**	Y	Y	**N**	**N**
Cumulative										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	20	22	70	106	27	59	218	269	117	168
95th %. Queue (veh/ln.)	2	2	5	7	3	4	12	13	8	10
95th %. Queue (ft./ln) [2]	50	50	125	175	75	100	300	325	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Cumulative Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	23	34	90	155	39	69	227	290	123	173
95th %. Queue (veh/ln.)	2	3	6	9	3	5	13	14	8	10
95th %. Queue (ft./ln) [2]	50	75	150	225	75	125	325	350	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**

Notes:
NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Approach contains a shared through-left lane. Volume includes through lane traffic.

The queueing analysis indicates that the following intersections currently have queuing deficiencies, but the addition of project trips would not lengthen the 95th percentile queue:

- Southbound left-turn movement from Southbound SR-17 Ramps to Lark Avenue

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn)(AM and PM peak hours)

SR 85 Northbound Ramp Left Turn to Bascom Avenue

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue provides vehicle storage capacity for approximately 20 vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during both peak hours under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

Northbound Los Gatos Boulevard Left Turn (U-turn) to Burton Road

The northbound left-turn lane on Los Gatos Boulevard provides vehicle storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours under all scenarios. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space with the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Southbound Los Gatos Boulevard U-turn at Walker Street

The provided vehicle storage capacity for the southbound U-turn lane on Los Gatos Boulevard at Walker Street is approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40 Specific Plan EIR did not analyze the potential queuing issues at this movement. The

project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Eastbound Walker Street Left Turn to Los Gatos Boulevard

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the eastbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. Additionally, this storage capacity is calculated by measuring the distance to the upstream (on-site) intersection. Since the 95th percentile queue exceeds capacity by only one vehicle during the PM peak hour under background conditions only, no improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

Southbound Los Gatos Boulevard Left Turn to Blossom Hill Road

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

4. Other Transportation Analyses

This chapter presents other transportation issues associated with the project, including:

- Site access and circulation
- Collision analysis
- Effects on pedestrians, bicycles, and transit facilities
- Parking
- Terreno De Flores Lane access
- Cut-Through traffic

The analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan, dated March 13, 2024 (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to Phase II of the North 40 site would be provided via Turner Street (via Walker Street) and two new streets (C1 Street and C5 Street) that connect to Los Gatos Boulevard. At Walker Street, vehicles are permitted to turn into the site from either direction of Los Gatos Boulevard. The project will construct a raised median along Los Gatos Boulevard along the project frontage. Therefore, vehicles will be restricted to right-turns in from southbound Los Gatos Boulevard and right-turns out from the two new streets (C1 Street and C5 Street). A depressed curb would be constructed at the intersections of Los Gatos Boulevard and C1 and C5 Streets, to provide left-turn access along northbound Los Gatos Boulevard for emergency vehicles only.

Future Access from Burton Road

Though not proposed as part of the Phase II project, the project shall accommodate a future through access connection to the Phase II site at the Burton Road terminus to advance the Town's circulation goals expressed in the North 40 Specific Plan. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that

may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The Town or a third party could construct a future vehicular access from N. Turner Street onto Burton Road when the other properties adjacent to Burton Road redevelop. Based on the project trip assignment and the trip assignment for approved and pending trips, the traffic volume at the N. Turner Street/Burton Road connection is expected to be quite low. Due to the relatively small number of trips generated by the affordable housing development and townhomes along 5th Street, vehicular delay at the N. Turner Street/Burton Road connection would be minimal. The primary streets (N. Turner Street and Burton Road) could connect without any traffic control and 5th Street could be stop-controlled. A roundabout or traffic circle could also be considered at the connection. Table 11 summarizes the delay and level of service at the connection of 5th Street & N. Turner Street/Burton Road. The intersection would operate at LOS A under two-way stop control or a single-lane roundabout. The intersection level of service calculations are presented in Appendix G. Because the westernmost portion of Burton Road is privately owned, the future design of a N. Turner/Burton intersection will be finalized when other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road.

Table 11
Burton Road Connection Traffic Control Evaluation

				Cumulative Conditions With Project	
Study #	Intersection	Control	Peak Hour	Avg. Delay (sec)	LOS
A1	5th Street & Burton Road & N. Turner Street	TWSC	AM	8.6	A
			PM	8.5	A
A2	5th Street & Burton Road & N. Turner Street	RAB	AM	3.1	A
			PM	3.1	A

TWSC = Two-Way Stop Control, RAB = Roundabout

Note:

For TWSC, the average delay for the worst leg is shown.

Sight Distance

Sight Distance at Project Access Points

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Los Gatos Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance is determined according to the standards and methodologies contained in the 7th edition of the American Association of State Highway and Transportation Officials (AASHTO) design manual, *A Policy on Geometric Design of Highways and Streets*. Sight distance

requirements vary depending on roadway speeds and the vehicle maneuver. Los Gatos Boulevard has a posted speed limit of 35 mph; the corner sight distance for a right-turn maneuver is 385 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 385 feet from the north along Los Gatos Boulevard to locate a sufficient gap to turn out of the driveways.

There are no roadway curves along Los Gatos Boulevard that would obstruct the vision of exiting drivers. On-street parking is prohibited along the Los Gatos Boulevard project frontage. Some street trees and landscaping would be added along the project frontage on Los Gatos Boulevard. Any landscaping and signage within the sight triangles at the project driveways should be no taller than 3 feet and located in such a way to ensure an unobstructed view for exiting drivers. Any street trees and landscaping should be maintained to at least 14 feet in height or less than 3 feet in height so that they would not obstruct the view of drivers exiting the project site at C1 and C5 Streets.

Sight Distance at Internal Driveways

At unsignalized urban driveways, corner sight distance requirements are not applicable (*Caltrans Highway Design Manual* Index 205.3). Instead, stopping sight distance must be provided. It is presumed most vehicles would be traveling at low speeds (25 mph or less) while on internal streets (C1 and C5 Streets). The stopping sight distance is 150 feet for vehicles traveling at 25 mph. This would provide adequate space for vehicles traveling along the internal streets to react and stop if a vehicle is spotted departing a driveway onto an internal street. The site plan shows some street trees near both entrances to the Block E garage. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking garage.

Similarly, the site plan shows several street trees near both driveways to the Block I parking lot. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking lot.

> **Recommendation:** Street trees and other landscaping plants along Los Gatos Boulevard, and all internal streets should be maintained so that the view of drivers turning onto Los Gatos Boulevard or exiting internal driveways are not obstructed

On-Site Circulation

Most streets within the Phase II site area measure 24 to 26 feet in width from curb to curb, providing adequate access for two-way operations. Some minor streets and alleys that access townhome garages measure 20 to 24 feet in width. Driveway aprons, which are shown to be at least 6 feet long, would provide extra space to facilitate turns to and from the townhome garages. The proposed minimum 20-foot width is consistent with the North 40 Specific Plan, which depicts interior residential streets with 10-foot drive lanes in each direction. The proposed Phase II street widths also match the dimensions of streets in Phase I.

Surface parking is located throughout the Phase II development with a mixture of 90-degree parking and parallel parking. Several dead-end aisles are present within the development site. These aisles provide access to townhome garages and “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted accordingly.

It is recommended that signage should be posted at the mid-block crosswalk along N. Turner Street to alert drivers of the crosswalk and potential pedestrians crossing the street. Similarly, signage should be posted at the mid-block crossings along D4 Street. The project plans are unclear on whether there would be internal stop signs posted at internal intersections. It is recommended stop signs be posted at the following locations:

- Mills Street & C1 Street (north and south legs)
- D4 Street & C1 Street (west leg)

- D4 Street & C5 Street (south leg)
- N Turner Street & C5 Street (all legs)
- N Turner Street & C2 Street (west leg)
- N Turner Street & C3 Street (west leg)
- N Turner Street & C4 Street (west leg)
- N Turner Street & C6 Street (east leg)
- D1 Street & C2 Street (south leg)
- D2 Street & C2 Street (south leg)
- 5th Street & C4 Street (all legs)
- C4 Street & D5 Street (south leg)

On-Site Circulation (Block I Parking Lot)

Both driveways at the surface parking lot for Block I measure approximately 14 feet . The Town of Los Gatos Zoning Code (Section 29.10.155) requires driveways serving between 10 and 25 parking spaces to be no less than 11 feet wide if they provide only ingress or egress and no less than 20 feet wide if they provide both ingress and egress. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted. The project would provide angled parking within the Block I parking lot, which is the recommended configuration to reinforce the one-way operation of the drive aisle.

> **Recommendation:** "RESIDENTS ONLY" and/or "NO OUTLET" signage should be posted in advance of dead-end drive aisles providing access to townhomes
>
> **Recommendation:** Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street
>
> **Recommendation:** Stop signs should be posted at internal intersections, as noted above
>
> **Recommendation:** For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.

On-Site Circulation (Block E Garage)

The Block E Garage consists of two levels: Level 1 parking for commercial employees and customers, guests, and residents, and basement level parking for primarily residents. Figures 16 and 17 show the site plan for Level 1 and the basement level of the Block E Garage, respectively. The site plan shows a roll-up open-grille door on the ramp to the basement level (Level B), which will restrict access to the residential parking areas for future residents and their guest only. The operations of the garage access points are evaluated in a subsequent section.

Two dead-end aisles are present on Level 1 of the Block E parking garage. A turnaround space is provided at each dead-end aisle to facilitate turnarounds in the event that a driver cannot locate an empty parking space. All drive aisles on both levels of the Block E parking garage measure at least 24 feet in width. A second roll-up open-grille door would separate the commercial and residential parking areas. There is space for a resident vehicle to queue in front of this roll-up door while waiting for the door to open without blocking vehicles entering the Level 1 parking garage from C5 Street. Given that there are only 33 residential parking spaces on Level 1, it is highly unlikely that more than one vehicle would queue while waiting for this roll up door to open.

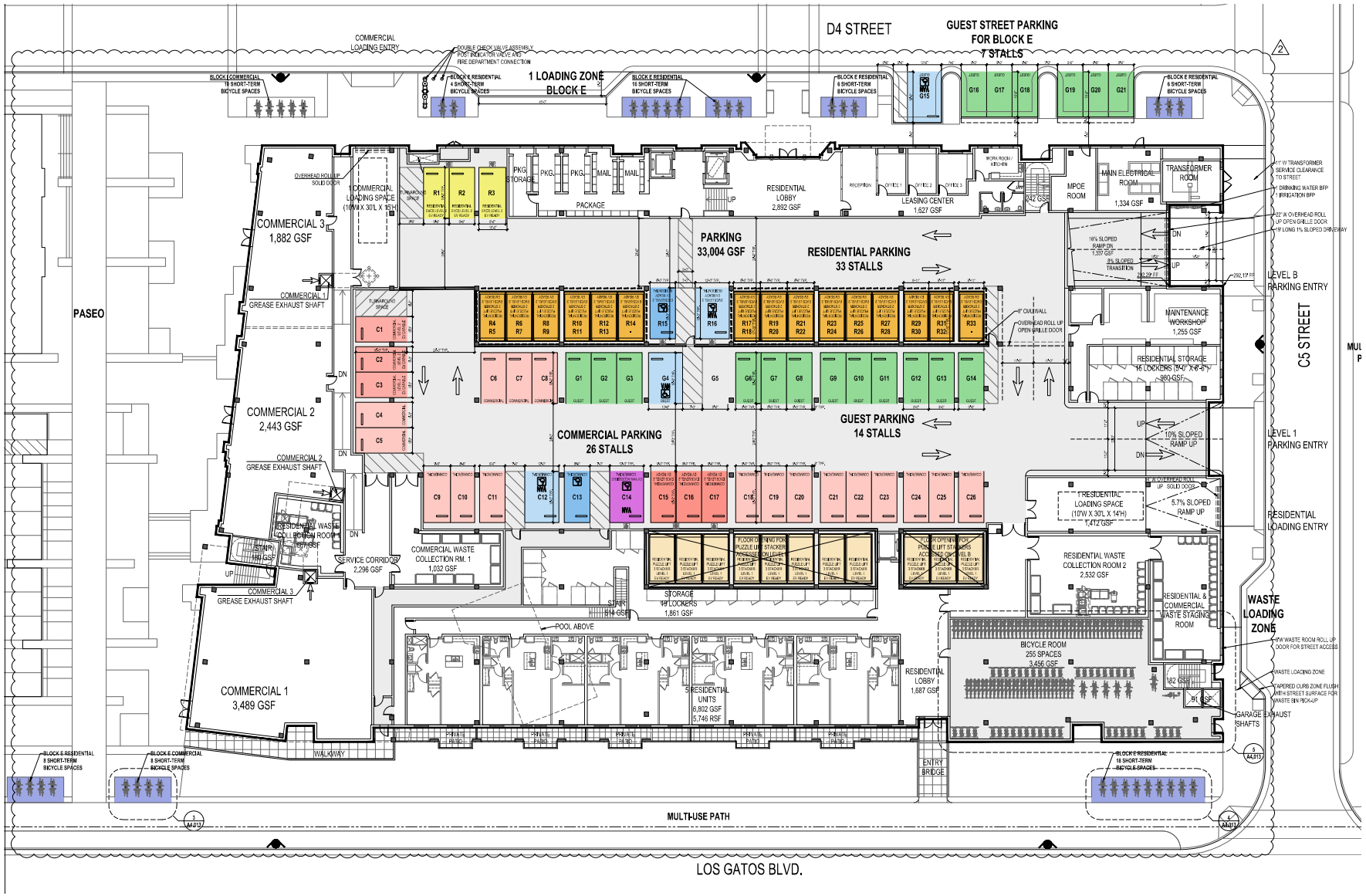


Figure 16
Block E Garage Ground Level Site Plan

NORTH
Not to Scale

Figure 17
Block E Garage Basement Level Site Plan

NORTH
Not to Scale

The project site plan shows several mechanical vehicle puzzle stackers on both levels of the parking garage. Some vehicle puzzle stackers are located near a wall where it may be difficult for drivers to back out into drive aisles. Puzzle lift stackers located near the southeast corner of the Level B garage have a wall behind them on the other side of the drive aisle. However, additional space is provided (33 feet of back out depth as compared to the standard 25 feet drive aisle width), so that vehicles can easily enter and back out of the stackers. Parking spaces with puzzle stackers will be designated for residents only. Since the mechanical vehicle stackers will require knowledge of how to use them, residents assigned a space in the parking stackers should be provided with instructions on how to use the lifts. Additionally, clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.

> **Recommendation:** Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.

Sight Distance at Internal Intersections

Sight distance was checked at internal intersections to ensure the safety of all drivers. The following locations with uncontrolled approaches were checked for sight distance:

- 5th Street/D2 Street & C2 Street
- Mid-block Crossing (Paseo) at N. Turner Street
- Pedestrian Crosswalk across C5 Street at D4 Street
- Mid-block Crossing (Paseo) at D4 Street
- Mid-block Crossing (between the H1 and H2 buildings) at D4 Street

Figure 18 shows clear sight lines at locations where potential conflict could occur. At the 5th Street/D2 Street/C2 Street intersection, 5th Street and C2 Street would be uncontrolled. Vehicles traveling along C2 Street that are turning left onto D2 Street would need to watch for vehicles traveling southbound along 5th Street prior to turning. Vehicles approaching this intersection from 5th Street would be traveling at low speeds (<15 mph) due to the curve. The stopping sight distance is 80 feet for vehicles traveling 15 mph. A clear line of sight of at least 80 feet is provided from 5th Street to where vehicles would yield on C2 Street.

Given the relatively narrow street widths, it is presumed most vehicles would be traveling at low speeds (25 mph or less) while on neighborhood streets (N. Turner, C5, and D4 Streets). The stopping sight distance is 150 feet for vehicles traveling 25 mph. Vehicles should be able to see pedestrians preparing to cross at the mid-block crossing at N. Turner Street, the pedestrian crossing across C5 Street at D4 Street, and the mid-block crossing between the H1 and H2 buildings along D4 Street. Vehicles from the north should be able to see pedestrians preparing to cross the mid-block crossing at the Paseo along D4 Street. Vehicles traveling along C1 Street and continuing onto northbound D4 Street would be traveling at low speeds (<15 mph) due to the curve along the roadway. A clear line of sight of at least 80 feet is provided from C1 Street to where vehicles would yield on D4 Street. The site plan shows street trees near all pedestrian crossings. Street trees and other landscaping plants along all internal streets should be maintained so that the view between drivers and pedestrians are not obstructed.

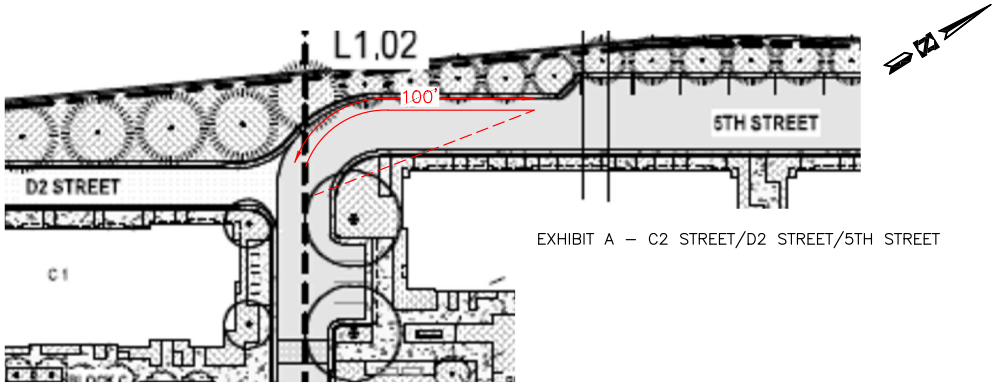


EXHIBIT A – C2 STREET/D2 STREET/5TH STREET

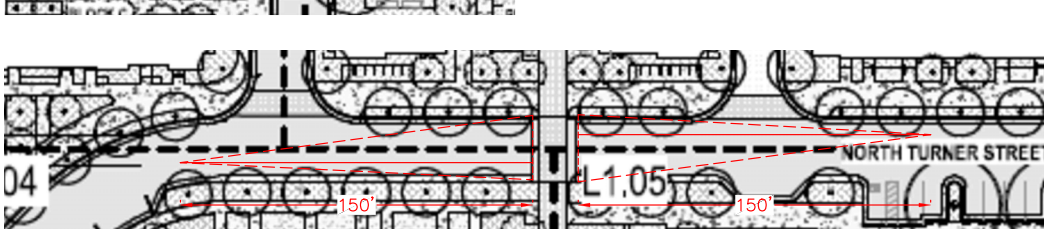


EXHIBIT B – MID–BLOCK CROSSING (PASEO) AT N. TURNER STREET

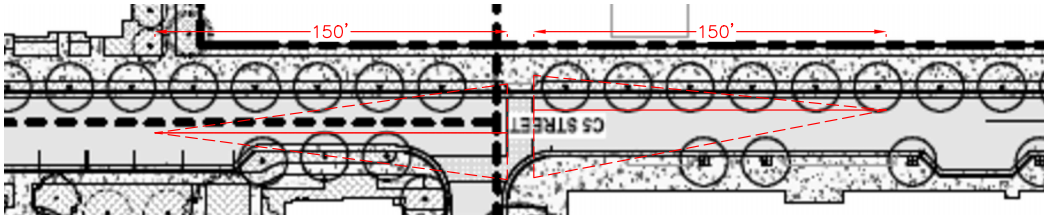


EXHIBIT C – PEDESTRIAN CROSSING D4 STREET/C5 STREET

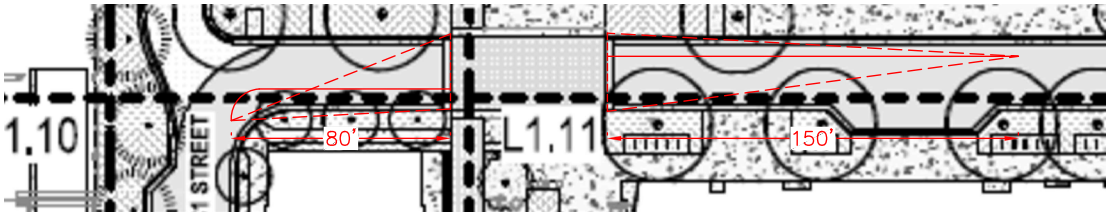


EXHIBIT D – MID–BLOCK CROSSING (PASEO) AT D4 STREET

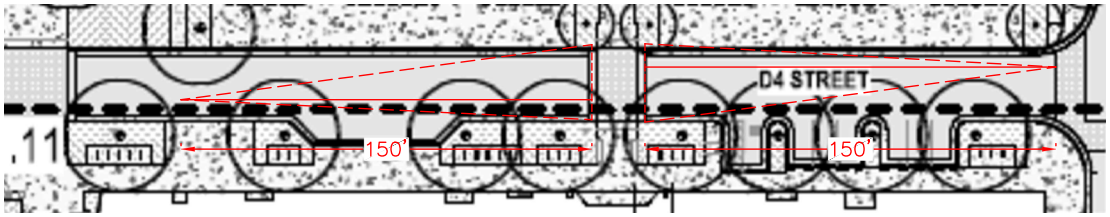


EXHIBIT E – MID–BLOCK CROSSING (BETWEEN THE H1 AND H2 BUILDING) AT D4 STREET

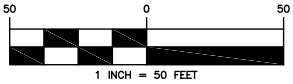


Figure 18
Sight Distance at Internal Intersections

Traffic Operations at Garage Entrances

The gross project-generated trips that are estimated to occur at the Block E basement level garage driveway are approximately 21 inbound and 70 outbound during the AM peak hour and 55 inbound and 36 outbound during the PM peak hour (based on approximately 90% of the Block E residential parking spaces located on the basement level). The gross project-generated trips that are estimated to occur at the Level 1 garage driveway for residential and commercial uses are 17 inbound and 17 outbound during the AM peak hour and 38 inbound and 35 outbound during the PM peak hour (based on approximately 10% of the Block E residential parking spaces located in the Level 1 garage and approximately 60% of the Block E/Block I retail/commercial parking located in the Level 1 parking garage).

Based on the relatively low number of project trips at garage entrances (at most one vehicle entering every 65 seconds and exiting every 51 seconds), significant traffic operational issues related to queuing are not expected to occur. There is approximately 33 feet of space between the roll up door to the basement level garage and C5 Street. This is enough space for one vehicle to queue while waiting for the door to roll up. Modern high-performance roll-up doors can open in approximately five seconds. Even during the PM peak hour when inbound traffic is highest, there would be a very low probability (less than one percent) of more than one vehicle arriving at nearly the same time and having to wait for the door to open. Thus, the roll-up door is not expected to cause vehicle queues that extend back onto C5 Street. Some minor queuing within the parking garage ramps may occur while vehicles are waiting to turn out onto C5 Street. Similarly, minor on-street queuing may occur along C5 Street while vehicles wait to turn into the parking garage driveway when yielding to oncoming vehicles traveling along eastbound C5 Street. There is approximately 110 feet between the residential/commercial driveway and the crosswalk along Los Gatos Boulevard and 175 feet between the basement residential driveway and the crosswalk along Los Gatos Boulevard. This is enough for four vehicles and seven vehicles to queue along westbound C5 Street without extending onto Los Gatos Boulevard. The inbound trips along C5 Street from Los Gatos Boulevard are estimated to be 74 trips during the PM peak hour, which equates to approximately, on average, one vehicle arriving every 49 seconds. An analysis of driveway operations shows that left-turn traffic into the Block E garage would face minimal delays (less than 10 seconds) and result in a queue of no more than one vehicle along westbound C5 Street. Thus, the Block E garage entrances on C5 Street would not lead to queuing that extends back to Los Gatos Boulevard.

Truck Access and Circulation

Loading Operations

According to the Town of Los Gatos Zoning Code, commercial buildings having a floor area of 10,000 square feet or more should provide at a minimum one off-street loading space, plus one additional loading space for each 20,000 square feet of floor area. Loading spaces should be a minimum of 10 feet wide by 30 feet long and 15 feet high. The retail/commercial uses on-site each total less than 10,000 square feet in separate buildings: Building E (7,800 s.f.), Building I (4,800 s.f.), and Red Barn Replica (2,400 s.f.). The site plan shows the project would provide one enclosed commercial loading space near the southwest corner of Building E. The commercial loading space is accessible from D4 Street. The site plan indicates that the commercial loading space would measure 10 feet wide by 30 feet long and 15 feet high, meeting the minimum dimensions and loading space requirements of the Town's Zoning Code.

Garbage Collection

Garbage collection for the proposed townhomes will occur on internal streets. Garbage collection for the affordable housing building (Building G) will occur on 5th Street. A garbage staging area is provided along the curb near the intersection of 5th Street and N Turner Street. Three waste collection rooms are shown on the site plan for Building E. The site plan shows a waste staging room near the northeast corner of Building E. Trash bins in the waste collection rooms will need to be wheeled to the waste staging room prior to garbage collection days. A 40-foot long waste loading zone is shown near the northeast corner of Building E, accessible from C5 Street. The extended length of this designated pull out space would prevent garbage collection vehicles from blocking traffic in the adjacent through travel lane.

Emergency Vehicle Access

Emergency vehicle access to the Phase II site is provided via N. Turner Street, C1 Street, and C5 Street. The network of internal streets all measure at least 20 feet in width, providing adequate access for emergency vehicles. The site plan shows that all sides of project buildings are within 150 feet of a fire access road.

Parking

Vehicle Parking

Vehicle parking was evaluated based on the State Density Bonus Law for residential (multi-family and townhomes) parking and the parking requirements set forth in the North 40 Specific Plan for affordable housing and commercial parking. According to the State Density Bonus Law, the Town shall not require a vehicular parking ratio that is greater than one on-site parking space for zero-to-one-bedroom units, one and one-half on-site parking spaces for two-to-three-bedroom units, and two and one-half on-site parking spaces for four or more bedrooms. These parking ratios are inclusive of parking for persons with disabilities and guest parking. The North 40 Specific Plan stipulates that affordable housing units should provide .5 spaces and .5 guest spaces per unit. Commercial/retail uses should provide parking as required by the number of parking spaces in the downtown as required within Division 4 of the Zoning Ordinance. The Town requires one parking space per 300 square feet of floor area for retail and commercial uses downtown.

Based on the above requirements, the project would be required to provide 672 parking spaces, with the townhomes requiring 243 parking spaces, the multi-family residential (Block E) requiring 311 parking spaces, the affordable housing (Block G) requiring 68 parking spaces, and the commercial uses requiring 50 parking spaces (see Table 12).

A total of 784 parking spaces would be provided on the Phase II site. The project would provide enough parking spaces to meet the Town's requirements. Parking for townhomes will be attached on the ground level of each unit. Each townhome would provide 2 parking spaces in an attached garage. Forty-four guest parking spaces for the townhomes would be provided throughout the site. Sixty-eight parking spaces will be provided for the affordable housing units. Spaces assigned to residents of the affordable housing building will be reserved with signage and marked. The remaining spaces allocated for the affordable housing building could be used for resident or guest parking. The multi-family housing building will provide 313 parking spaces within the Level 1 and basement level garage. Twenty-six guest parking spaces for the multi-family housing building are provided within the parking garage and along D4 Street. The Block E building parking garage will also provide 26 parking spaces in Level 1 for retail/commercial uses. Additionally, 24 surface parking spaces are provided for retail/commercial use and are located in a surface lot adjacent in Block I and on North Turner Street near the Red Barn replica. The site will also provide 29 unassigned spaces along N. Turner Street, 5th Street, and the

Block I surface lot. These spaces could be used for visitor parking or guest parking and should be time limited to discourage long-term resident parking. The project complies with all Building Code and ADA requirements, including Green Building Code for accessible stalls and EV parking requirements.

Table 12
Parking Requirement

	Size		Requirement[1]		
Townhomes	**127**	**d.u.**			**243**
2-bedroom	*34*	*d.u.*	*1.5*	*per d.u.*	*51*
3-bedroom	*41*	*d.u.*	*1.5*	*per d.u.*	*61.5*
4-bedroom	*52*	*d.u.*	*2.5*	*per d.u.*	*130*
Multi-Family	**255**	**d.u.**			**311**
Studio	*13*	*d.u.*	*1*	*per d.u.*	*13*
1-bedroom	*130*	*d.u.*	*1*	*per d.u.*	*130*
2-bedroom	*107*	*d.u.*	*1.5*	*per d.u.*	*160.5*
3-bedroom	*5*	*d.u.*	*1.5*	*per d.u.*	*7.5*
Commercial/Retail	15,014	s.f.	1	per 300 s.f	**50**
Affordable Housing	68	d.u.	1	per d.u.	**68**
Sitewide Required Parking					**672**

Notes:

[1] Maximum requirement the Town can impose based on State Density Bonus Law.

Bicycle Parking

The Town of Los Gatos has adopted objective design standards for multi-family and mixed-use developments. The standards state that each dwelling unit should provide at least one long-term bicycle parking space and one short-term bicycle parking space. Townhomes with an enclosed garage are exempt from providing a long-term parking space. Non-residential uses should provide at least one short-term parking space per 2,000 square feet.

Based on the objective design standards, the project should provide at least 255 long-term spaces for the multi-family building (Block E) and 68 long-term spaces for the affordable housing building (Block G). Additionally, the project should provide 428 short-term parking spaces (255 for the multi-family building, 68 for the affordable housing building, 127 for the townhomes, and 8 for the retail/commercial uses).

The project plans show a bicycle storage room with 255 long-term spaces on the ground level of Building E, located near the residential lobby along Los Gatos Boulevard. Similarly, the plans show a long-term parking for 68 bicycles within a storage room on the ground level of the affordable housing building. The project plans indicate that a total of 186 short-term bicycle parking spaces would be provided throughout the project site. The proposed long-term bicycle parking meets the Town's design standard. The project will request a concession to reduce the number of required short-term bicycle spaces. With the concession, the project would comply with the required number of short-term parking spaces.

Effects on Pedestrian and Bicycle Facilities

Pedestrian Site Access

A network of sidewalks is present along the streets in the vicinity of the project site, including along the west side of Los Gatos Boulevard adjacent to the project site. Burton Road is generally without sidewalks except for a short segment (approximately 170 feet long) on the north side of the street near Los Gatos Boulevard, where a sidewalk has been constructed adjacent to a commercial building. Crosswalks are present along the west, north, and east legs of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection. Crosswalks are present along all legs of the Los Gatos Boulevard/Walker Street intersection and the Los Gatos Boulevard/Lark Avenue intersection. The project would not interfere with or conflict with the existing pedestrian facilities.

Truncated domes are the standard design requirement for detectable warnings, which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The Los Gatos Boulevard/Samaritan Drive/Burton Road intersection is missing truncated domes at the northwest and southwest corners. All corners of the Los Gatos Boulevard/Walker Street intersections have truncated domes.

Sidewalks are present along the Los Gatos Boulevard project frontage. The project would reconstruct the sidewalk along the Los Gatos project frontage to provide a 10-foot-wide multi-use path. The project would construct a complete network of sidewalks within the project site, connecting Los Gatos Boulevard to commercial and residential uses on site. Major north-south sidewalks within the project site are provided along both sides of N. Turner Street and both sides of D4 Street. A multi-use path will be constructed along the west side of N. Turner Street that will connect with the path that was constructed along Bartlett Street in Phase I. At C-5 Street, the multi-use path will shift to the east side of N. Turner Street and extend northwards to the property line at Burton Road. The project would also include a multi-use path along the north side of C5 Street that would connect the paths on Los Gatos Boulevard and N. Turner Street. Major east-west sidewalks within the project site are provided along the north side of C1 Street, both sides of C5 Street, and an east-west paseo running along the south side of the E1 building and the south side of the meadow. An additional east-west mid-block crossing would be provided between the H1 and H2 buildings and the west side of the E1 building. The project also would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others.

The retail/commercial uses are located within Block E and Block I, which are the closest to Los Gatos Boulevard. The east-west paseo provides a walkway that connects Los Gatos Boulevard to the retail/commercial uses, as well as the meadow. The entrance to the multi-family building at Block E is also accessible from the sidewalk on Los Gatos Boulevard. The remaining residential uses (affordable housing and townhomes) are all accessible using internal sidewalks and walkways within the project site.

Bicycle Site Access

Class II striped bike lanes are present on Los Gatos Boulevard, south of Lark Avenue, on Samaritan Drive, and on Lark Avenue, west of SR-17. A multi-use path is present on the north side of Lark Avenue, between SR-17 and Los Gatos Boulevard and along the Phase I frontage on the west side of Los Gatos Boulevard.

The Town's Bicycle and Pedestrian Master Plan 2020 Update includes the following improvements:

- Upgrade existing Class II bike lanes on Lark Avenue to Class IV bike path
- Install Class IV bikeway on Los Gatos Boulevard, between Town limits and Shannon Road

The Town's 2040 General Plan includes the following improvements:

- Class II bike lanes on Los Gatos Boulevard, between Town limits and Lark Avenue
- Class IV bike path on Los Gatos Boulevard between Lark Avenue and Shannon Road
- Sharrows and Class III bike route on Camino Del Sol
- Sharrows and Class III bike route on Gateway Drive
- Sharrows and Class III bike route on Carlton Avenue

The installation of a Class IV bikeway along Los Gatos Boulevard would improve bicyclist safety for those traveling along Los Gatos Boulevard and could encourage additional bicycle riders that would otherwise be unwilling to ride their bicycle as a mode of transportation. The project would not interfere with or conflict with the existing or planned bicycle facilities.

The project would construct a multi-use path along its frontage on Los Gatos Boulevard. Additionally, the project would construct a multi-use path along N. Turner Street that could eventually connect to a future bicycle facility on Burton Road. The project would also include a multi-use path along the north side of C5 Street that would connect the paths on Los Gatos Boulevard and N. Turner Street.

Short-term bicycle racks would be provided throughout the project site. Most of the short-term bicycle racks would be located conveniently near building entrances along Los Gatos Boulevard, D4 Street, and the Paseo. The project site would provide 186 short-term bicycle parking spaces through the site.

Long-term bicycle storage would be provided in bicycle storage rooms for the apartment and affordable housing uses. The project site would provide 255 long-term bicycle parking spaces on the ground level of Block E for the apartment building and 68 long-term bicycle parking spaces on the ground level of Block G for the affordable housing units. Long-term bicycle parking for townhomes would take place in each individual unit.

Effects on Transit Services

The project site is directly served by Route 27 on Los Gatos Boulevard. Route 61 also operates nearby on Samaritan Drive. The bus stop closest to the project site is located just north of the project frontage on Los Gatos Boulevard. This bus stop serves southbound Route 27. The closest stop for the northbound direction on Route 27 is located on Los Gatos Boulevard near Walker Street. There is also a bus stop for Routes 27 and 61 on Samaritan Drive near National Avenue. The project would not interfere with or conflict with these transit facilities.

The project would provide pedestrian pathways that connect building entrances to Los Gatos Boulevard. In order to access the Route 27/61 bus stop on Samaritan Drive, residents and employees of the North 40 Phase II Plan area would have to walk north along the west side of Los Gatos Boulevard and then at the Burton Road intersection, navigate three crosswalks (the west leg, north leg, and east leg) to reach the south side of Samaritan Drive. The lack of a crosswalk on the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection would add about 300 feet to the walking distance to this bus stop.

> **Recommendation:** A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities. The Town may choose to collect funding for this improvement but defer its implementation to coincide with future Burton Road improvements expected when the adjacent properties redevelop since it could affect the location and design of a new crosswalk on the south leg.

The increased development density that would be constructed as part of the North 40 Phase II development would potentially generate and support higher transit ridership, which is consistent with the Town's adopted plans and policies that emphasize the reduction in vehicle miles traveled and promote multi-family housing and mixed-use developments with housing near transit stops (2040 General Plan MOB-6.2).

Collision Analysis

Collision data in the study area for the last 10 years was reviewed for any unusual patterns. Collision data was taken from the Statewide Integrated Traffic Records System (SWITRS), which is a database that collects data gathered from a collision scene. Collision data was reviewed for the Los Gatos Boulevard and Lark Avenue corridors in the study area. The collision data is provided in Appendix H.

Within the last 10 years, several collisions have occurred along Los Gatos Boulevard. All of the reported collisions along the Los Gatos Boulevard corridor in the last 10 years were isolated incidents at different locations, providing no indication of a pattern. It should be noted that there have been at least five broadside collisions along the project frontage. The project would construct a raised median, which would eliminate the ability for left turns along the Los Gatos Boulevard project frontage, reducing the likelihood for broadside collisions related to vehicles turning left from a site on either side of Los Gatos Boulevard.

Within the last 10 years, several collisions have occurred along Lark Avenue. All of the reported collisions along the Lark Avenue corridor in the last 10 years were isolated incidents at different locations, providing no indication of a pattern. It should be noted that there have been at least three collisions involving bicyclists. The recent bike lane installation along Lark Avenue is beneficial for increasing bicyclist safety along the Lark Avenue corridor.

Other Transportation Considerations

Terreno De Flores Lane Access

Consistent with the street improvements identified in the North 40 Specific Plan, the project would construct a median on Los Gatos Boulevard that would limit access to the project site at C1 Street and C5 Street to right-in and right-out only. Additionally, Terreno De Flores Lane, which is an unsignalized cul-de-sac street that extends eastward from Los Gatos Boulevard, would also be limited to right-in right-out only.

A level of service analysis was completed to evaluate the potential to provide for inbound left-turn movements turning onto Terreno De Flores Lane. Demand for southbound left turns onto Terreno De Flores Lane was estimated based on the existing land uses accessing this street (8 multi-family units, 14 single-family homes, and a 65-bed nursing home). The pending development at 14926 Los Gatos Boulevard (3,000 s.f. commercial and 5 d.u.) was assumed only for cumulative conditions. Additionally, it is assumed that project trips exiting C5 Street that would have made a U-turn at Walker Street would make a U-turn at Terreno De Flores Lane instead. Under existing and background conditions, it was estimated that 50 AM peak-hour trips and 44 PM peak-hour trips would turn left from southbound Los Gatos Boulevard onto Terreno De Flores Lane or make a U-turn. Because cumulative conditions assume a connection from N. Turner Street to Burton Road, the Phase II project trips bound for northbound Los Gatos Boulevard that would have turned right from C5 Street would instead divert to turn left onto Los Gatos Boulevard from Burton Road. Thus, the Phase II project wouldn't add any U-turn vehicles to southbound Los Gatos Boulevard at Terreno De Flores Lane. Under cumulative conditions, it was estimated that 13 AM peak-hour trips and 22 PM peak-hour trips would turn left from Los Gatos Boulevard onto Terreno De Flores Lane.

Table 13 summarizes the average delay and level of service for the unsignalized left-turn/U-turn movements on Los Gatos Boulevard at Terreno De Flores Lane. Los Gatos Boulevard carries moderate volume in the northbound during the peak hours. Vehicles could easily find a gap in traffic to turn left onto Terreno De Flores Lane, similar to existing conditions. The analysis shows the unsignalized left-turn/U-turn movement would have delay corresponding to LOS B.

Table 13
Level of Service Analysis for Unsignalized Left Turns on Los Gatos Boulevard

				Existing Conditions with Project		Background Conditions with Project		Cumulative Conditions with Project	
Study #	Intersection	Movement	Peak Hour	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
B1	Los Gatos Boulevard & Terreno De Flores Lane	SBL	AM	10.2	B	10.8	B	11.0	B
			PM	12.0	B	13.1	B	13.2	B

Note:
Average Delay reported is for the movement (left-turn) specified above.

If southbound left turns were allowed onto Terreno De Flores Lane, all project trips exiting C5 Street that would have made a U-turn at Walker Street would make a U-turn at Terreno De Flores Lane instead. The potential queue spillover previously identified in the queuing analysis for the southbound U-turn at Walker Street would be resolved by providing a U-turn option at Terreno De Flores Lane.

A median opening to allow left turns onto Terreno De Flores Lane could be considered, as traffic volumes are low and adequate turn pocket queue space could be provided. However, the Town should consider additional factors beyond vehicle delay, level of service, and queuing. A median opening could potentially conflict with the Town's long-term goals of installing a Class IV bikeway along Los Gatos Boulevard. Future bicyclists would need to exercise more caution with additional vehicular movements at the protected bikeway break at Terreno De Flores Lane. Furthermore, allowing left-turns and U-turns at an uncontrolled intersection could increase the likelihood of broadside vehicle collisions compared with the same movements at a signalized intersection. Therefore, it is not recommended to install a median opening to allow left-turns onto Terreno De Flores Lane.

Cut Through Evaluation

The project would construct a network of internal streets. Cut through traffic from Los Gatos Boulevard or Lark Avenue through the North 40 Specific Plan area is expected to be minimal. The project does not propose connecting C1 Street to N. Turner Street. C5 Street would be connected to N. Turner Street, which extends southward through the Phase I development to Lark Avenue. However, due to the orientation of N. Turner Street (extending northwest-southeast), drivers and modern GPS applications would be unlikely to recommend using C5 Street to access Phase I of the North 40 site or Lark Avenue. Additionally, speeds within the Phase II site would be low (25mph or lower). The speed limit along Los Gatos Boulevard is 35 mph and would be quicker than using C5 Street and Turner Street as a cut-through route. The approximate travel distance using Los Gatos Boulevard and Lark Avenue would be 2,275 feet versus 2,600 feet using C5 Street and Turner Street. Internal stop signs (if added) would further increase travel time within the Phase II site. If noticeable cut-through traffic is observed after project opening, speed humps could be installed on Plan area streets to discourage cut-through traffic from drivers diverting from Los Gatos Boulevard and Lark Avenue.

5. Recommended Project Improvements

This chapter summarizes the improvements recommended to address adverse effects to intersection level of service and vehicle queuing conditions at study intersections.

Recommended Roadway Improvements

- Los Gatos Boulevard/Samaritan Drive/Burton Road: Contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR.
- Los Gatos Boulevard/Samaritan Drive/Burton Road: Extend the northbound left-turn pocket length on Los Gatos Boulevard. The northbound left-turn pocket should be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street.
- Los Gatos Boulevard/Walker Street: Extend the southbound left-turn (U-turn) lane to provide at least 150 feet of storage space by modifying the existing landscaped median.
- Accommodate a Future Connection to Burton Road: While the project does not propose a connection to Burton Road, the project is designed to allow for a future connection should the Town desire to make the connection. The westernmost portion of Burton Road directly adjacent to the project site is privately owned. Improvements to this segment of Burton Road and a connection to N. Turner Street could occur when the other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road. The project can function adequately without the Burton Road connection with the recommended improvements to extend turn lane storage on Los Gatos Boulevard.

In addition to the roadway improvements, Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Street trees and other landscaping plants along Los Gatos Boulevard and all internal streets should be maintained so that the view of drivers exiting the project site or internal driveways are not obstructed.
- “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes.
- Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street.
- Stop signs should be posted at internal intersections, as listed on pages 56-57.

- For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.
- Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.
- A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities.

Fair Share Calculations

The project should make a fair share contribution to the improvements that were identified to address substandard levels of service or resolve queuing deficiencies.

Los Gatos Boulevard/Samaritian Drive/Burton Road

Extend Northbound Left-Turn Lane

The project will add trips to the northbound left-turn (U-turn) movement. Under existing conditions, the addition of project trips will cause the northbound left-turn storage length to exceed its capacity. Since the left-turn storage length does not exceed capacity under existing conditions, the project should install this improvement as part of the project or fund 100 percent of the cost of this improvement.

Install Third Northbound Through Lane

Under cumulative conditions, the project will add trips to the intersection, which would operate at an unacceptable LOS E during the PM peak hour without the project. The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose.

Eastbound Burton Road Traffic Signal Improvements

The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR. The project would add 167 trips to the intersection. Other pending developments in the vicinity would add 563 trips to the intersection during the PM peak hour under cumulative conditions. Therefore, the project's fair share would be 22.9 percent [167/(167+563)] of the cost of this improvement.

Los Gatos Boulevard/Walker Street

The project will add trips to the southbound left-turn (U-turn) movement. Under existing conditions, the addition of project trips will cause the southbound left-turn storage length to exceed capacity. Since the left-turn storage length does not exceed capacity under existing conditions, the project should install this improvement as part of the project or fund 100 percent of the cost of this improvement.

Connection to Burton Road

The North 40 Specific Plan identifies a connection between N. Turner Street and Burton Road. The Phase II project is protected by the Housing Accountability Act, which overrides the Specific Plan. However, to advance the Town's connectivity goals, the applicant has volunteered to dedicate property, which the applicant understands will be memorialized as a condition of approval, to facilitate a future

connection and has demonstrated the feasibility of the Town or a third-party making this connection in the future. When the future Burton Road connection is implemented, the project would add 55 PM peak hour trips to the Turner/Burton intersection. Other approved and pending developments in the vicinity would add 48 trips to the Turner/Burton intersection during the PM peak hour under cumulative conditions. The project-generated traffic would represent approximately 53.4% [55/(55+48)] of the PM peak hour traffic under cumulative conditions at the Turner/Burton intersection.

North 40 Phase II Master Plan
Transportation Analysis

Technical Appendices

Appendix A

North 40 Trip Generation and Development Consistency

North 40 Trip Generation Analysis

Land Use	Size	Daily Trips	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Total North 40 Trip Generation (from North 40 Specific Plan EIR)								
Alternative A		15,757	422	263	685	690	836	1,526
Alternative B		15,500	229	240	469	761	727	1,488
Maximum of Alternative A & B		**15,757**	**422**	**263**	**685**	**690**	**836**	**1,526**
Approved Phase I Land Uses								
Single-Family Detached Housing[1]	83 d.u.	850	16	47	63	52	31	83
Residential & Retail Reduction[3]		*-128*	*-2*	*-4*	*-6*	*-8*	*-5*	*-13*
		722	**14**	**43**	**57**	**44**	**26**	**70**
Apartments and Townhomes[2]	187 d.u.	846	16	55	71	45	28	73
Residential & Retail Reduction[3]		*-127*	*-3*	*-5*	*-8*	*-7*	*-4*	*-11*
		719	**13**	**50**	**63**	**38**	**24**	**62**
Affordable Senior Housing[4]	50 d.u.	169	3	7	10	7	6	13
Residential & Retail Reduction[3]		*-25*	*0*	*-1*	*-1*	*-1*	*-1*	*-2*
		144	**3**	**6**	**9**	**6**	**5**	**11**
Commerical/Retail[5]	57,500 s.f.	3,882	61	38	99	146	152	298
Residential & Retail Reduction[3]		*-280*	*-9*	*-6*	*-15*	*-10*	*-16*	*-26*
Passby Reduction[6]		*-68*	*-13*	*-8*	*-21*	*-34*	*-34*	*-68*
		3,534	**39**	**24**	**63**	**102**	**102**	**204**
Total Phase I Project Trips		**4,397**	**55**	**80**	**135**	**146**	**131**	**277**
Phase II Trip Allowance (Total - Phase I)		**11,360**	**367**	**183**	**550**	**544**	**705**	**1,249**
Proposed Phase II Trips		**2,968**	**66**	**159**	**225**	**162**	**122**	**284**
Remaining Trip Allowance after Phase II		**8,392**	**301**	**24**	**325**	**382**	**583**	**965**
Remaining North 40 Specific Plan Development (Pending and Anticipated)								
14849 Los Gatos Boulevard (Housing & Retail)[7]		(944)	(31)	(44)	(75)	(64)	(53)	(117)
Housing	*117 d.u*							
Retail	*19,600 s.f.*							
North 40 Undeveloped Sites without an Application[8]		(468)	(9)	(29)	(38)	(24)	(16)	(40)
16245 Burton Road	*50 d.u*							
16240 Burton Road	*7 d.u*							
16210 Burton Road & 14831 Los Gatos Boulevard	*23 d.u*							
14823 Los Gatos Boulevard	*10 d.u*							
Remaining Trip Allowance at Buildout of Plan Area		**6,980**	**261**	**(49)**	**212**	**294**	**514**	**808**

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

d.u. = dwelling units; s.f. = square feet

Notes:

[1] Residential trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Single-Family Detached Housing (Land Use Code 210).

[2] Residential trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Multifamily Housing (Mid-Rise) (Land Use Code 221).

[3] The following trip reductions are prescribed by the VTA *Transportation Impact Analysis Guidelines* (October 2014).
Mixed-Used Development Project
with residential and retail components - 15% off the smaller trip generator

[4] Residential trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Senior Adult Housing (Multifamily) (Land Use Code 252).

[5] Commercial/Retail trip generation based on the average rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Shopping Plaza 40k-150k (Land Use Code 821).

[6] As prescribed by the *Transportation Impact Analysis Guidelines* from VTA (October 2014), a pass-by reduction of 25 percent was taken from retail trip generation.

[7] Project Size based on Preliminary Application found on the Town's Pending Project List (May 2024)

[8] Project sizes estimated by Town of Los Gatos staff based on estimated number of units on each site in the Town's Housing Element

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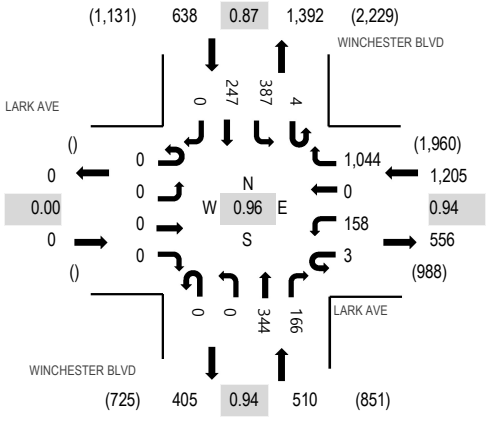
Appendix B

Traffic Counts

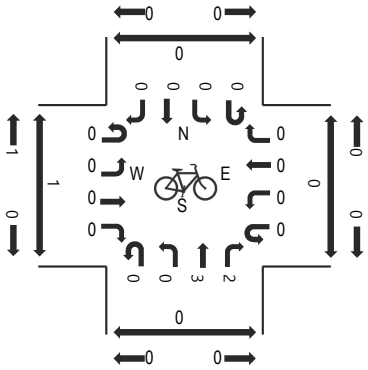
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

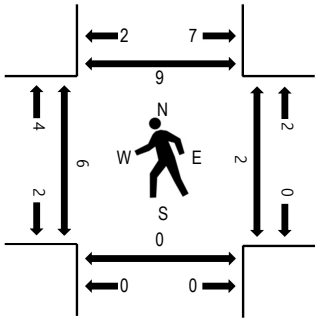
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	16	0	101	0	0	31	22	0	58	31	0	259	1,589	1	0	0	1
7:15 AM	0	0	0	0	0	32	0	120	0	0	51	22	0	56	37	0	318	1,895	2	0	0	0
7:30 AM	0	0	0	0	0	33	0	164	0	0	63	37	0	82	38	0	417	2,188	0	0	0	0
7:45 AM	0	0	0	0	0	55	0	234	0	0	73	42	0	113	78	0	595	2,337	0	1	0	0
8:00 AM	0	0	0	0	0	50	0	230	0	0	93	43	0	91	58	0	565	2,353	2	1	0	4
8:15 AM	0	0	0	0	0	43	0	275	0	0	97	36	2	95	63	0	611		0	0	0	1
8:30 AM	0	0	0	0	1	24	0	261	0	0	72	40	0	98	70	0	566		1	1	0	0
8:45 AM	0	0	0	0	2	41	0	278	0	0	82	47	2	103	56	0	611		3	0	0	4

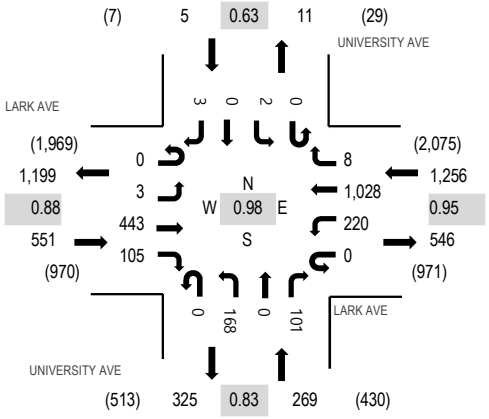
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	3	153	0	1,036	0	0	334	166	4	379	240	0	2,315
Mediums	0	0	0	0	0	5	0	7	0	0	10	0	0	8	7	0	37
Total	0	0	0	0	3	158	0	1,044	0	0	344	166	4	387	247	0	2,353

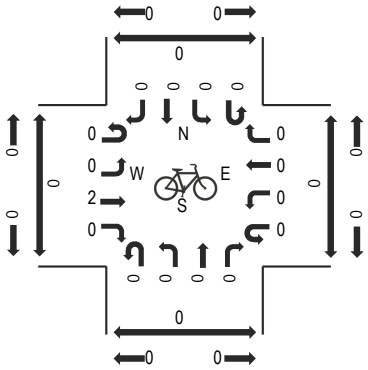
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 UNIVERSITY AVE & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

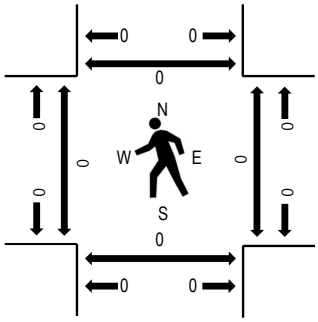
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	69	12	0	15	110	2	0	9	0	15	0	0	0	0	232	1,401	0	0	1	0
7:15 AM	0	0	56	10	0	36	138	5	0	25	1	16	0	0	0	0	287	1,679	0	0	0	0
7:30 AM	0	0	98	14	0	31	173	4	0	30	1	22	0	0	1	0	374	1,921	0	0	1	0
7:45 AM	0	0	134	26	1	43	257	4	0	27	1	14	0	0	0	1	508	2,056	0	0	1	0
8:00 AM	0	0	99	29	0	63	253	5	0	34	0	26	0	0	0	1	510	2,081	0	0	0	0
8:15 AM	0	1	106	22	0	54	278	0	0	39	0	28	0	1	0	0	529		0	0	0	0
8:30 AM	0	0	119	25	0	53	228	1	0	51	0	30	0	0	0	2	509		0	0	0	0
8:45 AM	0	2	119	29	0	50	269	2	0	44	0	17	0	1	0	0	533		0	0	0	0

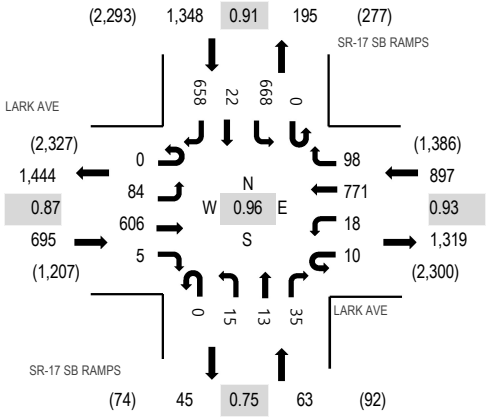
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	3	436	104	0	219	1,015	8	0	168	0	100	0	2	0	3	2,058
Mediums	0	0	7	1	0	1	12	0	0	0	0	1	0	0	0	0	22
Total	0	3	443	105	0	220	1,028	8	0	168	0	101	0	2	0	3	2,081

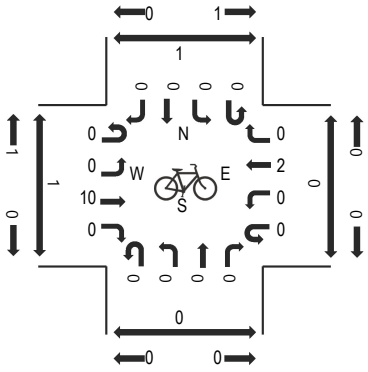
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR-17 SB RAMPS & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

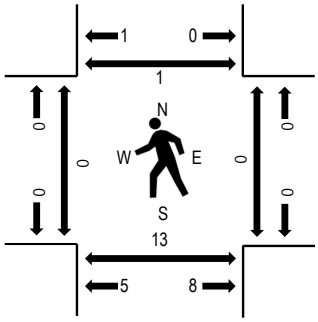
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 SB RAMPS Northbound				SR-17 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	89	0	1	2	67	5	0	1	0	1	0	95	4	62	331	2,035	0	0	0	0
7:15 AM	0	6	78	1	2	3	73	17	0	4	1	7	0	96	4	95	387	2,466	0	0	0	0
7:30 AM	0	9	132	1	4	3	106	12	0	3	0	5	0	146	1	117	539	2,854	0	0	0	0
7:45 AM	0	19	179	2	1	2	182	33	0	1	0	16	0	198	4	141	778	3,003	0	0	3	0
8:00 AM	0	36	145	0	2	7	197	21	0	4	11	6	0	147	8	178	762	2,943	0	0	6	0
8:15 AM	0	16	131	0	2	6	207	25	0	8	1	7	0	192	4	176	775		0	0	3	1
8:30 AM	0	13	151	3	5	3	185	19	0	2	1	6	0	131	6	163	688		0	0	1	0
8:45 AM	0	9	180	3	0	4	171	19	0	3	0	4	0	141	3	181	718		0	0	1	0

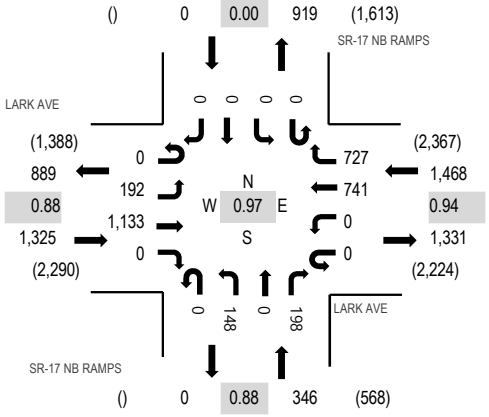
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	5	0	0	8
Lights	0	84	596	5	10	18	761	95	0	15	13	35	0	642	22	651	2,947
Mediums	0	0	8	0	0	0	9	3	0	0	0	0	0	21	0	7	48
Total	0	84	606	5	10	18	771	98	0	15	13	35	0	668	22	658	3,003

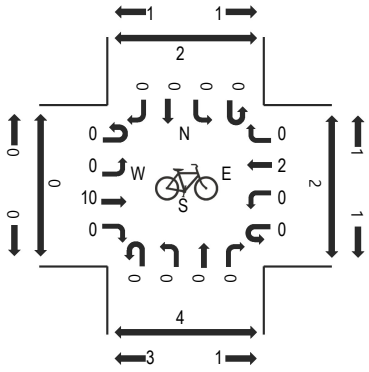
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SR-17 NB RAMPS & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

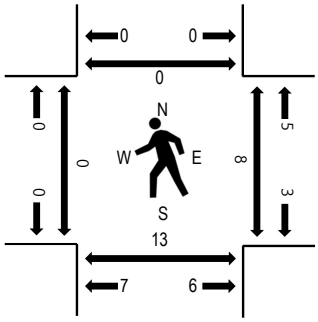
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 NB RAMPS Northbound				SR-17 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	37	141	0	0	0	54	82	0	21	0	26	0	0	0	0	361	2,222	0	0	0	0
7:15 AM	0	46	149	0	0	0	76	111	0	20	0	26	0	0	0	0	428	2,637	0	1	2	0
7:30 AM	1	57	227	0	0	0	116	179	0	24	0	23	0	0	0	0	627	3,021	0	0	0	0
7:45 AM	0	45	333	0	0	0	177	168	0	33	0	50	0	0	0	0	806	3,139	0	0	2	0
8:00 AM	0	47	269	0	0	0	195	188	0	30	0	47	0	0	0	0	776	3,003	0	4	4	0
8:15 AM	0	44	281	0	0	0	201	188	0	43	0	55	0	0	0	0	812		0	0	3	0
8:30 AM	0	56	250	0	0	0	168	183	0	42	0	46	0	0	0	0	745		0	4	4	0
8:45 AM	2	44	261	0	0	0	144	137	0	41	1	40	0	0	0	0	670		0	2	2	0

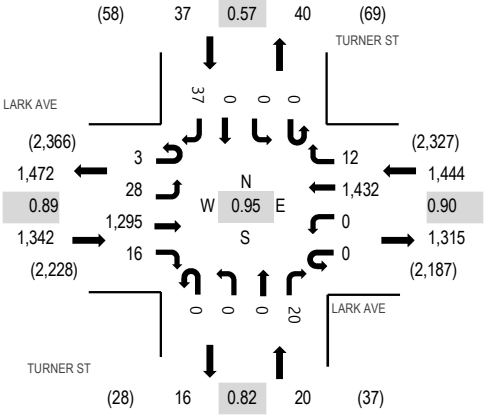
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	6	0	0	0	0	4	0	1	0	1	0	0	0	0	13
Lights	0	188	1,101	0	0	0	730	714	0	147	0	196	0	0	0	0	3,076
Mediums	0	3	26	0	0	0	11	9	0	0	0	1	0	0	0	0	50
Total	0	192	1,133	0	0	0	741	727	0	148	0	198	0	0	0	0	3,139

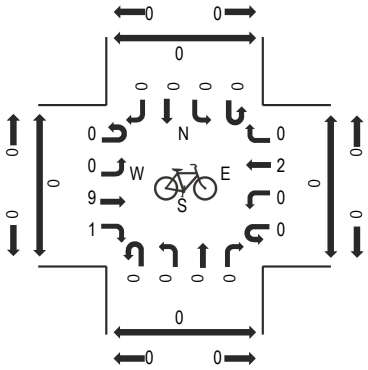
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 TURNER ST & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

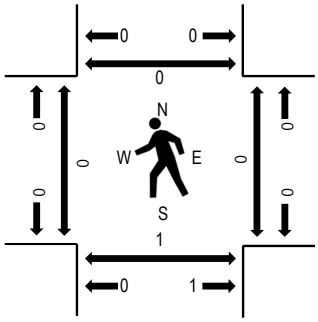
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				TURNER ST Northbound				TURNER ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	158	3	0	0	139	3	0	0	0	4	0	0	0	3	315	1,949	0	0	0	0
7:15 AM	1	3	162	5	0	0	177	2	0	0	0	4	0	0	0	2	356	2,337	0	0	0	0
7:30 AM	0	6	234	2	0	0	294	3	0	0	0	4	0	0	0	9	552	2,726	0	0	1	0
7:45 AM	0	7	370	2	0	0	325	1	0	0	0	2	0	0	0	19	726	2,843	0	0	0	0
8:00 AM	0	7	314	5	0	0	361	1	0	0	0	5	0	0	0	10	703	2,701	0	0	0	0
8:15 AM	1	6	322	6	0	0	392	7	0	0	0	6	0	0	0	5	745		0	0	1	0
8:30 AM	2	8	289	3	0	0	354	3	0	0	0	7	0	0	0	3	669		0	0	0	0
8:45 AM	0	5	300	2	1	0	262	2	0	0	0	5	0	0	0	7	584		0	0	0	0

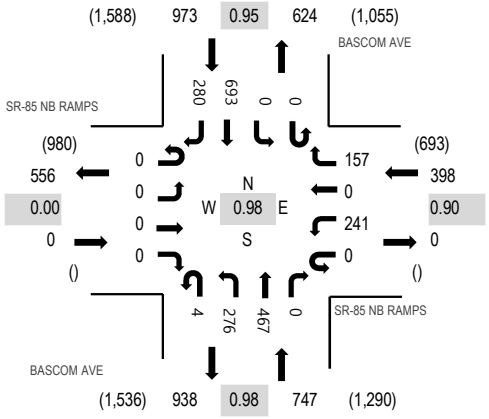
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11
Lights	3	25	1,263	16	0	0	1,411	11	0	0	0	20	0	0	0	35	2,784
Mediums	0	3	25	0	0	0	17	1	0	0	0	0	0	0	0	2	48
Total	3	28	1,295	16	0	0	1,432	12	0	0	0	20	0	0	0	37	2,843

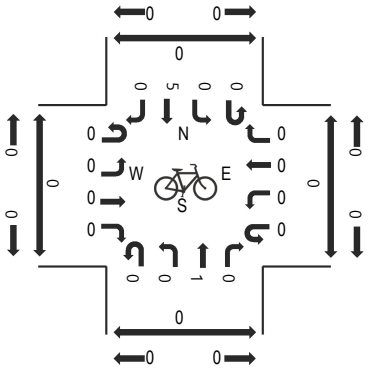
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 BASCOM AVE & SR-85 NB RAMPS AM
Date: Thursday, May 18, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

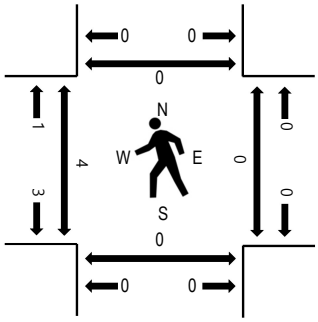
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-85 NB RAMPS Eastbound				SR-85 NB RAMPS Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	44	0	25	1	38	54	0	0	0	66	46	274	1,534	1	0	0	0
7:15 AM	0	0	0	0	0	39	0	21	0	61	74	0	0	0	89	63	347	1,774	0	0	0	0
7:30 AM	0	0	0	0	0	54	0	21	0	50	77	0	0	0	112	59	373	1,964	3	0	0	0
7:45 AM	0	0	0	0	0	63	0	38	0	71	120	0	0	0	171	77	540	2,118	2	0	0	0
8:00 AM	0	0	0	0	0	41	0	34	1	60	123	0	0	0	182	73	514	2,037	1	0	0	0
8:15 AM	0	0	0	0	0	70	0	41	0	70	115	0	0	0	180	61	537		0	0	0	0
8:30 AM	0	0	0	0	0	67	0	44	3	75	109	0	0	0	160	69	527		1	0	0	0
8:45 AM	0	0	0	0	0	53	0	38	2	65	121	0	0	0	138	42	459		1	2	0	0

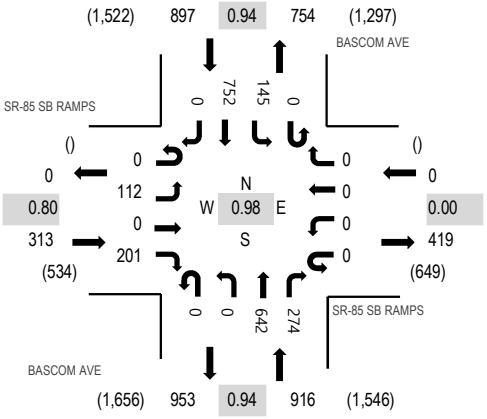
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	4
Lights	0	0	0	0	0	238	0	156	4	272	451	0	0	0	681	276	2,078
Mediums	0	0	0	0	0	2	0	1	0	4	14	0	0	0	11	4	36
Total	0	0	0	0	0	241	0	157	4	276	467	0	0	0	693	280	2,118

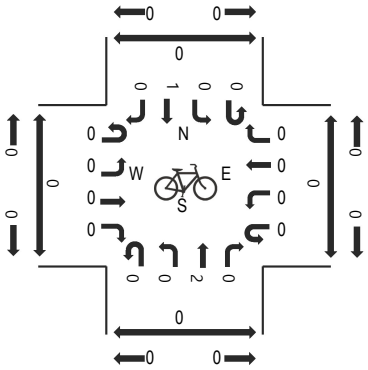
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 BASCOM AVE & SR-85 SB RAMPS AM
Date: Thursday, May 18, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

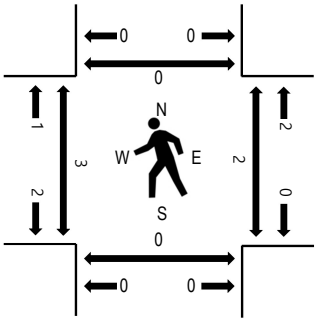
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-85 SB RAMPS Eastbound				SR-85 SB RAMPS Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	0	24	0	0	0	0	0	0	85	39	0	12	97	0	266	1,476	1	0	0	0
7:15 AM	0	19	0	36	0	0	0	0	0	0	115	39	0	12	115	0	336	1,724	1	0	0	0
7:30 AM	0	12	0	32	0	0	0	0	0	0	117	45	0	19	146	0	371	1,932	1	0	0	0
7:45 AM	0	35	0	54	0	0	0	0	0	0	151	39	0	25	199	0	503	2,100	3	0	0	0
8:00 AM	0	25	0	43	0	0	0	0	0	0	163	54	0	60	169	0	514	2,126	1	0	0	0
8:15 AM	0	22	0	55	0	0	0	0	0	0	164	56	0	37	210	0	544		0	0	0	0
8:30 AM	0	32	0	38	0	0	0	0	0	0	159	85	0	23	202	0	539		1	0	0	0
8:45 AM	0	33	0	65	0	0	0	0	0	0	156	79	0	25	171	0	529		1	2	0	0

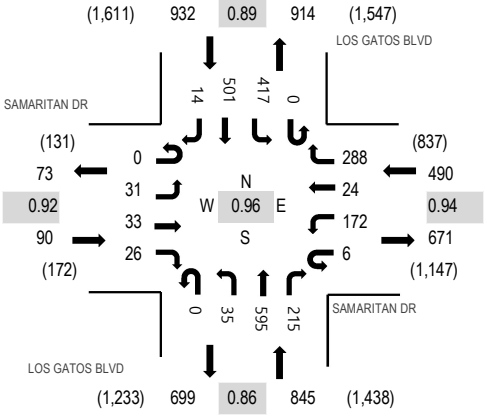
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5
Lights	0	112	0	200	0	0	0	0	0	0	621	271	0	143	739	0	2,086
Mediums	0	0	0	1	0	0	0	0	0	0	19	2	0	2	11	0	35
Total	0	112	0	201	0	0	0	0	0	0	642	274	0	145	752	0	2,126

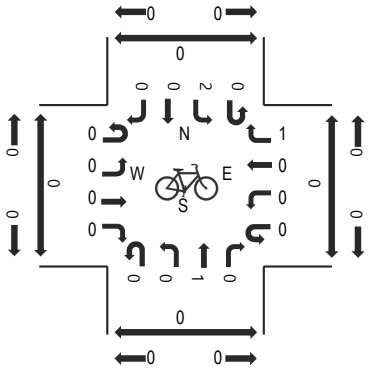
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 LOS GATOS BLVD & SAMARITAN DR AM
Date: Thursday, May 18, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

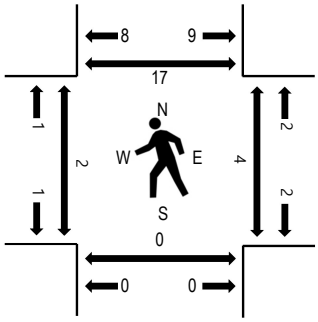
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAMARITAN DR Eastbound				SAMARITAN DR Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	5	2	0	13	4	34	0	4	86	19	0	44	79	0	293	1,701	0	2	0	1
7:15 AM	0	10	8	7	0	19	3	47	0	12	93	30	0	76	76	2	383	1,961	1	0	0	3
7:30 AM	0	5	10	7	0	38	9	50	0	6	112	46	0	67	97	0	447	2,180	1	1	0	2
7:45 AM	0	7	11	7	1	52	9	68	0	9	118	58	0	101	137	0	578	2,322	1	1	0	3
8:00 AM	0	9	10	8	0	46	7	73	0	7	141	61	0	94	94	3	553	2,357	0	1	0	0
8:15 AM	0	7	4	11	1	48	9	78	0	13	128	40	0	119	139	5	602		0	2	0	8
8:30 AM	0	8	12	2	3	38	5	74	0	8	159	42	0	104	131	3	589		1	0	0	6
8:45 AM	0	7	7	5	2	40	3	63	0	7	167	72	0	100	137	3	613		1	1	0	3

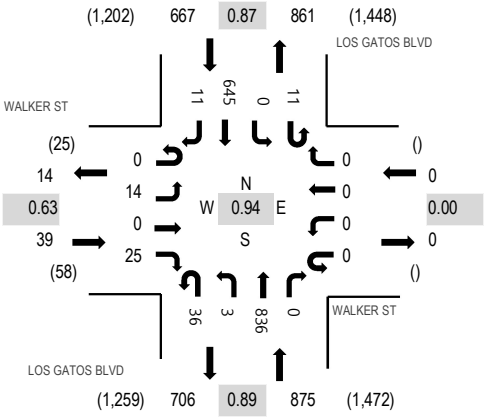
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	0	6
Lights	0	31	33	26	6	168	24	275	0	35	584	207	0	413	492	14	2,308
Mediums	0	0	0	0	0	4	0	12	0	0	10	7	0	4	6	0	43
Total	0	31	33	26	6	172	24	288	0	35	595	215	0	417	501	14	2,357

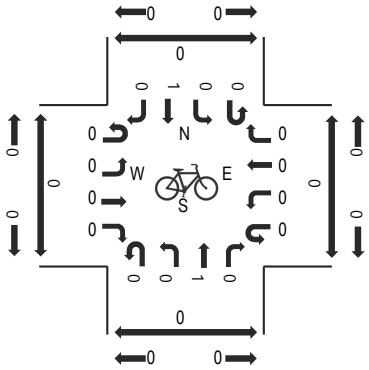
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 LOS GATOS BLVD & WALKER ST AM
Date: Thursday, May 18, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

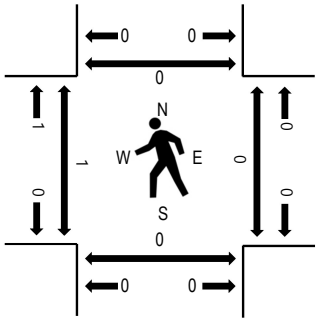
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WALKER ST Eastbound				WALKER ST Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	1	2	103	0	0	0	89	4	200	1,151	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	3	0	150	0	0	0	97	2	255	1,327	2	0	0	0
7:30 AM	0	2	0	2	0	0	0	0	5	0	142	0	1	0	146	2	300	1,452	0	0	0	0
7:45 AM	0	3	0	8	0	0	0	0	5	0	186	0	0	0	193	1	396	1,556	0	0	0	0
8:00 AM	0	7	0	10	0	0	0	0	11	0	200	0	5	0	143	0	376	1,581	0	0	0	0
8:15 AM	0	2	0	4	0	0	0	0	3	2	184	0	3	0	177	5	380		1	0	0	0
8:30 AM	0	3	0	6	0	0	0	0	15	0	230	0	2	0	143	5	404		0	0	0	0
8:45 AM	0	2	0	5	0	0	0	0	7	1	222	0	1	0	182	1	421		0	0	0	0

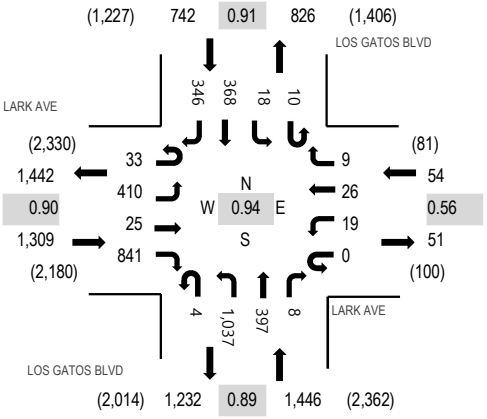
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	7
Lights	0	14	0	21	0	0	0	0	35	3	813	0	11	0	630	9	1,536
Mediums	0	0	0	2	0	0	0	0	1	0	20	0	0	0	13	2	38
Total	0	14	0	25	0	0	0	0	36	3	836	0	11	0	645	11	1,581

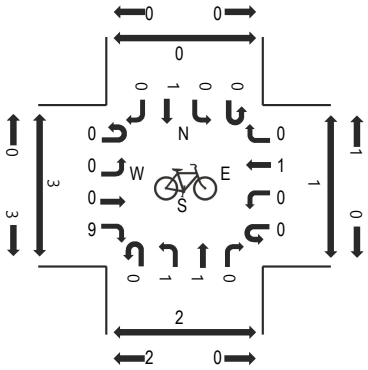
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 LOS GATOS BLVD & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

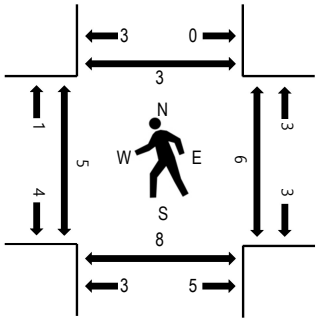
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	49	12	100	0	1	2	3	0	103	52	1	2	5	38	36	407	2,441	1	0	0	0
7:15 AM	6	62	3	89	0	1	2	4	0	136	63	0	0	5	56	36	463	2,902	1	0	0	0
7:30 AM	6	76	4	154	0	2	3	1	0	224	80	0	0	4	66	69	689	3,387	0	1	3	2
7:45 AM	4	96	4	259	0	6	2	3	0	236	68	0	3	2	112	87	882	3,551	0	1	0	0
8:00 AM	10	78	10	222	0	6	5	2	2	255	97	2	3	6	86	84	868	3,409	0	1	2	0
8:15 AM	8	111	7	202	0	5	16	3	2	276	122	4	1	6	93	92	948		1	2	3	2
8:30 AM	11	125	4	158	0	2	3	1	0	270	110	2	3	4	77	83	853		4	2	3	1
8:45 AM	11	106	7	183	0	2	5	1	4	170	78	5	3	3	86	76	740		2	1	2	2

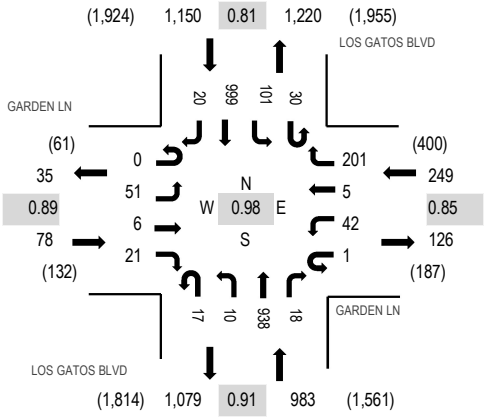
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	7	0	0	0	0	0	4	1	0	0	0	1	0	13
Lights	33	406	24	814	0	19	26	9	4	1,021	384	8	10	18	353	340	3,469
Mediums	0	4	1	20	0	0	0	0	0	12	12	0	0	0	14	6	69
Total	33	410	25	841	0	19	26	9	4	1,037	397	8	10	18	368	346	3,551

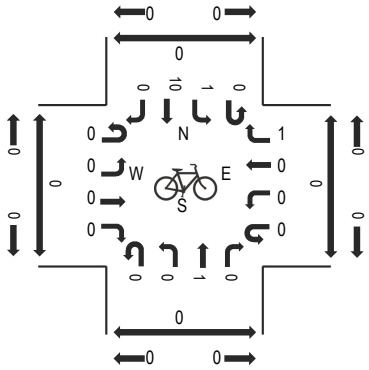
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS GATOS BLVD & GARDEN LN AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

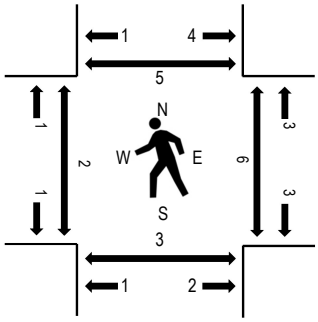
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN LN Eastbound				GARDEN LN Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	0	0	0	4	1	22	1	0	93	0	2	8	112	2	253	1,611	3	1	1	0
7:15 AM	0	9	0	2	0	3	1	21	2	1	120	0	0	14	146	4	323	1,983	0	0	0	2
7:30 AM	0	19	0	0	0	5	2	38	8	1	148	0	2	15	189	4	431	2,278	0	1	1	1
7:45 AM	0	13	2	7	0	8	2	61	1	2	151	0	11	28	315	3	604	2,460	0	2	0	1
8:00 AM	0	14	1	5	0	15	1	57	3	4	266	3	3	25	223	5	625	2,406	0	0	1	2
8:15 AM	0	9	2	3	0	11	1	44	4	4	270	7	10	18	230	5	618		1	2	1	2
8:30 AM	0	15	1	6	1	8	1	39	9	0	251	8	6	30	231	7	613		1	2	1	0
8:45 AM	0	13	0	3	0	8	0	46	10	2	188	4	6	20	242	8	550		1	1	0	2

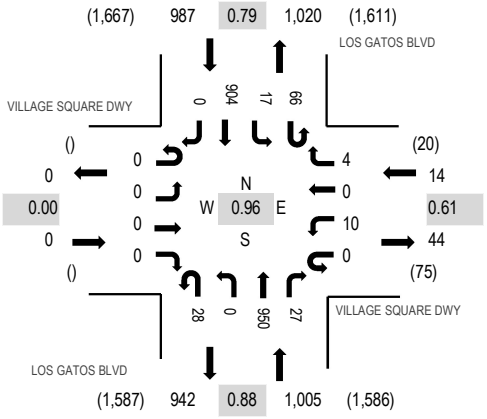
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	51	6	21	1	41	5	201	17	10	920	18	30	98	978	20	2,417
Mediums	0	0	0	0	0	1	0	0	0	0	17	0	0	3	18	0	39
Total	0	51	6	21	1	42	5	201	17	10	938	18	30	101	999	20	2,460

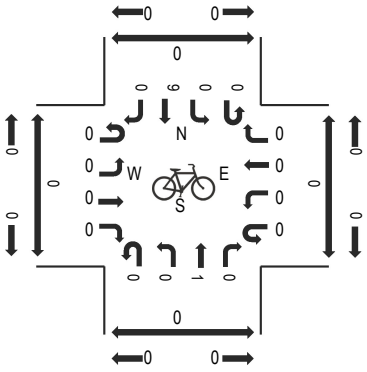
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 LOS GATOS BLVD & VILLAGE SQUARE DWY AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

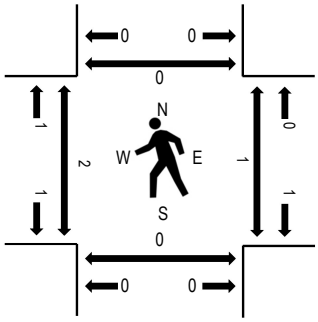
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VILLAGE SQUARE DWY Eastbound				VILLAGE SQUARE DWY Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	0	3	0	100	0	5	2	104	0	215	1,290	3	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	2	0	108	3	9	0	129	0	251	1,599	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	8	0	150	3	12	0	166	0	340	1,862	3	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	3	0	165	4	21	2	288	0	484	2,006	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	0	2	0	284	7	23	3	202	0	524	1,983	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	2	14	0	266	3	11	3	214	0	514		1	1	0	0
8:30 AM	0	0	0	0	0	6	0	1	9	0	235	13	11	9	200	0	484		1	0	0	0
8:45 AM	0	0	0	0	0	4	0	0	2	0	194	8	13	15	225	0	461		2	0	0	2

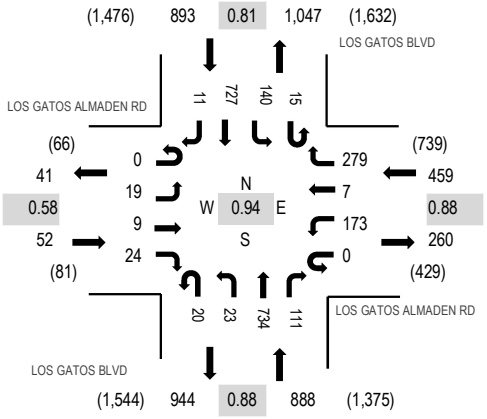
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	0	0	0	0	9	0	4	28	0	929	26	66	16	879	0	1,957
Mediums	0	0	0	0	0	1	0	0	0	0	20	1	0	1	22	0	45
Total	0	0	0	0	0	10	0	4	28	0	950	27	66	17	904	0	2,006

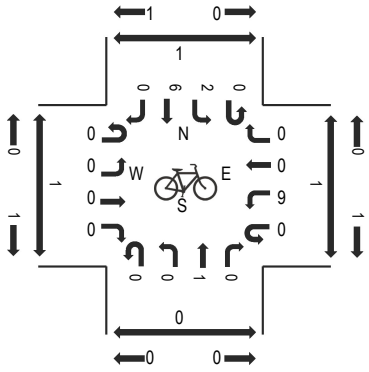
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 LOS GATOS BLVD & LOS GATOS ALMADEN RD AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

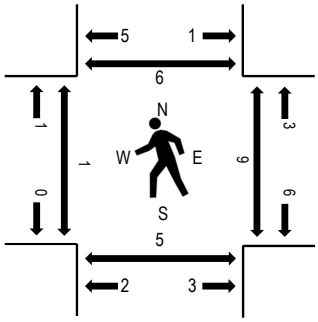
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LOS GATOS ALMADEN RD Eastbound				LOS GATOS ALMADEN RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	1	1	0	14	0	28	3	2	80	6	2	16	63	3	220	1,444	2	1	1	0
7:15 AM	0	3	3	3	0	21	1	37	4	5	74	8	0	20	104	2	285	1,834	2	0	0	0
7:30 AM	0	5	3	1	0	34	0	57	3	0	98	26	1	20	136	1	385	2,125	2	0	0	1
7:45 AM	0	1	3	7	0	53	1	50	5	3	135	21	5	38	229	3	554	2,292	0	1	1	0
8:00 AM	0	6	2	15	0	44	0	86	5	8	202	33	1	29	176	3	610	2,227	0	1	0	1
8:15 AM	0	5	3	2	0	43	0	75	3	9	210	34	1	37	152	2	576		0	3	0	2
8:30 AM	0	7	1	0	0	33	6	68	7	3	187	23	8	36	170	3	552		1	4	4	3
8:45 AM	0	3	2	3	0	37	3	48	1	1	144	32	4	32	172	7	489		0	1	1	0

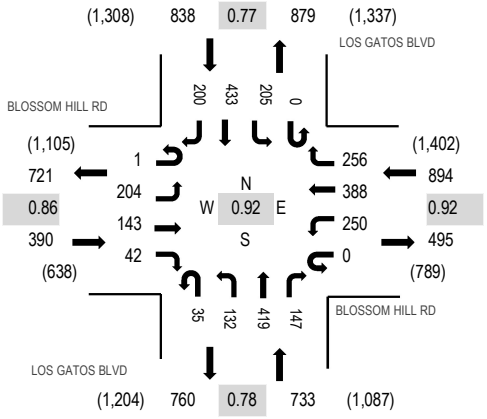
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	19	8	24	0	172	7	276	20	23	719	110	15	135	704	10	2,242
Mediums	0	0	1	0	0	1	0	3	0	0	15	1	0	5	23	1	50
Total	0	19	9	24	0	173	7	279	20	23	734	111	15	140	727	11	2,292

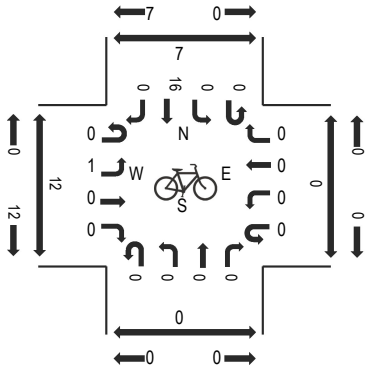
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 LOS GATOS BLVD & BLOSSOM HILL RD AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

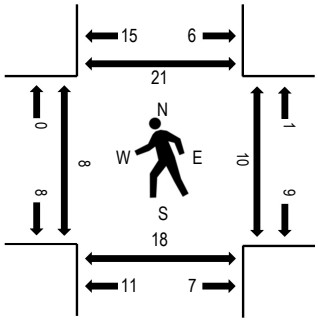
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	22	14	4	0	15	24	29	9	7	37	14	0	23	31	16	245	1,655	0	0	1	1
7:15 AM	0	22	19	7	0	39	30	28	7	11	37	20	0	17	47	24	308	2,180	1	0	0	2
7:30 AM	0	37	28	5	0	53	63	37	3	12	40	12	1	32	64	38	425	2,646	5	0	3	0
7:45 AM	0	46	27	13	0	64	92	59	8	23	58	16	0	69	144	58	677	2,855	1	0	1	2
8:00 AM	0	37	39	13	0	66	102	76	6	40	118	44	0	51	131	47	770	2,780	5	3	6	6
8:15 AM	0	66	39	10	0	56	102	70	14	46	148	41	0	50	81	51	774		0	4	7	9
8:30 AM	1	55	38	6	0	64	92	51	7	23	95	46	0	35	77	44	634		2	3	4	4
8:45 AM	0	48	30	12	0	54	90	46	12	21	73	39	1	46	82	48	602		1	1	5	6

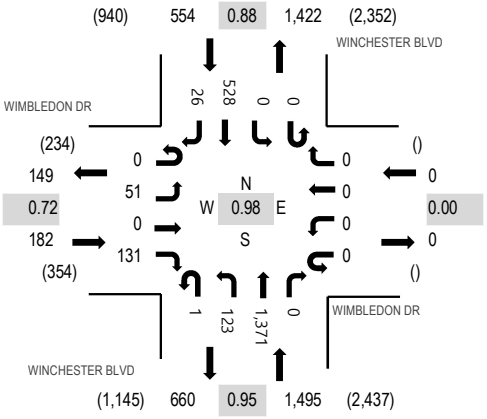
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
Lights	1	199	137	42	0	242	379	256	35	131	408	142	0	202	421	198	2,793
Mediums	0	5	6	0	0	8	8	0	0	1	11	4	0	3	12	2	60
Total	1	204	143	42	0	250	388	256	35	132	419	147	0	205	433	200	2,855

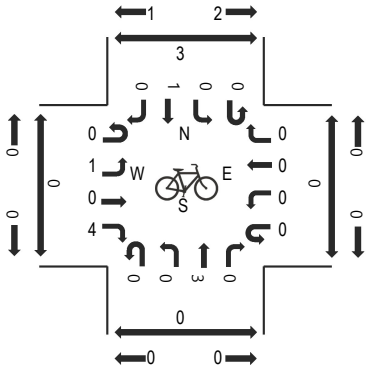
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & WIMBLEDON DR AM
Date: Tuesday, March 5, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

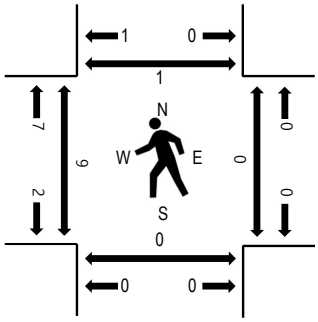
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WIMBLEDON DR Eastbound				WIMBLEDON DR Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	11	0	21	0	0	0	0	1	14	141	0	0	0	50	1	239	1,500	2	0	0	0
7:15 AM	0	20	0	24	0	0	0	0	0	12	189	0	0	0	70	5	320	1,830	1	0	0	0
7:30 AM	0	14	0	26	0	0	0	0	2	19	240	0	0	0	111	3	415	2,081	1	0	0	1
7:45 AM	0	14	0	42	0	0	0	0	0	23	301	0	0	0	138	8	526	2,192	1	0	0	1
8:00 AM	0	19	0	55	0	0	0	0	0	27	347	0	0	0	113	8	569	2,231	1	0	0	0
8:15 AM	0	11	0	26	0	0	0	0	0	31	363	0	0	0	134	6	571		3	0	0	1
8:30 AM	0	11	0	18	0	0	0	0	0	35	326	0	0	0	131	5	526		1	0	0	0
8:45 AM	0	10	0	32	0	0	0	0	1	30	335	0	0	0	150	7	565		4	0	0	0

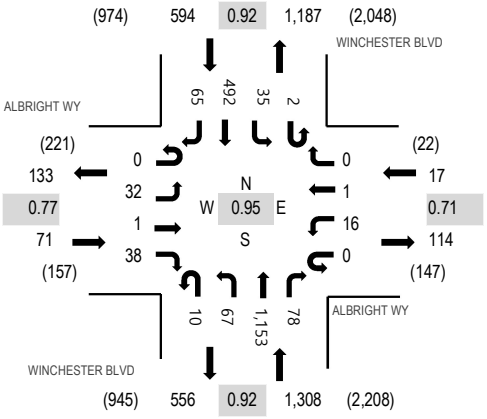
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	0	0	0	2	1	0	0	0	1	0	7
Lights	0	51	0	126	0	0	0	0	1	119	1,349	0	0	0	518	26	2,190
Mediums	0	0	0	2	0	0	0	0	0	2	21	0	0	0	9	0	34
Total	0	51	0	131	0	0	0	0	1	123	1,371	0	0	0	528	26	2,231

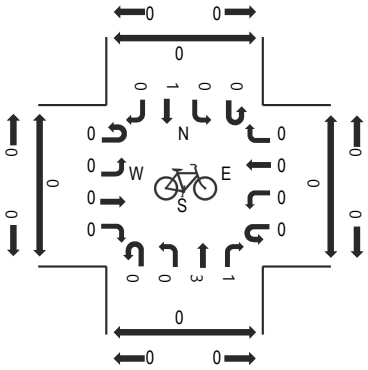
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & ALBRIGHT WY AM
Date: Tuesday, March 5, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

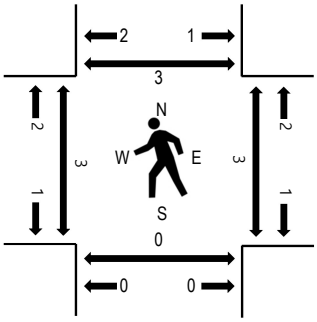
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ALBRIGHT WY Eastbound				ALBRIGHT WY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	0	8	0	1	0	0	0	12	134	4	0	0	44	10	222	1,371	0	0	0	0
7:15 AM	0	11	0	17	0	1	0	0	1	11	180	9	0	2	59	11	302	1,644	1	0	0	0
7:30 AM	0	9	0	14	0	2	0	0	1	9	230	7	1	1	96	9	379	1,865	0	1	0	1
7:45 AM	0	9	0	9	0	1	0	0	0	14	278	10	0	0	135	12	468	1,970	1	2	0	2
8:00 AM	0	6	0	10	0	2	0	0	3	15	314	11	2	8	111	13	495	1,990	0	0	0	1
8:15 AM	0	8	1	7	0	6	0	0	1	18	313	22	0	8	120	19	523		2	0	0	1
8:30 AM	0	9	0	11	0	4	1	0	3	14	273	18	0	8	126	17	484		1	1	0	0
8:45 AM	0	9	0	10	0	4	0	0	3	20	253	27	0	11	135	16	488		0	2	0	1

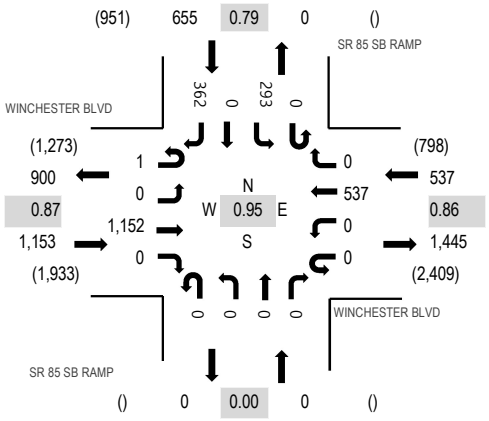
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Lights	0	32	1	38	0	16	1	0	10	66	1,133	77	2	30	483	65	1,954
Mediums	0	0	0	0	0	0	0	0	0	0	20	1	0	5	8	0	34
Total	0	32	1	38	0	16	1	0	10	67	1,153	78	2	35	492	65	1,990

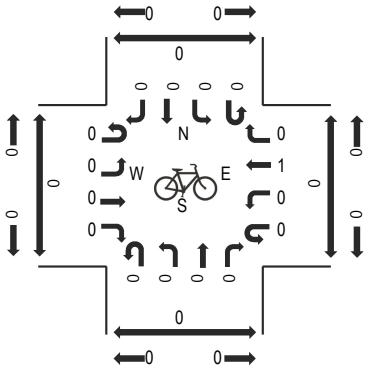
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 85 SB RAMP & WINCHESTER BLVD AM
Date: Tuesday, March 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

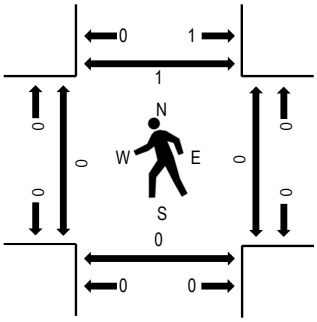
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 SB RAMP Northbound				SR 85 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	105	0	0	0	38	0	0	0	0	0	0	22	0	12	177	1,337	0	0	0	2
7:15 AM	0	0	177	0	0	0	43	0	0	0	0	0	0	40	0	24	284	1,720	0	0	0	0
7:30 AM	0	0	232	0	0	0	63	0	0	0	0	0	0	44	0	25	364	1,994	0	0	0	0
7:45 AM	0	0	266	0	0	0	117	0	0	0	0	0	0	78	0	51	512	2,240	0	0	0	0
8:00 AM	0	0	330	0	0	0	106	0	0	0	0	0	0	71	0	53	560	2,345	0	0	0	0
8:15 AM	0	0	275	0	0	0	134	0	0	0	0	0	0	66	0	83	558		0	0	0	0
8:30 AM	0	0	277	0	0	0	157	0	0	0	0	0	0	69	0	107	610		0	0	0	0
8:45 AM	1	0	270	0	0	0	140	0	0	0	0	0	0	87	0	119	617		0	0	0	1

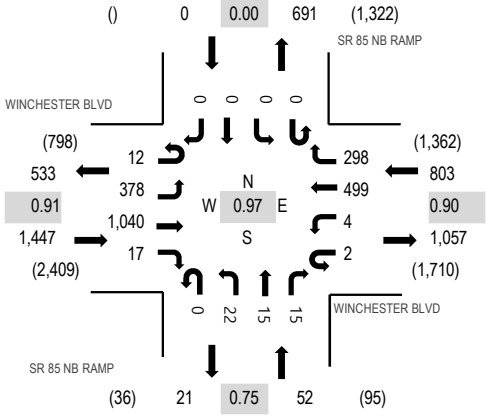
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	1	0	1,129	0	0	0	523	0	0	0	0	0	0	284	0	356	2,293
Mediums	0	0	22	0	0	0	13	0	0	0	0	0	0	9	0	6	50
Total	1	0	1,152	0	0	0	537	0	0	0	0	0	0	293	0	362	2,345

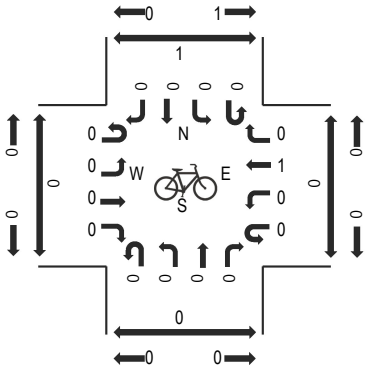
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SR 85 NB RAMP & WINCHESTER BLVD AM
Date: Tuesday, March 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

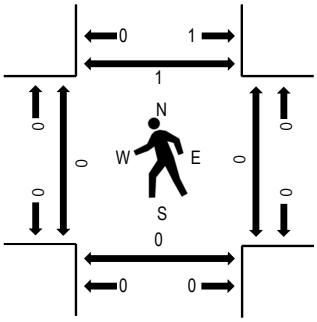
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 NB RAMP Northbound				SR 85 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	30	94	3	0	1	36	63	0	3	3	2	0	0	0	0	235	1,564	0	0	0	2
7:15 AM	0	72	141	1	0	1	40	81	0	2	6	2	0	0	0	0	346	1,924	0	0	0	0
7:30 AM	1	98	178	3	0	0	59	86	0	3	6	1	0	0	0	0	435	2,155	0	0	0	0
7:45 AM	0	109	226	6	0	0	117	75	0	4	2	9	0	0	0	0	548	2,285	0	0	0	0
8:00 AM	4	126	265	3	1	1	94	83	0	4	7	7	0	0	0	0	595	2,302	0	0	0	0
8:15 AM	3	109	229	6	0	2	133	88	0	5	2	0	0	0	0	0	577		0	0	0	0
8:30 AM	3	78	254	4	0	0	141	71	0	6	3	5	0	0	0	0	565		0	0	0	0
8:45 AM	2	65	292	4	1	1	131	56	0	7	3	3	0	0	0	0	565		0	0	0	1

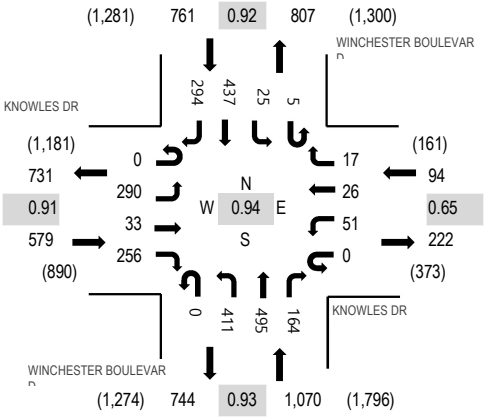
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	12	370	1,016	17	2	4	485	294	0	22	15	15	0	0	0	0	2,252
Mediums	0	8	23	0	0	0	13	4	0	0	0	0	0	0	0	0	48
Total	12	378	1,040	17	2	4	499	298	0	22	15	15	0	0	0	0	2,302

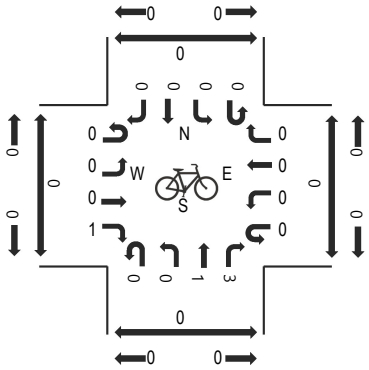
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WINCHESTER BOULEVARD & KNOWLES DR AM
Date: Tuesday, March 5, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

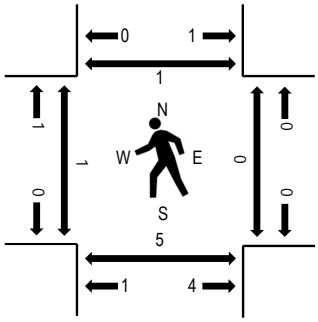
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	KNOWLES DR Eastbound				KNOWLES DR Westbound				WINCHESTER BOULEVARD Northbound				WINCHESTER BOULEVARD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	31	0	27	0	10	1	2	0	42	57	21	0	2	70	19	282	1,674	0	0	1	0
7:15 AM	0	29	5	43	0	6	4	5	0	53	60	31	0	1	83	43	363	2,043	0	0	0	0
7:30 AM	0	45	5	65	0	11	2	4	0	64	82	24	0	3	86	45	436	2,348	0	0	0	0
7:45 AM	0	64	5	63	0	8	10	6	0	110	96	35	0	6	106	84	593	2,504	0	0	2	0
8:00 AM	0	80	8	71	0	13	5	3	0	101	130	34	0	6	114	86	651	2,454	0	0	0	0
8:15 AM	0	89	12	58	0	5	3	5	0	111	140	51	1	6	108	79	668		0	0	1	0
8:30 AM	0	57	8	64	0	25	8	3	0	89	129	44	4	7	109	45	592		1	0	2	1
8:45 AM	0	43	5	13	0	18	1	3	0	113	132	47	0	7	98	63	543		0	0	1	0

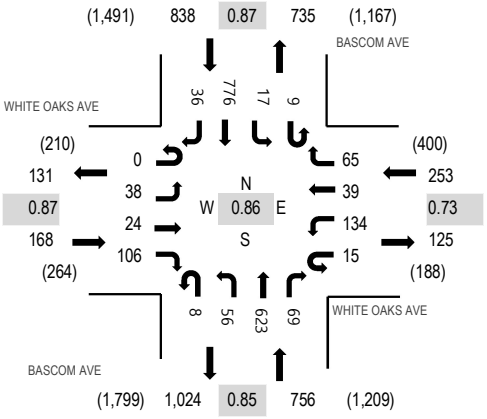
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	4
Lights	0	284	33	250	0	49	26	14	0	402	481	164	5	25	428	286	2,447
Mediums	0	5	0	6	0	2	0	1	0	8	14	0	0	0	9	8	53
Total	0	290	33	256	0	51	26	17	0	411	495	164	5	25	437	294	2,504

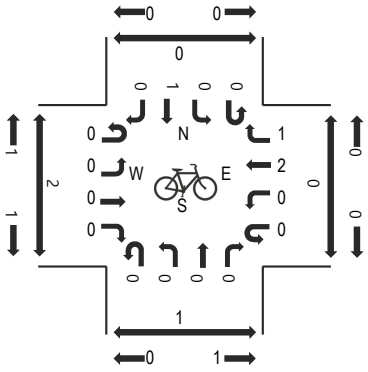
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BASCOM AVE & WHITE OAKS AVE AM
Date: Tuesday, March 5, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

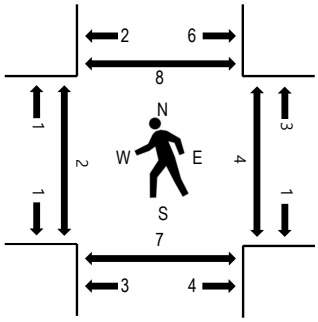
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WHITE OAKS AVE Eastbound				WHITE OAKS AVE Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	1	17	2	11	2	2	0	6	47	2	0	2	133	5	233	1,361	0	0	0	0
7:15 AM	0	4	0	12	3	20	8	9	0	7	85	5	0	3	110	7	273	1,641	1	0	0	1
7:30 AM	0	3	1	35	1	24	3	10	0	8	96	13	3	1	172	6	376	1,953	2	0	0	3
7:45 AM	0	10	5	28	0	24	4	14	2	17	125	13	1	2	223	11	479	2,015	0	3	4	0
8:00 AM	0	20	4	26	5	49	16	20	2	10	147	19	4	5	176	10	513	2,003	0	0	0	0
8:15 AM	0	5	9	27	9	36	9	12	2	12	193	24	2	9	229	7	585		0	0	1	2
8:30 AM	0	3	6	25	1	25	10	19	2	17	158	13	2	1	148	8	438		2	1	2	6
8:45 AM	0	4	1	15	6	35	4	7	1	12	155	16	4	6	190	11	467		1	0	0	4

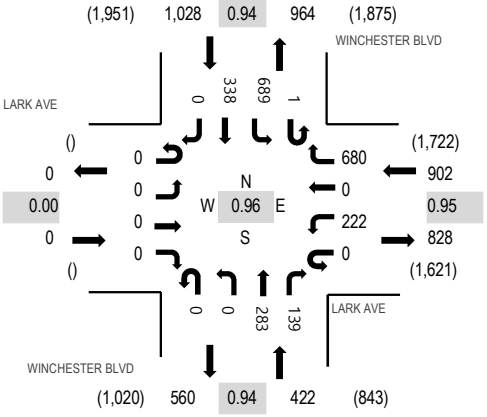
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	38	24	105	15	133	39	65	8	55	607	69	9	17	758	36	1,978
Mediums	0	0	0	1	0	1	0	0	0	1	13	0	0	0	18	0	34
Total	0	38	24	106	15	134	39	65	8	56	623	69	9	17	776	36	2,015

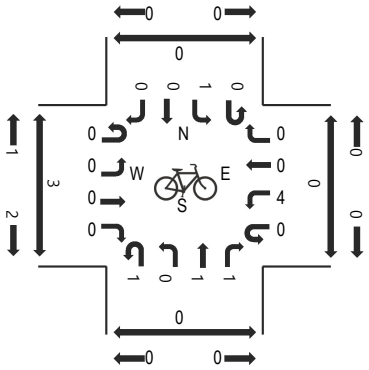
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

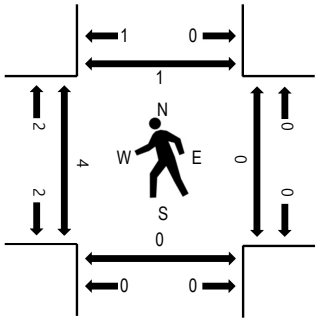
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	52	0	186	0	0	62	44	0	181	74	0	599	2,296	1	1	0	1
4:15 PM	0	0	0	0	0	37	0	164	0	0	74	45	0	166	63	0	549	2,309	0	0	0	1
4:30 PM	0	0	0	0	0	55	0	152	0	0	64	45	0	139	87	0	542	2,352	0	0	0	0
4:45 PM	0	0	0	0	0	62	0	175	0	0	70	31	0	193	75	0	606	2,323	2	0	0	1
5:00 PM	0	0	0	0	0	53	0	168	0	0	76	42	1	180	92	0	612	2,220	1	0	0	0
5:15 PM	0	0	0	0	0	52	0	185	0	0	73	21	0	177	84	0	592		1	0	0	0
5:30 PM	0	0	0	0	0	46	0	156	0	0	72	38	0	126	75	0	513		1	0	0	1
5:45 PM	0	0	0	0	0	38	0	141	0	0	56	30	0	163	75	0	503		1	0	0	0

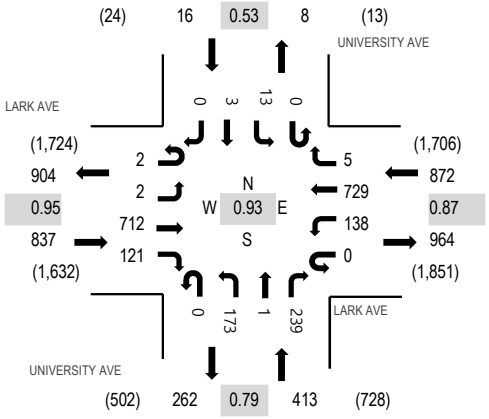
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	221	0	679	0	0	276	135	1	685	334	0	2,331
Mediums	0	0	0	0	0	1	0	1	0	0	7	4	0	4	4	0	21
Total	0	0	0	0	0	222	0	680	0	0	283	139	1	689	338	0	2,352

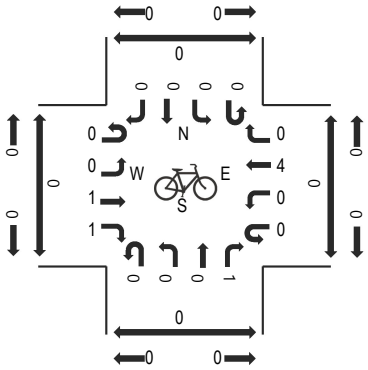
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 UNIVERSITY AVE & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

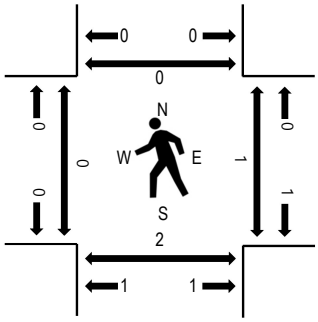
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	201	21	0	49	201	2	0	37	1	56	0	2	0	1	571	2,100	0	0	0	0
4:15 PM	0	0	196	18	0	41	162	1	0	37	0	36	0	2	1	1	495	2,102	0	0	1	0
4:30 PM	0	1	164	23	0	20	165	1	0	45	1	52	0	4	0	0	476	2,138	0	0	2	0
4:45 PM	1	1	179	41	0	54	203	3	0	37	0	38	0	1	0	0	558	2,094	0	0	0	0
5:00 PM	1	0	194	29	0	28	181	1	0	43	0	88	0	6	2	0	573	1,990	0	0	0	0
5:15 PM	0	0	175	28	0	36	180	0	0	48	0	61	0	2	1	0	531		0	1	0	0
5:30 PM	0	0	144	18	1	39	165	0	0	35	1	28	0	1	0	0	432		0	0	0	0
5:45 PM	0	0	174	23	0	30	143	0	0	38	0	46	0	0	0	0	454		0	0	1	0

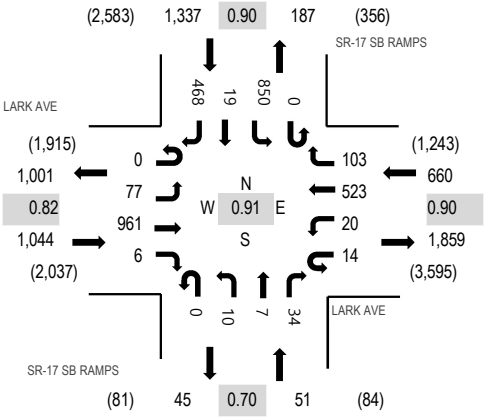
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	1	706	120	0	138	727	5	0	173	1	235	0	13	3	0	2,124
Mediums	0	1	6	1	0	0	2	0	0	0	0	4	0	0	0	0	14
Total	2	2	712	121	0	138	729	5	0	173	1	239	0	13	3	0	2,138

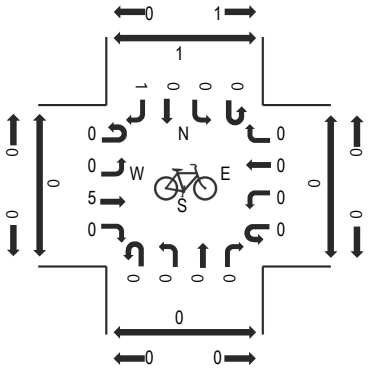
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR-17 SB RAMPS & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

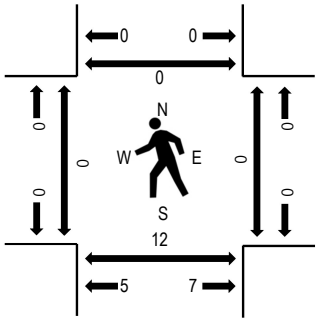
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 SB RAMPS Northbound				SR-17 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	18	271	3	3	3	148	31	0	1	0	6	0	166	4	137	791	2,957	0	0	0	0
4:15 PM	0	13	243	2	3	5	112	28	0	3	1	4	0	196	1	102	713	3,019	0	0	2	0
4:30 PM	0	17	216	2	1	8	118	22	0	0	0	8	0	212	4	91	699	3,092	0	0	5	0
4:45 PM	0	19	206	2	4	6	111	23	0	3	2	8	0	211	5	154	754	3,059	0	0	3	0
5:00 PM	0	16	300	1	5	3	148	28	0	3	3	14	0	217	1	114	853	2,990	0	0	3	0
5:15 PM	0	25	239	1	4	3	146	30	0	4	2	4	0	210	9	109	786		0	0	1	0
5:30 PM	0	19	190	1	2	3	106	28	0	1	5	7	0	198	3	103	666		0	0	0	0
5:45 PM	0	13	219	1	2	5	92	12	0	0	1	4	0	222	5	109	685		0	0	1	1

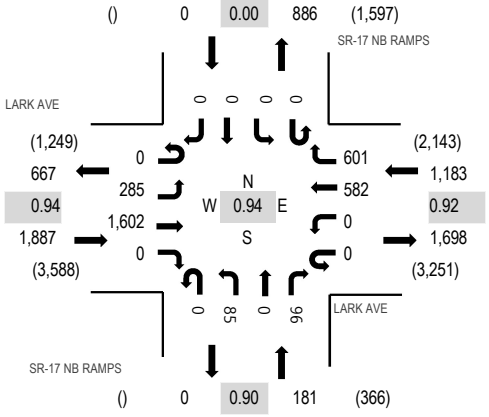
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Lights	0	77	951	5	14	19	521	103	0	10	7	34	0	842	19	468	3,070
Mediums	0	0	10	1	0	1	2	0	0	0	0	0	0	6	0	0	20
Total	0	77	961	6	14	20	523	103	0	10	7	34	0	850	19	468	3,092

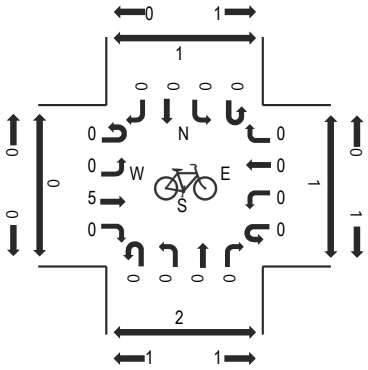
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SR-17 NB RAMPS & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

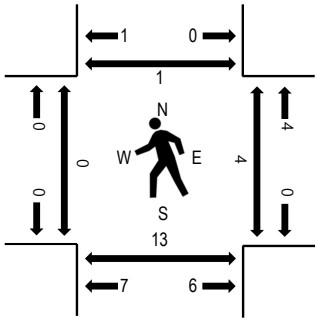
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 NB RAMPS Northbound				SR-17 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	86	351	0	0	0	143	125	0	27	0	26	0	0	0	0	758	3,055	0	0	3	0
4:15 PM	0	55	369	0	0	0	129	112	0	20	1	33	0	0	0	0	719	3,164	0	6	6	0
4:30 PM	0	77	379	0	0	0	146	175	0	23	0	23	0	0	0	0	823	3,251	0	1	5	0
4:45 PM	0	52	387	0	0	0	125	150	0	16	0	25	0	0	0	0	755	3,110	0	2	3	0
5:00 PM	0	91	411	0	0	0	161	157	0	19	0	28	0	0	0	0	867	3,042	0	1	5	1
5:15 PM	0	65	425	0	0	0	150	119	0	27	0	20	0	0	0	0	806		0	0	0	0
5:30 PM	0	65	330	0	0	0	123	123	0	13	0	28	0	0	0	0	682		0	0	1	0
5:45 PM	0	48	397	0	0	0	109	96	0	18	0	19	0	0	0	0	687		0	0	0	0

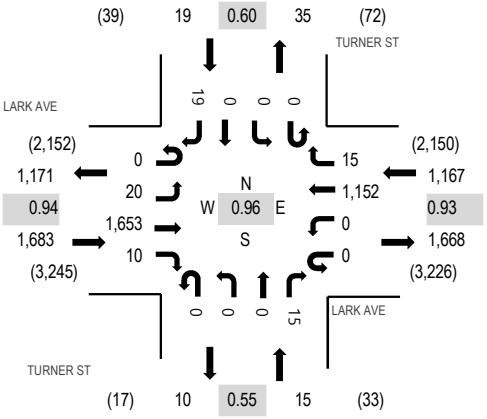
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	283	1,586	0	0	0	579	593	0	85	0	93	0	0	0	0	3,219
Mediums	0	2	14	0	0	0	3	8	0	0	0	3	0	0	0	0	30
Total	0	285	1,602	0	0	0	582	601	0	85	0	96	0	0	0	0	3,251

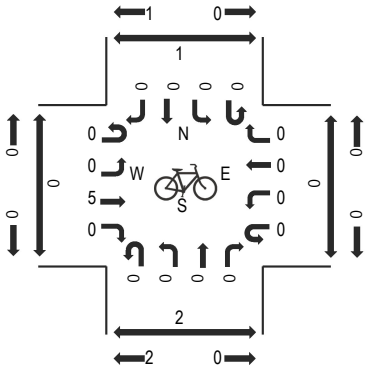
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 TURNER ST & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

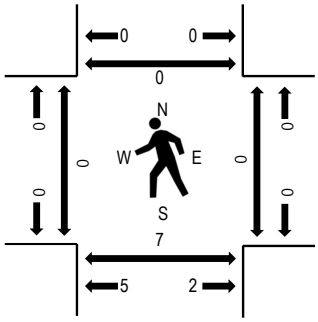
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				TURNER ST Northbound				TURNER ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	366	2	0	0	264	3	0	0	0	10	0	0	0	5	655	2,733	0	0	1	0
4:15 PM	0	0	406	2	0	0	249	5	0	0	0	4	0	0	0	10	676	2,828	0	0	1	0
4:30 PM	0	10	389	0	0	0	308	6	0	0	0	3	0	0	0	2	718	2,884	0	0	3	0
4:45 PM	0	9	397	2	0	0	266	1	0	0	0	5	0	0	0	4	684	2,789	0	0	1	0
5:00 PM	0	1	426	2	0	0	307	4	0	0	0	2	0	0	0	8	750	2,734	0	0	3	0
5:15 PM	0	0	441	6	0	0	271	4	0	0	0	5	0	0	0	5	732		0	0	0	0
5:30 PM	0	7	363	2	0	0	240	7	0	0	0	1	0	0	0	3	623		0	0	0	0
5:45 PM	0	3	405	1	0	0	208	7	0	0	0	3	0	0	0	2	629		0	0	1	0

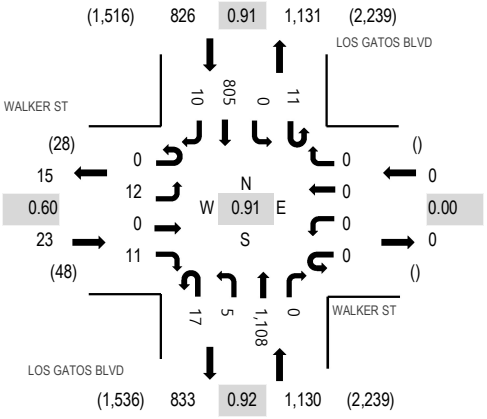
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	18	1,636	10	0	0	1,141	14	0	0	0	15	0	0	0	19	2,853
Mediums	0	2	15	0	0	0	11	1	0	0	0	0	0	0	0	0	29
Total	0	20	1,653	10	0	0	1,152	15	0	0	0	15	0	0	0	19	2,884

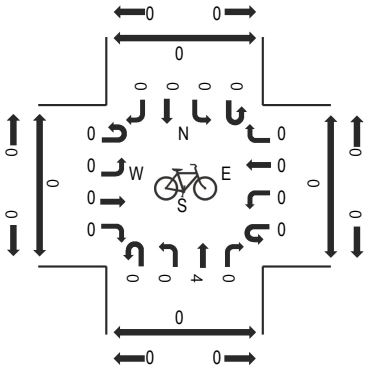
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 LOS GATOS BLVD & WALKER ST PM
Date: Thursday, May 18, 2023
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

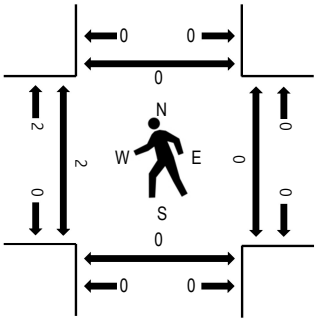
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WALKER ST Eastbound				WALKER ST Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	0	3	0	0	0	0	9	0	281	0	1	0	178	2	480	1,915	3	0	0	0
4:15 PM	0	8	0	4	0	0	0	0	4	1	285	0	4	0	167	2	475	1,979	0	0	0	0
4:30 PM	0	1	0	2	0	0	0	0	4	0	260	0	3	0	210	2	482	1,964	1	0	0	0
4:45 PM	0	2	0	3	0	0	0	0	6	2	259	0	2	0	201	3	478	1,974	1	0	0	0
5:00 PM	0	1	0	2	0	0	0	0	3	2	304	0	2	0	227	3	544	1,888	0	0	0	0
5:15 PM	0	7	0	2	0	0	0	0	3	0	256	0	2	0	187	3	460		0	0	0	0
5:30 PM	0	2	0	2	0	0	0	0	5	1	306	0	3	0	169	4	492		0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	5	3	240	0	3	0	138	0	392		0	0	0	0

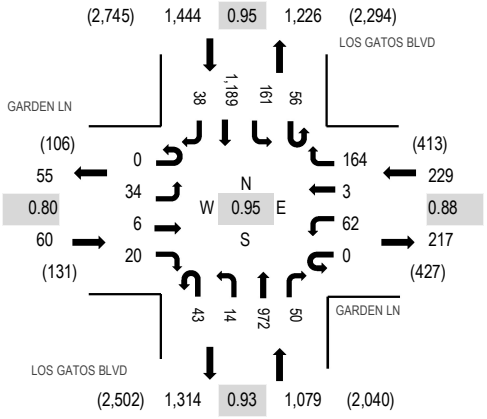
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	12	0	10	0	0	0	0	17	4	1,097	0	11	0	799	10	1,960
Mediums	0	0	0	1	0	0	0	0	0	0	11	0	0	0	6	0	18
Total	0	12	0	11	0	0	0	0	17	5	1,108	0	11	0	805	10	1,979

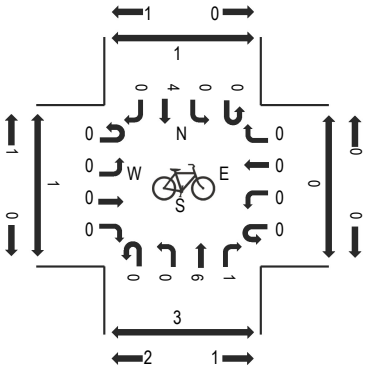
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS GATOS BLVD & GARDEN LN PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

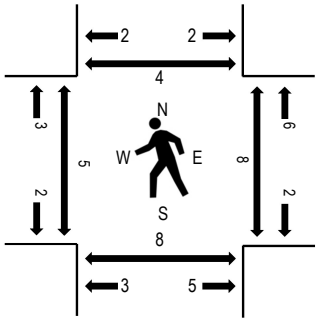
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN LN Eastbound				GARDEN LN Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	2	8	0	16	0	44	12	3	223	12	15	27	278	14	666	2,704	1	2	1	0
4:15 PM	0	8	2	5	0	12	3	31	13	3	248	14	8	32	272	10	661	2,781	0	1	1	0
4:30 PM	0	7	2	7	0	17	0	34	11	2	239	16	8	47	278	7	675	2,812	0	4	1	2
4:45 PM	0	12	2	3	0	23	0	42	10	5	238	11	18	31	295	12	702	2,741	2	1	4	1
5:00 PM	0	9	1	5	0	9	1	52	12	1	274	11	13	41	304	10	743	2,625	3	3	2	1
5:15 PM	0	6	1	5	0	13	2	36	10	6	221	12	17	42	312	9	692		0	0	1	0
5:30 PM	0	8	1	4	0	16	0	22	5	4	200	14	12	51	260	7	604		0	1	2	0
5:45 PM	0	16	1	4	0	13	0	27	6	2	190	12	4	42	264	5	586		0	1	1	0

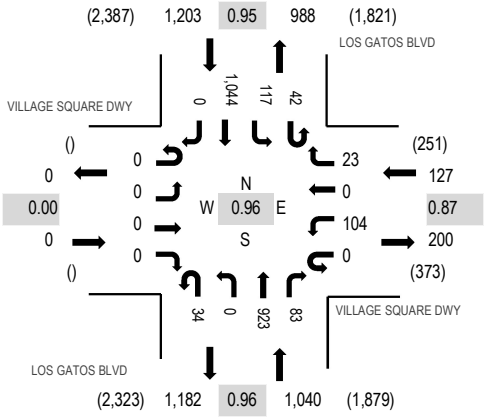
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	34	6	20	0	62	3	163	43	14	959	50	56	159	1,177	37	2,783
Mediums	0	0	0	0	0	0	0	1	0	0	13	0	0	2	11	1	28
Total	0	34	6	20	0	62	3	164	43	14	972	50	56	161	1,189	38	2,812

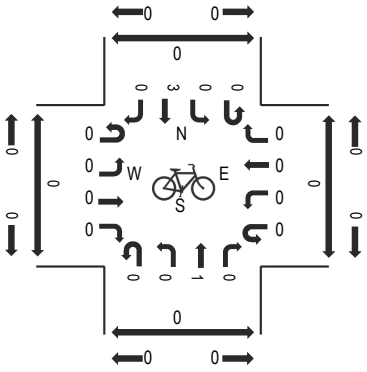
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 LOS GATOS BLVD & VILLAGE SQUARE DWY PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

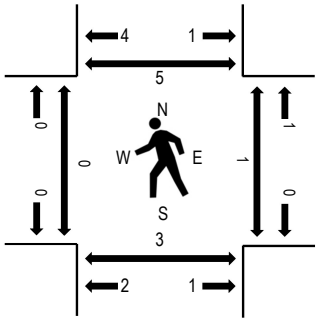
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VILLAGE SQUARE DWY Eastbound				VILLAGE SQUARE DWY Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	30	0	12	6	0	198	27	16	39	244	0	572	2,325	0	0	1	2
4:15 PM	0	0	0	0	0	34	0	9	17	0	232	19	11	27	244	0	593	2,370	0	1	1	2
4:30 PM	0	0	0	0	0	23	0	4	5	0	228	24	6	28	252	0	570	2,366	0	0	1	1
4:45 PM	0	0	0	0	0	29	0	9	4	0	217	23	12	25	271	0	590	2,300	0	0	0	1
5:00 PM	0	0	0	0	0	18	0	1	8	0	246	17	13	37	277	0	617	2,192	0	0	1	1
5:15 PM	0	0	0	0	0	23	0	7	7	0	205	22	14	23	288	0	589		0	0	1	1
5:30 PM	0	0	0	0	0	22	0	6	2	0	181	14	15	20	244	0	504		0	0	1	1
5:45 PM	0	0	0	0	0	21	0	3	7	0	156	14	20	14	247	0	482		0	0	0	1

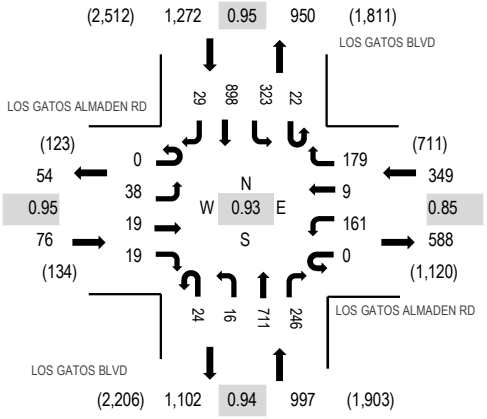
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	104	0	23	34	0	904	83	42	117	1,037	0	2,344
Mediums	0	0	0	0	0	0	0	0	0	0	19	0	0	0	7	0	26
Total	0	0	0	0	0	104	0	23	34	0	923	83	42	117	1,044	0	2,370

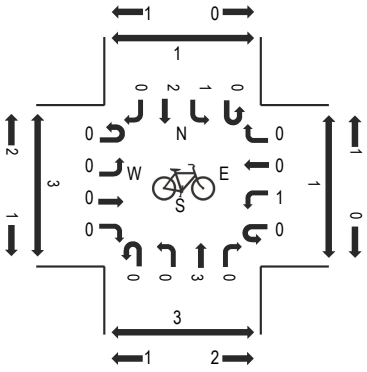
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 LOS GATOS BLVD & LOS GATOS ALMADEN RD PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

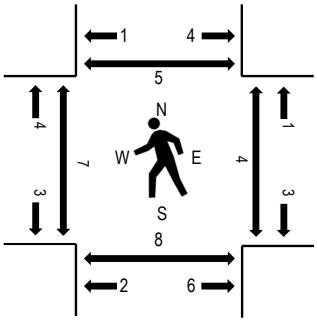
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LOS GATOS ALMADEN RD Eastbound				LOS GATOS ALMADEN RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	7	6	0	54	3	50	6	3	181	66	8	69	227	6	689	2,666	1	0	0	2
4:15 PM	0	6	3	9	0	36	1	50	5	9	177	47	6	75	229	6	659	2,687	2	4	0	2
4:30 PM	0	8	5	4	0	41	0	30	6	4	175	48	7	67	192	8	595	2,694	2	1	2	1
4:45 PM	0	8	5	7	0	40	3	55	9	1	191	62	3	89	243	7	723	2,693	2	0	2	1
5:00 PM	0	8	6	5	0	41	3	40	6	5	192	64	7	82	242	9	710	2,594	1	2	2	3
5:15 PM	0	14	3	3	0	39	3	54	3	6	153	72	5	85	221	5	666		2	1	2	0
5:30 PM	0	4	0	11	0	41	2	38	5	9	129	48	2	72	221	12	594		3	1	2	2
5:45 PM	0	3	3	3	0	40	5	42	2	3	158	58	4	84	209	10	624		2	1	0	0

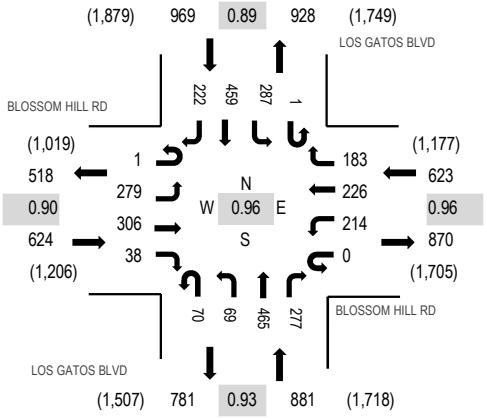
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	36	19	19	0	161	9	178	24	16	703	244	22	322	888	28	2,669
Mediums	0	2	0	0	0	0	0	1	0	0	8	2	0	1	9	1	24
Total	0	38	19	19	0	161	9	179	24	16	711	246	22	323	898	29	2,694

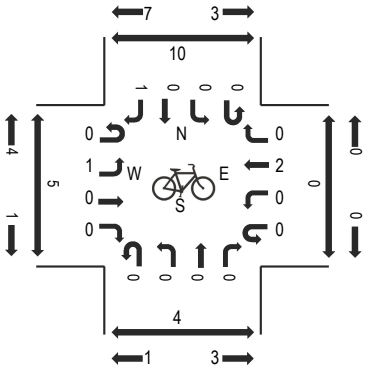
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 LOS GATOS BLVD & BLOSSOM HILL RD PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

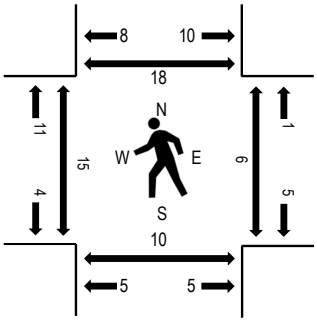
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	76	91	8	0	60	40	44	18	15	119	58	1	79	148	50	807	3,096	3	2	3	5
4:15 PM	0	69	93	10	0	57	57	49	24	26	108	57	0	70	120	42	782	3,097	3	0	2	3
4:30 PM	0	59	71	10	0	50	58	54	16	13	103	75	0	81	87	60	737	3,059	5	4	4	5
4:45 PM	0	66	66	8	0	53	51	37	15	15	136	75	0	69	121	58	770	3,019	1	2	1	1
5:00 PM	1	85	76	10	0	54	60	43	15	15	118	70	1	67	131	62	808	2,884	6	0	3	9
5:15 PM	0	71	81	9	0	54	59	23	19	28	117	68	0	68	90	57	744		4	2	2	6
5:30 PM	0	65	72	11	0	53	56	33	5	17	89	73	0	69	100	54	697		1	2	2	4
5:45 PM	0	46	44	8	0	51	46	35	14	27	102	68	0	64	78	52	635		3	1	3	5

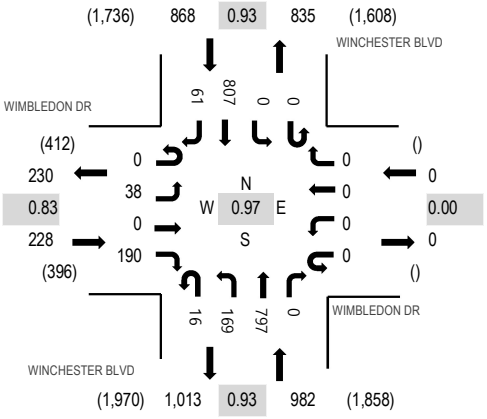
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	277	303	38	0	213	226	181	70	68	460	273	1	287	455	221	3,074
Mediums	0	2	2	0	0	1	0	2	0	1	5	4	0	0	4	1	22
Total	1	279	306	38	0	214	226	183	70	69	465	277	1	287	459	222	3,097

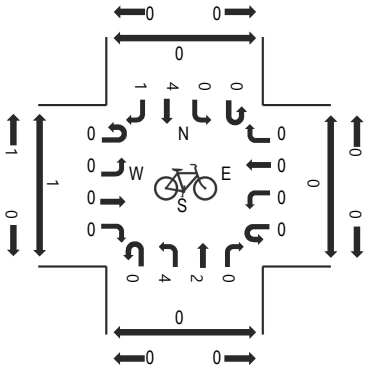
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & WIMBLEDON DR PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

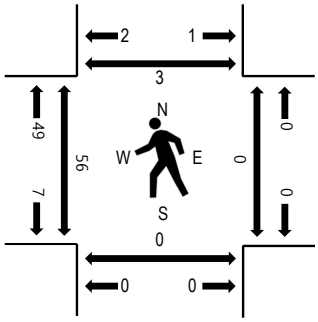
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WIMBLEDON DR Eastbound				WIMBLEDON DR Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	0	32	0	0	0	0	0	20	199	0	0	0	226	12	497	1,952	1	0	0	5
4:15 PM	0	8	0	26	0	0	0	0	1	40	190	0	0	0	202	10	477	1,993	2	0	0	0
4:30 PM	0	8	0	36	0	0	0	0	0	37	180	0	0	0	190	18	469	2,048	2	0	0	4
4:45 PM	0	13	0	56	0	0	0	0	2	40	170	0	0	0	213	15	509	2,078	7	0	0	2
5:00 PM	0	8	0	48	0	0	0	0	5	39	220	0	0	0	202	16	538	2,038	11	0	0	0
5:15 PM	0	10	0	45	0	0	0	0	1	48	212	0	0	0	204	12	532		15	0	0	1
5:30 PM	0	7	0	41	0	0	0	0	8	42	195	0	0	0	188	18	499		23	0	0	0
5:45 PM	0	6	0	44	0	0	0	0	4	31	174	0	0	0	196	14	469		24	0	0	1

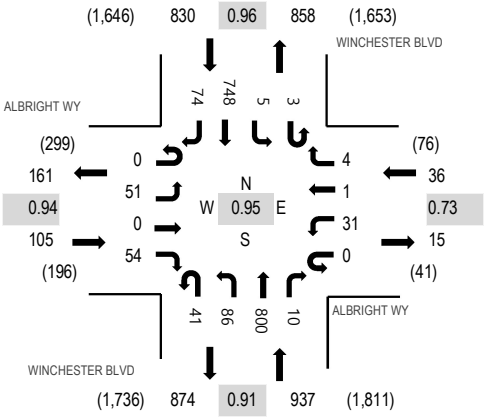
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	38	0	190	0	0	0	0	16	169	792	0	0	0	800	61	2,066
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12
Total	0	38	0	190	0	0	0	0	16	169	797	0	0	0	807	61	2,078

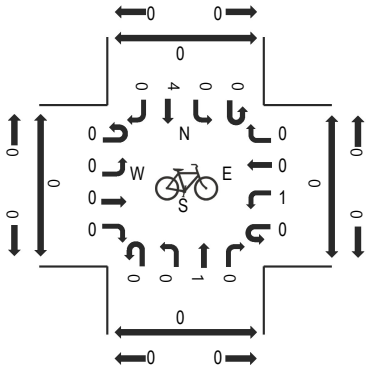
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & ALBRIGHT WY PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

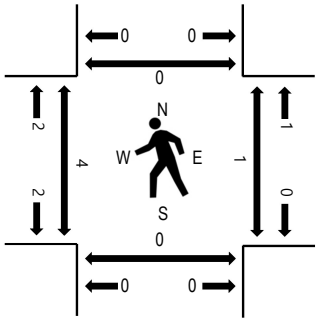
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ALBRIGHT WY Eastbound				ALBRIGHT WY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	7	0	9	0	12	0	0	10	19	192	5	0	1	208	12	475	1,851	1	1	0	0
4:15 PM	0	14	0	11	0	9	0	0	7	8	205	2	0	2	184	27	469	1,877	0	0	0	0
4:30 PM	0	13	0	14	0	6	0	1	13	12	192	4	1	1	184	14	455	1,908	2	1	0	0
4:45 PM	0	14	0	14	0	4	0	1	5	28	163	1	1	2	201	18	452	1,904	0	0	0	0
5:00 PM	0	14	0	10	0	10	0	1	11	21	226	3	1	0	183	21	501	1,878	1	0	0	0
5:15 PM	0	10	0	16	0	11	1	1	12	25	219	2	0	2	180	21	500		1	0	0	0
5:30 PM	0	7	0	14	0	13	1	1	9	23	191	7	1	1	168	15	451		0	0	0	0
5:45 PM	0	16	0	13	0	4	0	0	12	16	160	8	1	0	179	17	426		0	0	0	0

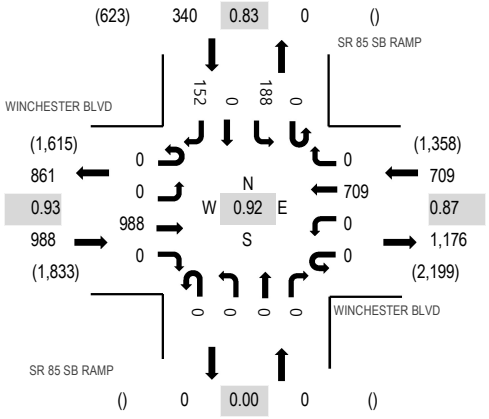
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	51	0	54	0	31	1	4	41	86	794	10	3	4	740	74	1,893
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	1	8	0	15
Total	0	51	0	54	0	31	1	4	41	86	800	10	3	5	748	74	1,908

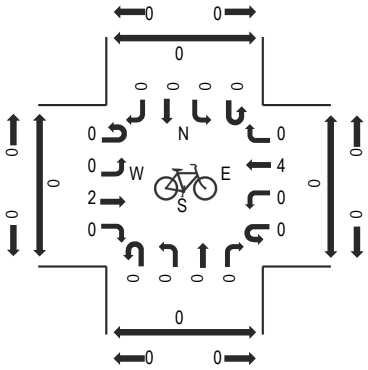
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 85 SB RAMP & WINCHESTER BLVD PM
Date: Tuesday, March 19, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

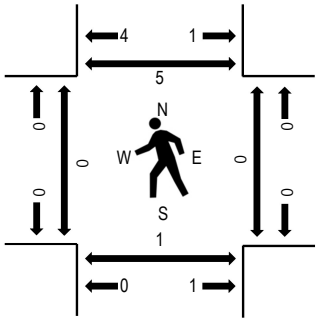
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 SB RAMP Northbound				SR 85 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	213	0	1	0	161	0	0	0	0	0	0	46	0	21	442	1,839	0	0	0	1
4:15 PM	0	0	224	0	0	0	165	0	0	0	0	0	0	41	0	27	457	1,949	0	0	0	1
4:30 PM	0	0	218	0	0	0	181	0	0	0	0	0	0	39	0	31	469	2,023	0	0	0	0
4:45 PM	0	0	234	0	0	0	162	0	0	0	0	0	0	33	0	42	471	2,037	0	0	0	1
5:00 PM	0	0	261	0	0	0	206	0	0	0	0	0	0	55	0	30	552	1,975	0	0	1	2
5:15 PM	0	0	265	0	0	0	163	0	0	0	0	0	0	58	0	45	531		0	0	0	1
5:30 PM	0	0	228	0	0	0	178	0	0	0	0	0	0	42	0	35	483		0	0	0	1
5:45 PM	0	0	190	0	0	0	141	0	0	0	0	0	0	51	0	27	409		0	0	0	2

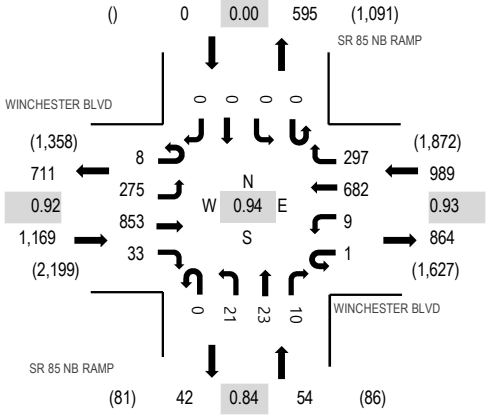
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	980	0	0	0	703	0	0	0	0	0	0	180	0	151	2,014
Mediums	0	0	8	0	0	0	6	0	0	0	0	0	0	8	0	1	23
Total	0	0	988	0	0	0	709	0	0	0	0	0	0	188	0	152	2,037

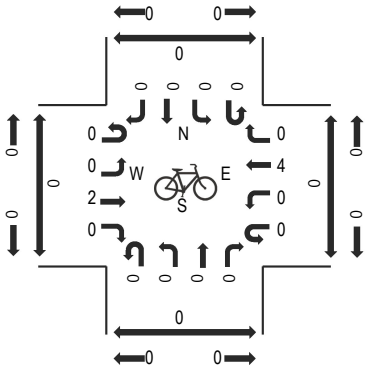
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SR 85 NB RAMP & WINCHESTER BLVD PM
Date: Tuesday, March 19, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

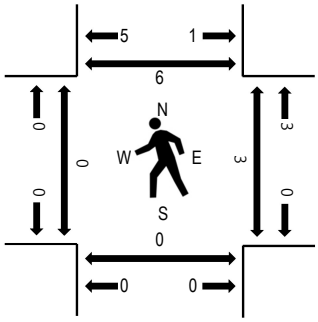
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 NB RAMP Northbound				SR 85 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	2	54	195	8	0	3	171	58	0	2	2	3	0	0	0	0	498	1,998	0	1	0	1
4:15 PM	1	57	202	6	1	2	161	58	0	4	1	2	0	0	0	0	495	2,089	0	0	0	1
4:30 PM	4	70	172	10	2	2	160	69	0	3	4	0	0	0	0	0	496	2,161	0	0	0	0
4:45 PM	0	50	212	6	0	1	156	72	0	6	2	4	0	0	0	0	509	2,212	0	0	0	1
5:00 PM	4	79	217	9	0	1	200	66	0	6	3	4	0	0	0	0	589	2,159	0	2	0	3
5:15 PM	4	76	231	7	0	2	150	81	0	5	11	0	0	0	0	0	567		0	0	0	1
5:30 PM	0	70	193	11	1	5	176	78	0	4	7	2	0	0	0	0	547		0	1	0	1
5:45 PM	3	59	180	7	1	1	132	62	0	4	2	5	0	0	0	0	456		0	2	0	2

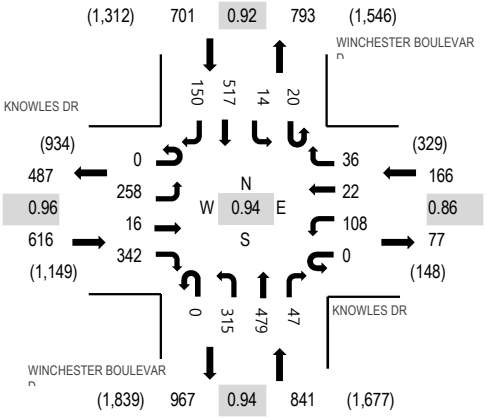
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	8	272	841	33	1	9	676	296	0	21	23	10	0	0	0	0	2,190
Mediums	0	3	12	0	0	0	6	1	0	0	0	0	0	0	0	0	22
Total	8	275	853	33	1	9	682	297	0	21	23	10	0	0	0	0	2,212

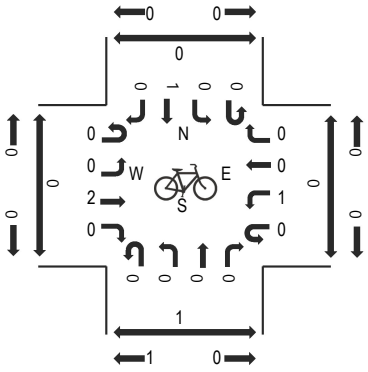
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WINCHESTER BOULEVARD & KNOWLES DR PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

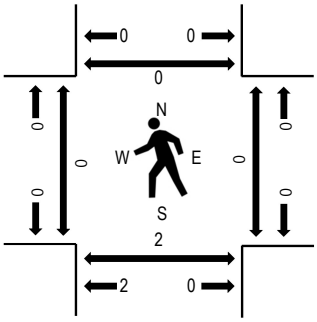
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	KNOWLES DR Eastbound				KNOWLES DR Westbound				WINCHESTER BOULEVARD Northbound				WINCHESTER BOULEVARD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	69	4	73	0	23	2	7	0	72	137	11	1	3	148	39	589	2,292	0	0	0	0
4:15 PM	0	58	8	81	0	19	5	10	0	89	118	13	2	2	128	44	577	2,324	0	0	1	0
4:30 PM	0	66	2	87	0	27	8	10	0	73	120	14	8	5	120	42	582	2,312	0	0	0	0
4:45 PM	0	59	2	92	0	28	2	3	0	82	109	6	2	6	122	31	544	2,250	0	0	0	0
5:00 PM	0	75	4	82	0	34	7	13	0	71	132	14	8	1	147	33	621	2,175	0	0	1	0
5:15 PM	0	54	3	87	0	35	4	9	0	90	124	10	8	5	111	25	565		0	0	1	0
5:30 PM	0	60	8	78	0	25	11	13	0	79	106	7	1	5	99	28	520		0	0	1	0
5:45 PM	0	31	2	64	0	24	4	6	0	63	127	10	0	3	105	30	469		0	0	0	0

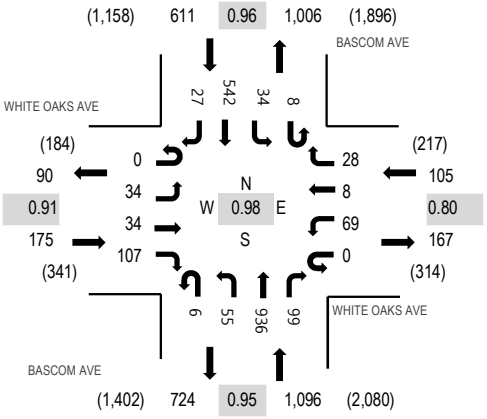
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	255	16	339	0	105	20	36	0	311	474	46	20	14	508	148	2,292
Mediums	0	3	0	3	0	3	2	0	0	4	5	1	0	0	9	2	32
Total	0	258	16	342	0	108	22	36	0	315	479	47	20	14	517	150	2,324

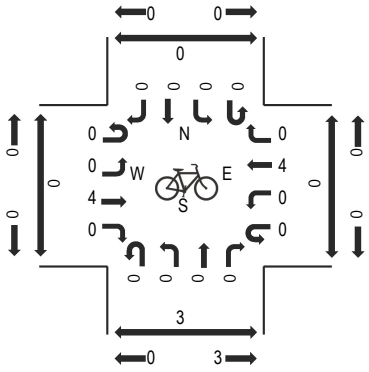
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BASCOM AVE & WHITE OAKS AVE PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

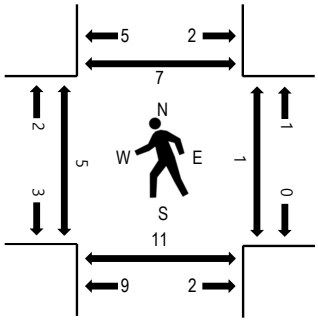
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WHITE OAKS AVE Eastbound				WHITE OAKS AVE Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	8	30	0	13	2	6	0	12	240	20	3	11	129	6	488	1,987	1	0	2	1
4:15 PM	0	6	9	27	0	22	3	7	2	17	234	21	2	7	141	7	505	1,982	0	1	1	1
4:30 PM	0	12	10	27	0	16	3	7	1	14	229	31	2	7	131	5	495	1,987	1	0	8	0
4:45 PM	0	8	7	23	0	18	0	8	3	12	233	27	1	9	141	9	499	1,953	3	0	0	5
5:00 PM	0	6	8	35	0	17	3	4	2	16	221	18	1	7	135	10	483	1,809	0	1	2	3
5:15 PM	0	6	6	28	0	19	3	14	0	18	239	33	2	7	129	6	510		4	0	1	0
5:30 PM	0	6	5	29	0	18	5	6	1	14	218	27	1	8	117	6	461		0	0	2	0
5:45 PM	0	8	5	24	0	16	3	4	0	7	152	18	2	5	108	3	355		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	34	33	107	0	69	8	27	6	54	927	98	8	34	536	27	1,968
Mediums	0	0	1	0	0	0	0	1	0	1	9	1	0	0	6	0	19
Total	0	34	34	107	0	69	8	28	6	55	936	99	8	34	542	27	1,987

Appendix C

Volume Summary Sheet

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Winchester Boulevard & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	247	391	1044	0	161	166	344	0	0	0	0	2353
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	3	4	38	0	0	0	15	0	0	0	0	60
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	15	4	0	1	4	0	0	0	0	0	24
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	8	8	0	1	1	0	0	0	0	0	18
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	5	0	0	0	0	0	3	0	0	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	8	27	50	0	2	5	18	0	0	0	0	110
Background Conditions	0	255	418	1094	0	163	171	362	0	0	0	0	2463
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	9	2	0	3	14	0	0	0	0	0	28
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	4	6	0	0	0	0	0	0	0	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	1	4	0	0	0	0	0	0	0	0	5
Total Approved Trips	0	0	14	12	0	3	14	0	0	0	0	0	43
Cumulative Conditions	0	255	432	1106	0	166	185	362	0	0	0	0	2506
Project Trips (Existing & Background)	0	0	9	20	0	6	3	0	0	0	0	0	38
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	9	20	0	6	3	0	0	0	0	0	38
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	247	400	1064	0	167	169	344	0	0	0	0	2391
Background + Project	0	255	427	1114	0	169	174	362	0	0	0	0	2501
Cumulative + Project	0	255	441	1126	0	172	188	362	0	0	0	0	2544

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: University Avenue & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	3	0	2	8	1028	220	101	0	168	105	443	3	2081
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	38	0	0	0	0	0	4	0	42
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	5	0	0	0	0	0	19	0	24
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	0	8	0	0	0	0	0	9	0	17
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	2	1	0	0	0	0	0	3
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	51	2	1	0	0	0	32	0	86
Background Conditions	3	0	2	8	1079	222	102	0	168	105	475	3	2167
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	5	0	0	0	0	0	23	0	28
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	0	0	6	0	0	0	0	0	4	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	0	0	4	0	0	0	0	0	1	0	5
Total Approved Trips	0	0	0	0	15	0	0	0	0	0	28	0	43
Cumulative Conditions	3	0	2	8	1094	222	102	0	168	105	503	3	2210
Project Trips (Existing & Background)	0	0	0	0	26	0	0	0	0	0	12	0	38
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	26	0	0	0	0	0	12	0	38
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	3	0	2	8	1054	220	101	0	168	105	455	3	2119
Background + Project	3	0	2	8	1105	222	102	0	168	105	487	3	2205
Cumulative + Project	3	0	2	8	1120	222	102	0	168	105	515	3	2248

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: SR 17 SB Ramps & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	658	22	668	98	771	28	35	13	15	5	606	84	3003
Approved Project Trips													
1700 Dell Avenue (Campbell)	16	0	0	0	22	0	0	0	0	0	2	2	42
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	31	5	5	0	0	0	0	0	19	0	60
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	10	6	8	0	0	0	0	0	9	0	33
15475 Los Gatos Boulevard	0	0	2	2	0	0	0	0	0	0	0	0	4
15860 Winchester Boulevard	2	0	0	0	0	0	0	0	0	0	0	1	3
15600-15659 Los Gatos Boulevard	0	0	9	0	0	0	0	0	0	0	0	0	9
Total Approved Trips	18	0	52	13	35	0	0	0	0	0	30	3	151
Background Conditions	676	22	720	111	806	28	35	13	15	5	636	87	3154
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	36	4	5	0	0	0	0	0	23	0	68
14926 Los Gatos Boulevard	0	0	0	1	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	0	5	4	6	0	0	0	0	0	4	0	19
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	5	9	0	0	0	0	0	0	0	0	14
15349-15376 Los Gatos Boulevard	0	0	1	3	0	0	0	0	0	0	0	0	4
North 40 Phase II Undeveloped Sites	0	0	1	3	4	0	0	0	0	0	1	0	9
Total Approved Trips	0	0	48	24	15	0	0	0	0	0	28	0	115
Cumulative Conditions	676	22	768	135	821	28	35	13	15	5	664	87	3269
Project Trips (Existing & Background)	0	0	10	11	26	0	0	0	0	0	12	0	59
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	10	11	26	0	0	0	0	0	12	0	59
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	658	22	678	109	797	28	35	13	15	5	618	84	3062
Background + Project	676	22	730	122	832	28	35	13	15	5	648	87	3213
Cumulative + Project	676	22	778	146	847	28	35	13	15	5	676	87	3328

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: SR 17 NB Ramps & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	727	741	0	198	0	148	0	1133	192	3139
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	9	0	0	0	13	0	2	0	24
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	9	10	0	20	0	0	0	50	0	89
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	9	14	0	6	0	0	0	19	0	48
15475 Los Gatos Boulevard	0	0	0	2	2	0	2	0	0	0	2	0	8
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	7	0	0	0	0	0	0	9	0	16
Total Approved Trips	0	0	0	27	35	0	28	0	13	0	82	0	185
Background Conditions	0	0	0	754	776	0	226	0	161	0	1215	192	3324
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	9	10	0	18	0	0	0	59	0	96
14926 Los Gatos Boulevard	0	0	0	1	1	0	1	0	0	0	0	0	3
14849 Los Gatos Boulevard	0	0	0	7	11	0	3	0	0	0	9	0	30
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	9	9	0	5	0	0	0	5	0	28
15349-15376 Los Gatos Boulevard	0	0	0	3	3	0	1	0	0	0	1	0	8
North 40 Phase II Undeveloped Sites	0	0	0	4	7	0	1	0	0	0	3	0	15
Total Approved Trips	0	0	0	33	41	0	29	0	0	0	77	0	180
Cumulative Conditions	0	0	0	787	817	0	255	0	161	0	1292	192	3504
Project Trips (Existing & Background)	0	0	0	24	37	0	5	0	0	0	22	0	88
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	24	37	0	5	0	0	0	22	0	88
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	0	0	751	778	0	203	0	148	0	1155	192	3227
Background + Project	0	0	0	778	813	0	231	0	161	0	1237	192	3412
Cumulative + Project	0	0	0	811	854	0	260	0	161	0	1314	192	3592

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Highland Oaks Drive/Turner Street & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	37	0	0	12	1432	0	20	0	0	16	1295	31	2843
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	19	0	0	0	0	0	70	0	89
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	8	0	0	3	15	0	0	0	0	0	20	4	50
15475 Los Gatos Boulevard	0	0	0	0	3	0	0	0	0	0	3	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	7	0	0	0	0	0	9	0	16
Total Approved Trips	8	0	0	3	44	0	0	0	0	0	102	4	161
Background Conditions	45	0	0	15	1476	0	20	0	0	16	1397	35	3004
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	19	0	0	0	0	0	77	0	96
14926 Los Gatos Boulevard	0	0	0	0	2	0	0	0	0	0	1	0	3
14849 Los Gatos Boulevard	0	0	0	0	17	0	0	0	0	0	12	0	29
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	19	0	0	0	0	0	10	0	29
15349-15376 Los Gatos Boulevard	0	0	0	0	5	0	0	0	0	0	2	0	7
North 40 Phase II Undeveloped Sites	0	0	0	0	11	0	0	0	0	0	4	0	15
Total Approved Trips	0	0	0	0	73	0	0	0	0	0	106	0	179
Cumulative Conditions	45	0	0	15	1549	0	20	0	0	16	1503	35	3183
Project Trips (Existing & Background)	0	0	0	0	61	0	0	0	0	0	27	0	88
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	61	0	0	0	0	0	27	0	88
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	37	0	0	12	1493	0	20	0	0	16	1322	31	2931
Background + Project	45	0	0	15	1537	0	20	0	0	16	1424	35	3092
Cumulative + Project	45	0	0	15	1610	0	20	0	0	16	1530	35	3271

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Bascom Avenue & SR 85 NB Ramps
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	280	693	0	157	0	241	0	467	280	0	0	0	2118
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	5	0	0	0	0	0	0	5
16160 E Mozart Avenue (Campbell)	1	2	0	0	0	0	0	2	0	0	0	0	5
Samaritian Medical Expansion (SJ ATI)	0	56	0	0	0	73	0	15	20	0	0	0	164
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	4	0	0	0	10	0	4	9	0	0	0	27
15475 Los Gatos Boulevard	0	0	0	0	0	2	0	0	2	0	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	1	0	0	0	6	0	1	4	0	0	0	12
Total Approved Trips	1	63	0	0	0	96	0	22	35	0	0	0	217
Background Conditions	281	756	0	157	0	337	0	489	315	0	0	0	2335
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	54	0	0	0	68	0	13	16	0	0	0	151
14926 Los Gatos Boulevard	0	0	0	0	0	1	0	1	1	0	0	0	3
14849 Los Gatos Boulevard	0	2	0	0	0	5	0	3	7	0	0	0	17
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	5	0	0	9	0	0	0	14
15349-15376 Los Gatos Boulevard	0	0	0	0	0	1	0	0	3	0	0	0	4
North 40 Phase II Undeveloped Sites	0	1	0	0	0	1	0	2	4	0	0	0	8
Total Approved Trips	0	57	0	0	0	81	0	19	40	0	0	0	197
Cumulative Conditions	281	813	0	157	0	418	0	508	355	0	0	0	2532
Project Trips (Existing & Background)	0	5	0	0	0	10	0	11	24	0	0	0	50
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	5	0	0	0	10	0	11	24	0	0	0	50
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	280	698	0	157	0	251	0	478	304	0	0	0	2168
Background + Project	281	761	0	157	0	347	0	500	339	0	0	0	2385
Cumulative + Project	281	818	0	157	0	428	0	519	379	0	0	0	2582

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	752	145	0	0	0	274	642	0	201	0	112	2126
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	5	0	0	0	0	1	0	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	2	0	0	0	0	0	0	0	0	0	2
Samaritian Medical Expansion (SJ ATI)	0	129	0	0	0	0	20	35	0	73	0	0	257
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	15	0	0	0	0	9	13	0	10	0	0	47
15475 Los Gatos Boulevard	0	2	0	0	0	0	2	2	0	2	0	0	8
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	7	0	0	0	0	4	5	0	7	0	0	23
Total Approved Trips	0	158	2	0	0	0	36	55	0	92	0	0	343
Background Conditions	0	910	147	0	0	0	310	697	0	293	0	112	2469
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	122	0	0	0	0	16	29	0	68	0	0	235
14926 Los Gatos Boulevard	0	1	0	0	0	0	1	2	0	1	0	0	5
14849 Los Gatos Boulevard	0	7	0	0	0	0	7	10	0	5	0	0	29
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	5	0	0	0	0	9	9	0	5	0	0	28
15349-15376 Los Gatos Boulevard	0	1	0	0	0	0	3	3	0	1	0	0	8
North 40 Phase II Undeveloped Sites	0	2	0	0	0	0	5	6	0	1	0	0	14
Total Approved Trips	0	138	0	0	0	0	41	59	0	81	0	0	319
Cumulative Conditions	0	1048	147	0	0	0	351	756	0	374	0	112	2788
Project Trips (Existing & Background)	0	15	0	0	0	0	26	35	0	10	0	0	86
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	15	0	0	0	0	26	35	0	10	0	0	86
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	767	145	0	0	0	300	677	0	211	0	112	2212
Background + Project	0	925	147	0	0	0	336	732	0	303	0	112	2555
Cumulative + Project	0	1063	147	0	0	0	377	791	0	384	0	112	2874

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Los Gatos Boulevard & Samaritan Drive/Burton Road
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	14	501	417	288	24	178	215	595	35	26	33	31	2357
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	5	0	0	0	0	0	1	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	203	55	0	24	87	0	0	0	0	0	369
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	24	0	0	0	1	1	22	0	0	0	0	48
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	0	46	203	55	0	25	88	35	0	0	0	0	452
Background Conditions	14	547	620	343	24	203	303	630	35	26	33	31	2809
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	190	46	0	23	95	0	0	0	0	0	354
14926 Los Gatos Boulevard	0	2	0	0	0	0	0	3	0	0	0	0	5
14849 Los Gatos Boulevard	0	12	0	0	0	1	0	8	19	0	0	8	48
North 40 Phase I Adjustment (approved, future network)	4	-4	0	0	1	-1	0	-4	0	0	0	4	0
North 40 Phase I Adjustment (occupied, future network)	2	-2	0	0	1	-1	-1	-5	0	0	1	5	0
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	3	0	0	0	0	0	0	0	5	17	1	11	37
Total Approved Trips	9	20	190	46	2	22	94	26	24	17	2	28	480
Cumulative Conditions	23	567	810	389	26	225	397	656	59	43	35	59	3289
Project Trips (Existing & Background)	0	25	0	0	0	1	3	61	20	0	0	0	110
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	-1	2	0	0	0	1
Project Trips (Cumulative)	5	20	0	0	0	1	0	15	20	0	3	46	110
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	-2	2	0	0	1	1
Existing + Project	14	526	417	288	24	179	218	655	57	26	33	31	2468
Background + Project	14	572	620	343	24	204	306	690	57	26	33	31	2920
Cumulative + Project	28	587	810	389	26	226	397	669	81	43	38	106	3400

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Los Gatos Boulevard & Walker Street
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	11	645	11	0	0	0	0	836	39	25	0	14	1581
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	5	0	0	0	0	0	1	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	24	0	0	0	0	0	87	0	0	0	0	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	26	0	0	0	0	0	0	0	31	27	0	23	107
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	26	46	0	0	0	0	0	100	31	27	0	23	253
Background Conditions	37	691	11	0	0	0	0	936	70	52	0	37	1834
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	23	0	0	0	0	0	95	0	0	0	0	118
14926 Los Gatos Boulevard	0	3	0	0	0	0	0	2	0	0	0	0	5
14849 Los Gatos Boulevard	0	26	9	0	0	0	0	19	0	0	0	0	54
North 40 Phase I Adjustment (approved, future network)	-5	0	0	0	0	0	0	0	0	0	0	-4	-9
North 40 Phase I Adjustment (occupied, future network)	-3	0	0	0	0	0	0	0	0	0	0	-6	-9
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	0	17	0	0	0	0	0	5	0	0	0	0	22
Total Approved Trips	-8	81	9	0	0	0	0	145	0	0	0	-10	217
Cumulative Conditions	29	772	20	0	0	0	0	1081	70	52	0	27	2051
Project Trips (Existing & Background)	0	78	52	0	0	0	0	20	20	17	0	12	199
Pass-By Trips (Existing & Background)	0	-1	1	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	78	3	0	0	0	0	20	20	17	0	12	150
Pass-By Trips (Cumulative)	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Existing + Project	11	722	64	0	0	0	0	856	59	42	0	26	1780
Background + Project	37	768	64	0	0	0	0	956	90	69	0	49	2033
Cumulative + Project	29	849	23	0	0	0	0	1101	90	69	0	39	2200

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Los Gatos Boulevard & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	346	368	28	9	26	19	8	397	1041	841	25	443	3551
Approved Project Trips													
1700 Dell Avenue (Campbell)	5	0	0	0	0	0	0	0	4	1	0	1	11
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	19	5	0	0	0	0	0	17	0	0	0	70	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	15	12	0	0	0	0	0	11	3	0	0	20	61
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	3	3	0	0	12
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	7	10	0	0	40
Total Approved Trips	39	34	0	0	0	0	0	40	17	14	0	91	235
Background Conditions	385	402	28	9	26	19	8	437	1058	855	25	534	3786
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	19	4	0	0	0	0	0	18	0	0	0	77	118
14926 Los Gatos Boulevard	2	1	0	0	0	0	0	1	0	0	0	1	5
14849 Los Gatos Boulevard	17	9	0	0	0	0	0	7	0	0	0	12	45
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	23	10	0	0	62
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	5	2	0	0	14
North 40 Phase II Undeveloped Sites	11	6	0	0	0	0	0	2	0	0	0	4	23
Total Approved Trips	49	32	0	0	0	0	0	52	28	12	0	94	267
Cumulative Conditions	434	434	28	9	26	19	8	489	1086	867	25	628	4053
Project Trips (Existing & Background)	61	34	0	0	0	0	0	13	0	0	0	27	135
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	61	34	0	0	0	0	0	13	0	0	0	27	135
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	407	402	28	9	26	19	8	410	1041	841	25	470	3686
Background + Project	446	436	28	9	26	19	8	450	1058	855	25	561	3921
Cumulative + Project	495	468	28	9	26	19	8	502	1086	867	25	655	4188

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Los Gatos Boulevard & Gateway Drive/Garden Lane
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	999	131	201	5	43	18	938	27	21	6	51	2460
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	0	0	17	0	0	0	0	22
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	10	2	0	0	2	0	12	0	0	0	0	26
15475 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	24	0	0	0	0	0	16	0	0	0	0	40
Total Approved Trips	0	45	2	0	0	2	0	51	0	0	0	0	100
Background Conditions	20	1044	133	201	5	45	18	989	27	21	6	51	2560
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	4	0	0	0	0	0	18	0	0	0	0	22
14926 Los Gatos Boulevard	0	1	0	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	8	1	0	0	1	0	6	0	0	0	0	16
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	5	19	29	0	20	0	0	0	0	0	0	73
15349-15376 Los Gatos Boulevard	5	0	0	0	0	0	0	0	3	7	0	11	26
North 40 Phase II Undeveloped Sites	0	5	1	0	0	0	0	2	0	0	0	0	8
Total Approved Trips	5	23	21	29	0	21	0	26	3	7	0	11	146
Cumulative Conditions	25	1067	154	230	5	66	18	1015	30	28	6	62	2706
Project Trips (Existing & Background)	0	29	5	2	0	0	0	11	0	0	0	0	47
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	29	5	2	0	0	0	11	0	0	0	0	47
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	20	1028	136	203	5	43	18	949	27	21	6	51	2507
Background + Project	20	1073	138	203	5	45	18	1000	27	21	6	51	2607
Cumulative + Project	25	1096	159	232	5	66	18	1026	30	28	6	62	2753

Intersection Number: 12
Traffix Node Number: 12
Intersection Name: Los Gatos Boulevard & Village Square
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	904	83	4	0	10	27	950	28	0	0	0	2006
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	0	0	17	0	0	0	0	22
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	10	0	0	0	0	0	12	0	0	0	0	22
15475 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	24	0	0	0	0	0	16	0	0	0	0	40
Total Approved Trips	0	45	0	0	0	0	0	51	0	0	0	0	96
Background Conditions	0	949	83	4	0	10	27	1001	28	0	0	0	2102
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	4	0	0	0	0	0	18	0	0	0	0	22
14926 Los Gatos Boulevard	0	1	0	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	8	0	0	0	0	0	6	0	0	0	0	14
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	25	0	0	0	0	0	13	0	0	0	0	38
15349-15376 Los Gatos Boulevard	0	7	0	0	0	0	0	3	0	0	0	0	10
North 40 Phase II Undeveloped Sites	0	5	0	0	0	0	0	2	0	0	0	0	7
Total Approved Trips	0	50	0	0	0	0	0	42	0	0	0	0	92
Cumulative Conditions	0	999	83	4	0	10	27	1043	28	0	0	0	2194
Project Trips (Existing & Background)	0	29	0	0	0	0	0	11	0	0	0	0	40
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	29	0	0	0	0	0	11	0	0	0	0	40
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	933	83	4	0	10	27	961	28	0	0	0	2046
Background + Project	0	978	83	4	0	10	27	1012	28	0	0	0	2142
Cumulative + Project	0	1028	83	4	0	10	27	1054	28	0	0	0	2234

Intersection Number: 13
Traffix Node Number: 13
Intersection Name: Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	11	727	155	279	7	173	111	734	43	24	9	19	2292
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	3	12	17	0	0	0	0	37
400 Blossom Hill Road	0	0	0	0	0	1	0	0	0	0	0	0	1
16212 Los Gatos Boulevard	0	0	0	0	0	1	1	0	0	0	0	0	2
North 40 Phase I	0	8	3	0	0	3	0	8	0	0	0	0	22
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	24	0	0	24	0	34	0	0	0	0	82
Total Approved Trips	0	16	27	0	0	32	13	62	0	0	0	0	150
Background Conditions	11	743	182	279	7	205	124	796	43	24	9	19	2442
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	4	0	0	0	1	5	18	0	0	0	0	28
14926 Los Gatos Boulevard	0	1	1	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	6	2	0	0	2	0	4	0	0	0	0	14
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	19	6	3	0	0	0	10	0	0	0	0	38
15349-15376 Los Gatos Boulevard	0	5	2	1	0	0	0	2	0	0	0	0	10
North 40 Phase II Undeveloped Sites	0	4	1	0	0	0	0	1	0	0	0	0	6
Total Approved Trips	0	39	12	4	0	3	5	35	0	0	0	0	98
Cumulative Conditions	11	782	194	283	7	208	129	831	43	24	9	19	2540
Project Trips (Existing & Background)	0	21	8	3	0	0	0	8	0	0	0	0	40
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	21	8	3	0	0	0	8	0	0	0	0	40
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	11	748	163	282	7	173	111	742	43	24	9	19	2332
Background + Project	11	764	190	282	7	205	124	804	43	24	9	19	2482
Cumulative + Project	11	803	202	286	7	208	129	839	43	24	9	19	2580

Intersection Number: 14
Traffix Node Number: 14
Intersection Name: Los Gatos Boulevard & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	200	433	205	256	388	250	147	419	167	42	143	205	2855
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	8	0	0	0	0	0	29	0	0	0	0	37
400 Blossom Hill Road	1	0	0	0	1	0	0	0	1	0	0	0	3
16212 Los Gatos Boulevard	0	1	0	0	0	1	1	1	1	1	0	0	6
North 40 Phase I	0	3	5	0	0	5	0	3	0	0	0	0	16
15475 Los Gatos Boulevard	2	0	1	1	0	0	0	0	0	0	0	2	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	7	9	7	10	0	0	0	14	0	0	0	10	57
Total Approved Trips	10	21	13	11	1	6	1	47	2	1	0	12	125
Background Conditions	210	454	218	267	389	256	148	466	169	43	143	217	2980
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	5	0	0	0	0	0	18	0	0	0	0	23
14926 Los Gatos Boulevard	0	0	1	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	2	4	0	0	2	0	2	0	0	0	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	3	9	6	3	0	0	0	3	0	0	0	2	26
15349-15376 Los Gatos Boulevard	1	3	2	1	0	0	0	1	0	0	0	0	8
North 40 Phase II Undeveloped Sites	0	1	2	1	0	0	0	0	0	0	0	0	4
Total Approved Trips	4	20	15	5	0	2	0	24	0	0	0	2	72
Cumulative Conditions	214	474	233	272	389	258	148	490	169	43	143	219	3052
Project Trips (Existing & Background)	0	8	13	5	0	0	0	3	0	0	0	0	29
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	13	5	0	0	0	3	0	0	0	0	29
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	200	441	218	261	388	250	147	422	167	42	143	205	2884
Background + Project	210	462	231	272	389	256	148	469	169	43	143	217	3009
Cumulative + Project	214	482	246	277	389	258	148	493	169	43	143	219	3081

Intersection Number: 15
Traffix Node Number: 15
Intersection Name: Winchester Boulevard & Wimbledon Drive
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	528	0	0	0	0	0	1371	124	131	0	51	2231
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	6	0	0	0	0	0	54	0	0	0	0	60
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	1	1	0	0	15
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	5	0	0	0	0	0	3	0	0	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	33	0	0	0	0	0	67	1	1	0	0	102
Background Conditions	26	561	0	0	0	0	0	1438	125	132	0	51	2333
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	1	1	0	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	1	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	10	2	1	0	0	26
Cumulative Conditions	26	574	0	0	0	0	0	1448	127	133	0	51	2359
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	3	1	0	0	29
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	3	1	0	0	29
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	26	536	0	0	0	0	0	1388	127	132	0	51	2260
Background + Project	26	569	0	0	0	0	0	1455	128	133	0	51	2362
Cumulative + Project	26	582	0	0	0	0	0	1465	130	134	0	51	2388

Intersection Number: 16
Traffix Node Number: 16
Intersection Name: Winchester Boulevard & Albright Way
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	65	492	37	0	1	16	78	1153	77	38	1	32	1990
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	6	0	0	0	0	0	54	0	0	0	0	60
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	0	0	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	5	0	0	0	0	0	3	0	0	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	33	0	0	0	0	0	67	0	0	0	0	100
Background Conditions	65	525	37	0	1	16	78	1220	77	38	1	32	2090
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	0	0	0	0	4
Total Approved Trips	0	13	0	0	0	0	0	10	0	0	0	0	23
Cumulative Conditions	65	538	37	0	1	16	78	1230	77	38	1	32	2113
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	65	500	37	0	1	16	78	1170	77	38	1	32	2015
Background + Project	65	533	37	0	1	16	78	1237	77	38	1	32	2115
Cumulative + Project	65	546	37	0	1	16	78	1247	77	38	1	32	2138

Intersection Number: 17
Traffix Node Number: 17
Intersection Name: Winchester Boulevard & SR 85 SB Ramp
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	537	0	0	0	0	0	1152	0	362	0	293	2344
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	6	0	0	0	0	0	54	0	0	0	13	73
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	0	0	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	3	0	5	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	28	0	0	0	0	0	67	0	5	0	13	113
Background Conditions	0	565	0	0	0	0	0	1219	0	367	0	306	2457
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	0	0	0	0	4
Total Approved Trips	0	13	0	0	0	0	0	10	0	0	0	0	23
Cumulative Conditions	0	578	0	0	0	0	0	1229	0	367	0	306	2480
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	545	0	0	0	0	0	1169	0	362	0	293	2369
Background + Project	0	573	0	0	0	0	0	1236	0	367	0	306	2482
Cumulative + Project	0	586	0	0	0	0	0	1246	0	367	0	306	2505

Intersection Number: 18
Traffix Node Number: 18
Intersection Name: Winchester Boulevard & SR 85 NB Ramp
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	298	499	6	15	15	22	17	1040	390	0	0	0	2302
Approved Project Trips													
1700 Dell Avenue (Campbell)	2	6	0	0	0	0	0	67	0	0	0	0	75
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	0	0	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	3	0	0	0	3
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	28	0	0	0	0	0	77	3	0	0	0	110
Background Conditions	300	527	6	15	15	22	17	1117	393	0	0	0	2412
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	0	0	0	0	4
Total Approved Trips	0	13	0	0	0	0	0	10	0	0	0	0	23
Cumulative Conditions	300	540	6	15	15	22	17	1127	393	0	0	0	2435
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	298	507	6	15	15	22	17	1057	390	0	0	0	2327
Background + Project	300	535	6	15	15	22	17	1134	393	0	0	0	2437
Cumulative + Project	300	548	6	15	15	22	17	1144	393	0	0	0	2460

Intersection Number: 19
Traffix Node Number: 19
Intersection Name: Winchester Boulevard & Knowles Drive
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	294	437	30	17	26	51	164	495	411	256	33	290	2504
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	8	1	0	8	67	0	0	0	3	0	87
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	8	0	0	0	0	0	2	2	7	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	4	0	0	0	0	0	4	2	3	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	12	8	1	0	8	67	6	4	10	3	0	119
Background Conditions	294	449	38	18	26	59	231	501	415	266	36	290	2623
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	5	0	0	0	0	0	1	1	5	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	2	0	0	0	0	0	3	2	1	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	2	1	0	0	0	4
Total Approved Trips	0	8	0	0	0	0	0	6	4	6	0	0	24
Cumulative Conditions	294	457	38	18	26	59	231	507	419	272	36	290	2647
Project Trips (Existing & Background)	0	5	0	0	0	0	0	11	6	3	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	5	0	0	0	0	0	11	6	3	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	294	442	30	17	26	51	164	506	417	259	33	290	2529
Background + Project	294	454	38	18	26	59	231	512	421	269	36	290	2648
Cumulative + Project	294	462	38	18	26	59	231	518	425	275	36	290	2672

Intersection Number: 20
Traffix Node Number: 20
Intersection Name: Bascom Avenue & White Oaks Avenue/White Oaks Road
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	36	776	26	65	39	149	69	623	64	106	24	38	2015
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	1	0	0	0	0	0	2	0	0	0	0	3
Samaritian Medical Expansion (SJ ATI)	0	48	0	0	0	8	2	13	0	0	0	0	71
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	4	0	0	0	0	0	4	0	0	0	0	8
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
Total Approved Trips	0	54	0	0	0	8	2	20	0	0	0	0	84
Background Conditions	36	830	26	65	39	157	71	643	64	106	24	38	2099
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	45	0	0	0	9	2	11	0	0	0	0	67
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	1	0	0	0	0	1
14849 Los Gatos Boulevard	0	2	0	0	0	0	0	3	0	0	0	0	5
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	2	0	0	0	0	3
Total Approved Trips	0	48	0	0	0	9	2	17	0	0	0	0	76
Cumulative Conditions	36	878	26	65	39	166	73	660	64	106	24	38	2175
Project Trips (Existing & Background)	0	5	0	0	0	0	0	11	0	0	0	0	16
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	5	0	0	0	0	0	11	0	0	0	0	16
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	36	781	26	65	39	149	69	634	64	106	24	38	2031
Background + Project	36	835	26	65	39	157	71	654	64	106	24	38	2115
Cumulative + Project	36	883	26	65	39	166	73	671	64	106	24	38	2191

Intersection Number: 21
Traffix Node Number: 21
Intersection Name: Los Gatos Boulevard & C5 Street
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: n/a

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	705	0	0	0	0	0	850	0	0	0	0	1555
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	24	0	0	0	0	0	87	0	0	0	0	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	26	0	0	0	0	0	23	0	0	0	0	49
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	0	67	0	0	0	0	0	122	0	0	0	0	189
Background Conditions	0	772	0	0	0	0	0	972	0	0	0	0	1744
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	23	0	0	0	0	0	95	0	0	0	0	118
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	31	0	0	0	0	0	0	27	0	35	0	0	93
North 40 Phase I Adjustment (approved, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
North 40 Phase I Adjustment (occupied, future network)	0	-2	0	0	0	0	0	-6	0	0	0	0	-8
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	0	17	0	0	0	0	0	5	0	0	0	0	22
Total Approved Trips	31	44	0	0	0	0	0	141	0	35	0	0	251
Cumulative Conditions	31	816	0	0	0	0	0	1113	0	35	0	0	1995
Project Trips (Existing & Background)	29	17	0	0	0	0	0	84	0	101	0	0	231
Pass-By Trips (Existing & Background)	1	1	0	0	0	0	0	1	0	1	0	0	4
Project Trips (Cumulative)	16	17	0	0	0	0	0	35	0	56	0	0	124
Pass-By Trips (Cumulative)	1	1	0	0	0	0	0	0	0	0	0	0	2
Existing + Project	30	723	0	0	0	0	0	935	0	102	0	0	1790
Background + Project	30	790	0	0	0	0	0	1057	0	102	0	0	1979
Cumulative + Project	48	834	0	0	0	0	0	1148	0	91	0	0	2121

Intersection Number: 22
Traffix Node Number: 22
Intersection Name: Los Gatos Boulevard & C2 Street
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: n/a

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	705	0	0	0	0	0	850	0	0	0	0	1555
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	24	0	0	0	0	0	87	0	0	0	0	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	26	0	0	0	0	0	23	0	0	0	0	49
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	0	67	0	0	0	0	0	122	0	0	0	0	189
Background Conditions	0	772	0	0	0	0	0	972	0	0	0	0	1744
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	23	0	0	0	0	0	95	0	0	0	0	118
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	35	0	0	0	0	0	27	0	0	0	0	62
North 40 Phase I Adjustment (approved, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
North 40 Phase I Adjustment (occupied, future network)	0	-2	0	0	0	0	0	-6	0	0	0	0	-8
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	0	17	0	0	0	0	0	5	0	0	0	0	22
Total Approved Trips	0	79	0	0	0	0	0	141	0	0	0	0	220
Cumulative Conditions	0	851	0	0	0	0	0	1113	0	0	0	0	1964
Project Trips (Existing & Background)	17	101	0	0	0	0	0	84	0	29	0	0	231
Pass-By Trips (Existing & Background)	4	-2	0	0	0	0	0	1	0	2	0	0	5
Project Trips (Cumulative)	17	56	0	0	0	0	0	35	0	25	0	0	133
Pass-By Trips (Cumulative)	4	-3	0	0	0	0	0	0	0	2	0	0	3
Existing + Project	21	804	0	0	0	0	0	935	0	31	0	0	1791
Background + Project	21	871	0	0	0	0	0	1057	0	31	0	0	1980
Cumulative + Project	21	904	0	0	0	0	0	1148	0	27	0	0	2100

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Winchester Boulevard & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	338	690	680	0	222	139	283	0	0	0	0	2352
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	15	22	8	0	0	0	3	0	0	0	0	48
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	9	22	0	7	3	0	0	0	0	0	41
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	22	21	0	2	2	0	0	0	0	0	47
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	4	0	0	0	0	0	7	0	0	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	19	53	51	0	9	5	10	0	0	0	0	147
Background Conditions	0	357	743	731	0	231	144	293	0	0	0	0	2499
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	3	9	0	13	5	0	0	0	0	0	30
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	8	7	0	1	1	0	0	0	0	0	17
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	3	2	0	0	0	0	0	0	0	0	5
Total Approved Trips	0	0	14	18	0	14	6	0	0	0	0	0	52
Cumulative Conditions	0	357	757	749	0	245	150	293	0	0	0	0	2551
Project Trips (Existing & Background)	0	0	21	15	0	5	6	0	0	0	0	0	47
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	21	15	0	5	6	0	0	0	0	0	47
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	338	711	695	0	227	145	283	0	0	0	0	2399
Background + Project	0	357	764	746	0	236	150	293	0	0	0	0	2546
Cumulative + Project	0	357	778	764	0	250	156	293	0	0	0	0	2598

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: University Avenue & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	3	13	5	729	138	239	1	173	121	712	4	2138
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	8	0	0	0	0	0	22	0	30
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	29	0	0	0	0	0	12	0	41
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	0	22	0	0	0	0	0	24	0	46
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	1	2	0	0	0	0	0	3
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	59	1	2	0	0	0	58	0	120
Background Conditions	0	3	13	5	788	139	241	1	173	121	770	4	2258
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	22	0	0	0	0	0	8	0	30
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	0	0	7	0	0	0	0	0	9	0	16
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	0	0	2	0	0	0	0	0	3	0	5
Total Approved Trips	0	0	0	0	31	0	0	0	0	0	20	0	51
Cumulative Conditions	0	3	13	5	819	139	241	1	173	121	790	4	2309
Project Trips (Existing & Background)	0	0	0	0	20	0	0	0	0	0	27	0	47
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	20	0	0	0	0	0	27	0	47
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	3	13	5	749	138	239	1	173	121	739	4	2185
Background + Project	0	3	13	5	808	139	241	1	173	121	797	4	2305
Cumulative + Project	0	3	13	5	839	139	241	1	173	121	817	4	2356

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: SR 17 SB Ramps & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	468	19	850	103	523	34	34	7	10	6	961	77	3092
Approved Project Trips													
1700 Dell Avenue (Campbell)	3	0	0	0	4	0	0	0	0	0	9	13	29
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	19	30	29	0	0	0	0	0	12	0	90
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	26	16	22	0	0	0	0	0	24	0	88
15475 Los Gatos Boulevard	0	0	1	1	0	0	0	0	0	0	0	0	2
15860 Winchester Boulevard	1	0	0	0	0	0	0	0	0	0	0	2	3
15600-15659 Los Gatos Boulevard	0	0	19	0	0	0	0	0	0	0	0	0	19
Total Approved Trips	4	0	65	47	55	0	0	0	0	0	45	15	231
Background Conditions	472	19	915	150	578	34	34	7	10	6	1006	92	3323
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	12	18	22	0	0	0	0	0	8	0	60
14926 Los Gatos Boulevard	0	0	1	2	0	0	0	0	0	0	0	0	3
14849 Los Gatos Boulevard	0	0	10	5	7	0	0	0	0	0	9	0	31
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	12	10	0	0	0	0	0	0	0	0	22
15349-15376 Los Gatos Boulevard	0	0	3	2	0	0	0	0	0	0	0	0	5
North 40 Phase II Undeveloped Sites	0	0	4	2	2	0	0	0	0	0	3	0	11
Total Approved Trips	0	0	42	39	31	0	0	0	0	0	20	0	132
Cumulative Conditions	472	19	957	189	609	34	34	7	10	6	1026	92	3455
Project Trips (Existing & Background)	0	0	25	9	20	0	0	0	0	0	27	0	81
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	25	9	20	0	0	0	0	0	27	0	81
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	468	19	875	112	543	34	34	7	10	6	988	77	3173
Background + Project	472	19	940	159	598	34	34	7	10	6	1033	92	3404
Cumulative + Project	472	19	982	198	629	34	34	7	10	6	1053	92	3536

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: SR 17 NB Ramps & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	601	582	0	96	0	85	0	1602	285	3251
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	2	0	0	0	3	0	9	0	14
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	48	59	0	12	0	0	0	31	0	150
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	24	38	0	17	0	0	0	50	0	129
15475 Los Gatos Boulevard	0	0	0	1	1	0	1	0	0	0	1	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	19	0	0	0	0	0	0	19	0	38
Total Approved Trips	0	0	0	92	100	0	30	0	3	0	110	0	335
Background Conditions	0	0	0	693	682	0	126	0	88	0	1712	285	3586
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	35	40	0	6	0	0	0	20	0	101
14926 Los Gatos Boulevard	0	0	0	1	2	0	2	0	0	0	1	0	6
14849 Los Gatos Boulevard	0	0	0	8	13	0	6	0	0	0	19	0	46
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	10	10	0	12	0	0	0	12	0	44
15349-15376 Los Gatos Boulevard	0	0	0	2	2	0	3	0	0	0	3	0	10
North 40 Phase II Undeveloped Sites	0	0	0	2	4	0	2	0	0	0	7	0	15
Total Approved Trips	0	0	0	58	71	0	31	0	0	0	62	0	222
Cumulative Conditions	0	0	0	751	753	0	157	0	88	0	1774	285	3808
Project Trips (Existing & Background)	0	0	0	18	29	0	11	0	0	0	52	0	110
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	18	29	0	11	0	0	0	52	0	110
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	0	0	619	611	0	107	0	85	0	1654	285	3361
Background + Project	0	0	0	711	711	0	137	0	88	0	1764	285	3696
Cumulative + Project	0	0	0	769	782	0	168	0	88	0	1826	285	3918

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Highland Oaks Drive/Turner Street & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	0	0	15	1152	0	15	0	0	10	1653	20	2884
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	107	0	0	0	0	0	43	0	150
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	22	0	0	7	40	0	0	0	0	0	55	12	136
15475 Los Gatos Boulevard	0	0	0	0	1	0	0	0	0	0	1	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	19	0	0	0	0	0	19	0	38
Total Approved Trips	22	0	0	7	167	0	0	0	0	0	118	12	326
Background Conditions	41	0	0	22	1319	0	15	0	0	10	1771	32	3210
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	75	0	0	0	0	0	26	0	101
14926 Los Gatos Boulevard	0	0	0	0	3	0	0	0	0	0	4	0	7
14849 Los Gatos Boulevard	0	0	0	0	21	0	0	0	0	0	25	0	46
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	20	0	0	0	0	0	24	0	44
15349-15376 Los Gatos Boulevard	0	0	0	0	4	0	0	0	0	0	5	0	9
North 40 Phase II Undeveloped Sites	0	0	0	0	6	0	0	0	0	0	9	0	15
Total Approved Trips	0	0	0	0	129	0	0	0	0	0	93	0	222
Cumulative Conditions	41	0	0	22	1448	0	15	0	0	10	1864	32	3432
Project Trips (Existing & Background)	0	0	0	0	47	0	0	0	0	0	63	0	110
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	47	0	0	0	0	0	63	0	110
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	19	0	0	15	1199	0	15	0	0	10	1716	20	2994
Background + Project	41	0	0	22	1366	0	15	0	0	10	1834	32	3320
Cumulative + Project	41	0	0	22	1495	0	15	0	0	10	1927	32	3542

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Bascom Avenue & SR 85 NB Ramps
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	204	1104	0	208	0	235	0	1021	286	0	0	0	3058
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	1	0	0	0	0	0	0	1
16160 E Mozart Avenue (Campbell)	0	1	0	0	0	0	0	1	0	0	0	0	2
Samaritian Medical Expansion (SJ ATI)	0	34	0	0	0	45	0	85	112	0	0	0	276
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	12	0	0	0	27	0	11	24	0	0	0	74
15475 Los Gatos Boulevard	0	0	0	0	0	1	0	0	1	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	5	0	0	0	12	0	5	12	0	0	0	34
Total Approved Trips	0	52	0	0	0	86	0	102	149	0	0	0	389
Background Conditions	204	1156	0	208	0	321	0	1123	435	0	0	0	3447
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	23	0	53	66	0	0	0	160
14926 Los Gatos Boulevard	0	1	0	0	0	2	0	1	2	0	0	0	6
14849 Los Gatos Boulevard	0	4	0	0	0	10	0	4	8	0	0	0	26
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	12	0	0	10	0	0	0	22
15349-15376 Los Gatos Boulevard	0	0	0	0	0	3	0	0	2	0	0	0	5
North 40 Phase II Undeveloped Sites	0	2	0	0	0	4	0	1	2	0	0	0	9
Total Approved Trips	0	25	0	0	0	54	0	59	90	0	0	0	228
Cumulative Conditions	204	1181	0	208	0	375	0	1182	525	0	0	0	3675
Project Trips (Existing & Background)	0	11	0	0	0	26	0	9	18	0	0	0	64
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	11	0	0	0	26	0	9	18	0	0	0	64
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	204	1115	0	208	0	261	0	1030	304	0	0	0	3122
Background + Project	204	1167	0	208	0	347	0	1132	453	0	0	0	3511
Cumulative + Project	204	1192	0	208	0	401	0	1191	543	0	0	0	3739

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1109	243	0	0	0	512	989	0	319	36	309	3517
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	1	0	0	0	0	5	0	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	1	0	0	0	0	0	0	0	0	1	2
Samaritian Medical Expansion (SJ ATI)	0	79	0	0	0	0	113	198	0	45	0	0	435
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	39	0	0	0	0	26	35	0	26	0	0	126
15475 Los Gatos Boulevard	0	1	0	0	0	0	1	1	0	1	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	17	0	0	0	0	12	17	0	12	0	0	58
Total Approved Trips	0	137	1	0	0	0	157	251	0	84	0	1	631
Background Conditions	0	1246	244	0	0	0	669	1240	0	403	36	310	4148
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	41	0	0	0	0	66	120	0	23	0	0	250
14926 Los Gatos Boulevard	0	4	0	0	0	0	2	3	0	2	0	0	11
14849 Los Gatos Boulevard	0	15	0	0	0	0	8	12	0	10	0	0	45
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	12	0	0	0	0	10	10	0	12	0	0	44
15349-15376 Los Gatos Boulevard	0	3	0	0	0	0	2	2	0	3	0	0	10
North 40 Phase II Undeveloped Sites	0	6	0	0	0	0	3	4	0	4	0	0	17
Total Approved Trips	0	81	0	0	0	0	91	151	0	54	0	0	377
Cumulative Conditions	0	1327	244	0	0	0	760	1391	0	457	36	310	4525
Project Trips (Existing & Background)	0	37	0	0	0	0	20	27	0	25	0	0	109
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	37	0	0	0	0	20	27	0	25	0	0	109
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	1146	243	0	0	0	532	1016	0	344	36	309	3626
Background + Project	0	1283	244	0	0	0	689	1267	0	428	36	310	4257
Cumulative + Project	0	1364	244	0	0	0	780	1418	0	482	36	310	4634

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Los Gatos Boulevard & Samaritan Drive/Burton Road
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	6	875	540	479	9	255	238	1101	24	21	15	35	3598
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	1	0	0	0	0	0	5	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	124	311	0	134	54	0	0	0	0	0	623
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	65	0	0	0	3	3	61	0	0	0	0	132
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	0	96	124	311	0	137	57	96	0	0	0	0	821
Background Conditions	6	971	664	790	9	392	295	1197	24	21	15	35	4419
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	63	186	0	93	32	0	0	0	0	0	374
14926 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
14849 Los Gatos Boulevard	0	24	0	0	0	1	1	10	38	0	1	10	85
North 40 Phase I Adjustment (approved, future network)	12	-12	0	0	2	-2	-2	-11	0	0	2	11	0
North 40 Phase I Adjustment (occupied, future network)	5	-5	0	0	1	-1	-1	-3	0	0	1	3	0
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	9	0	0	0	0	0	0	0	14	10	0	6	39
Total Approved Trips	26	42	63	186	3	91	30	26	52	10	4	30	563
Cumulative Conditions	32	1013	727	976	12	483	325	1223	76	31	19	65	4982
Project Trips (Existing & Background)	0	62	0	0	0	3	2	47	49	0	0	0	163
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	4	0	0	0	4
Project Trips (Cumulative)	12	50	0	0	1	2	0	20	49	0	2	27	163
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	-3	4	0	0	3	4
Existing + Project	6	937	540	479	9	258	240	1148	77	21	15	35	3765
Background + Project	6	1033	664	790	9	395	297	1244	77	21	15	35	4586
Cumulative + Project	44	1063	727	976	13	485	325	1240	129	31	21	95	5149

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Los Gatos Boulevard & Walker Street
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	10	805	11	0	0	0	0	1108	22	11	0	12	1979
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	1	0	0	0	0	0	5	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	134	0	0	0	0	0	54	0	0	0	0	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	68	0	0	0	0	0	0	0	84	74	0	64	290
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	68	165	0	0	0	0	0	89	84	74	0	64	544
Background Conditions	78	970	11	0	0	0	0	1197	106	85	0	76	2523
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	93	0	0	0	0	0	32	0	0	0	0	125
14926 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
14849 Los Gatos Boulevard	0	32	11	0	0	0	0	38	0	0	0	0	81
North 40 Phase I Adjustment (approved, future network)	-14	0	0	0	0	0	0	0	0	0	0	-13	-27
North 40 Phase I Adjustment (occupied, future network)	-6	0	0	0	0	0	0	0	0	0	0	-4	-10
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	0	10	0	0	0	0	0	14	0	0	0	0	24
Total Approved Trips	-20	170	11	0	0	0	0	114	0	0	0	-17	258
Cumulative Conditions	58	1140	22	0	0	0	0	1311	106	85	0	59	2781
Project Trips (Existing & Background)	0	60	40	0	0	0	0	49	48	13	0	9	219
Pass-By Trips (Existing & Background)	0	0	4	0	0	0	0	-1	1	0	0	1	5
Project Trips (Cumulative)	0	60	11	0	0	0	0	49	48	13	0	9	190
Pass-By Trips (Cumulative)	0	0	1	0	0	0	0	-1	1	0	0	1	2
Existing + Project	10	865	55	0	0	0	0	1156	71	24	0	22	2203
Background + Project	78	1030	55	0	0	0	0	1245	155	98	0	86	2747
Cumulative + Project	58	1200	34	0	0	0	0	1359	155	98	0	69	2973

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Los Gatos Boulevard & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	494	683	28	35	43	55	33	594	616	1181	40	599	4401
Approved Project Trips													
1700 Dell Avenue (Campbell)	1	0	0	0	0	0	0	0	1	4	0	5	11
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	107	27	0	0	0	0	0	11	0	0	0	43	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	40	34	0	0	0	0	0	29	7	0	0	55	165
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	1	1	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	19	19	0	0	96
Total Approved Trips	148	91	0	0	0	0	0	70	28	24	0	103	464
Background Conditions	642	774	28	35	43	55	33	664	644	1205	40	702	4865
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	75	18	0	0	0	0	0	6	0	0	0	26	125
14926 Los Gatos Boulevard	3	2	0	0	0	0	0	2	0	0	0	4	11
14849 Los Gatos Boulevard	21	11	0	0	0	0	0	13	0	0	0	25	70
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	37	24	0	0	105
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	4	5	0	0	18
North 40 Phase II Undeveloped Sites	6	3	0	0	0	0	0	5	0	0	0	9	23
Total Approved Trips	105	63	0	0	0	0	0	50	41	29	0	64	352
Cumulative Conditions	747	837	28	35	43	55	33	714	685	1234	40	766	5217
Project Trips (Existing & Background)	47	26	0	0	0	0	0	34	0	0	0	63	170
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	47	26	0	0	0	0	0	34	0	0	0	63	170
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	541	709	28	35	43	55	33	628	616	1181	40	662	4571
Background + Project	689	800	28	35	43	55	33	698	644	1205	40	765	5035
Cumulative + Project	794	863	28	35	43	55	33	748	685	1234	40	829	5387

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Los Gatos Boulevard & Gateway Drive/Garden Lane
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	38	1189	217	164	3	62	50	972	57	20	6	34	2812
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	27	0	0	0	0	0	11	0	0	0	0	38
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	29	5	0	0	5	0	31	0	0	0	0	70
15475 Los Gatos Boulevard	0	2	0	0	0	0	0	2	0	0	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	48	0	0	0	0	0	48	0	0	0	0	96
Total Approved Trips	0	106	5	0	0	5	0	92	0	0	0	0	208
Background Conditions	38	1295	222	164	3	67	50	1064	57	20	6	34	3020
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	0	0	6	0	0	0	0	24
14926 Los Gatos Boulevard	0	2	0	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	10	2	0	0	2	0	12	0	0	0	0	26
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	17	47	14	0	10	0	0	0	0	0	0	88
15349-15376 Los Gatos Boulevard	11	0	0	0	0	0	0	0	7	5	0	8	31
North 40 Phase II Undeveloped Sites	0	3	0	0	0	1	0	4	0	0	0	0	8
Total Approved Trips	11	50	49	14	0	13	0	22	7	5	0	8	179
Cumulative Conditions	49	1345	271	178	3	80	50	1086	64	25	6	42	3199
Project Trips (Existing & Background)	0	22	4	5	0	0	0	29	0	0	0	0	60
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	22	4	5	0	0	0	29	0	0	0	0	60
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	38	1211	221	169	3	62	50	1001	57	20	6	34	2872
Background + Project	38	1317	226	169	3	67	50	1093	57	20	6	34	3080
Cumulative + Project	49	1367	275	183	3	80	50	1115	64	25	6	42	3259

Intersection Number: 12
Traffix Node Number: 12
Intersection Name: Los Gatos Boulevard & Village Square
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1044	159	23	0	104	83	923	34	0	0	0	2370
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	27	0	0	0	0	0	11	0	0	0	0	38
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	29	0	0	0	0	0	31	0	0	0	0	60
15475 Los Gatos Boulevard	0	2	0	0	0	0	0	2	0	0	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	48	0	0	0	0	0	48	0	0	0	0	96
Total Approved Trips	0	106	0	0	0	0	0	92	0	0	0	0	198
Background Conditions	0	1150	159	23	0	104	83	1015	34	0	0	0	2568
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	0	0	6	0	0	0	0	24
14926 Los Gatos Boulevard	0	2	0	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	10	0	0	0	0	0	12	0	0	0	0	22
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	27	0	0	0	0	0	32	0	0	0	0	59
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	7	0	0	0	0	12
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	4	0	0	0	0	7
Total Approved Trips	0	65	0	0	0	0	0	61	0	0	0	0	126
Cumulative Conditions	0	1215	159	23	0	104	83	1076	34	0	0	0	2694
Project Trips (Existing & Background)	0	22	0	0	0	0	0	29	0	0	0	0	51
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	22	0	0	0	0	0	29	0	0	0	0	51
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	1066	159	23	0	104	83	952	34	0	0	0	2421
Background + Project	0	1172	159	23	0	104	83	1044	34	0	0	0	2619
Cumulative + Project	0	1237	159	23	0	104	83	1105	34	0	0	0	2745

Intersection Number: 13
Traffix Node Number: 13
Intersection Name: Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	29	898	345	179	9	161	246	711	40	19	19	38	2694
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	27	0	0	0	17	7	11	0	0	0	0	62
400 Blossom Hill Road	0	0	0	0	0	1	1	0	0	0	0	0	2
16212 Los Gatos Boulevard	0	0	0	0	0	2	2	0	0	0	0	0	4
North 40 Phase I	0	21	8	0	0	9	0	22	0	0	0	0	60
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	48	0	0	0	0	69	0	0	0	69	186
Total Approved Trips	0	49	56	0	0	29	10	103	0	0	0	69	316
Background Conditions	29	947	401	179	9	190	256	814	40	19	19	107	3010
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	4	2	6	0	0	0	0	30
14926 Los Gatos Boulevard	0	1	1	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	7	3	0	0	3	0	8	0	0	0	0	21
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	20	6	8	0	0	0	24	0	0	0	0	58
15349-15376 Los Gatos Boulevard	0	4	1	2	0	0	0	5	0	0	0	0	12
North 40 Phase II Undeveloped Sites	0	2	1	0	0	1	0	3	0	0	0	0	7
Total Approved Trips	0	52	12	10	0	8	2	46	0	0	0	0	130
Cumulative Conditions	29	999	413	189	9	198	258	860	40	19	19	107	3140
Project Trips (Existing & Background)	0	16	6	8	0	0	0	21	0	0	0	0	51
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	16	6	8	0	0	0	21	0	0	0	0	51
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	29	914	351	187	9	161	246	732	40	19	19	38	2745
Background + Project	29	963	407	187	9	190	256	835	40	19	19	107	3061
Cumulative + Project	29	1015	419	197	9	198	258	881	40	19	19	107	3191

Intersection Number: 14
Traffix Node Number: 14
Intersection Name: Los Gatos Boulevard & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	222	459	288	183	226	214	277	465	139	38	306	280	3097
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	34	0	0	0	0	0	18	0	0	0	0	52
400 Blossom Hill Road	1	0	0	0	1	0	0	0	1	1	1	1	6
16212 Los Gatos Boulevard	0	2	0	0	0	2	2	2	2	2	0	0	12
North 40 Phase I	0	8	13	0	0	14	0	9	0	0	0	0	44
15475 Los Gatos Boulevard	1	0	0	0	0	0	0	0	0	0	0	1	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	21	27	21	21	0	0	0	27	0	0	0	21	138
Total Approved Trips	23	71	34	21	1	16	2	56	3	3	1	23	254
Background Conditions	245	530	322	204	227	230	279	521	142	41	307	303	3351
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	22	0	0	0	0	0	6	0	0	0	0	28
14926 Los Gatos Boulevard	0	0	1	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	3	4	0	0	5	0	3	0	0	0	0	15
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	3	10	6	8	0	0	0	6	0	0	0	4	37
15349-15376 Los Gatos Boulevard	1	2	1	2	0	0	0	3	0	0	0	1	10
North 40 Phase II Undeveloped Sites	0	1	1	2	0	0	0	1	0	0	0	0	5
Total Approved Trips	4	38	13	12	0	5	0	19	0	0	0	5	96
Cumulative Conditions	249	568	335	216	227	235	279	540	142	41	307	308	3447
Project Trips (Existing & Background)	0	6	10	13	0	0	0	8	0	0	0	0	37
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	6	10	13	0	0	0	8	0	0	0	0	37
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	222	465	298	196	226	214	277	473	139	38	306	280	3134
Background + Project	245	536	332	217	227	230	279	529	142	41	307	303	3388
Cumulative + Project	249	574	345	229	227	235	279	548	142	41	307	308	3484

Intersection Number: 15
Traffix Node Number: 15
Intersection Name: Winchester Boulevard & Wimbledon Drive
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	61	807	0	0	0	0	0	797	185	190	0	38	2078
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	37	0	0	0	0	0	11	0	0	0	0	48
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	3	3	0	0	43
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	4	0	0	0	0	0	7	0	0	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	69	0	0	0	0	0	58	3	3	0	0	133
Background Conditions	61	876	0	0	0	0	0	855	188	193	0	38	2211
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	1	1	0	0	15
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	1	1	0	0	32
Cumulative Conditions	61	889	0	0	0	0	0	872	189	194	0	38	2243
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	2	3	0	0	36
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	2	3	0	0	36
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	61	825	0	0	0	0	0	810	187	193	0	38	2114
Background + Project	61	894	0	0	0	0	0	868	190	196	0	38	2247
Cumulative + Project	61	907	0	0	0	0	0	885	191	197	0	38	2279

Intersection Number: 16
Traffix Node Number: 16
Intersection Name: Winchester Boulevard & Albright Way
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	74	748	8	4	1	31	10	800	127	54	0	51	1908
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	37	0	0	0	0	0	11	0	0	0	0	48
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	0	0	0	0	37
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	4	0	0	0	0	0	7	0	0	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	69	0	0	0	0	0	58	0	0	0	0	127
Background Conditions	74	817	8	4	1	31	10	858	127	54	0	51	2035
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	0	0	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	0	0	0	0	30
Cumulative Conditions	74	830	8	4	1	31	10	875	127	54	0	51	2065
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	74	766	8	4	1	31	10	813	127	54	0	51	1939
Background + Project	74	835	8	4	1	31	10	871	127	54	0	51	2066
Cumulative + Project	74	848	8	4	1	31	10	888	127	54	0	51	2096

Intersection Number: 17
Traffix Node Number: 17
Intersection Name: Winchester Boulevard & SR 85 SB Ramp
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	709	0	0	0	0	0	988	0	152	0	188	2037
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	37	0	0	0	0	0	11	0	0	0	3	51
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	0	0	0	0	37
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	7	0	4	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	65	0	0	0	0	0	58	0	4	0	3	130
Background Conditions	0	774	0	0	0	0	0	1046	0	156	0	191	2167
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	0	0	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	0	0	0	0	30
Cumulative Conditions	0	787	0	0	0	0	0	1063	0	156	0	191	2197
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	727	0	0	0	0	0	1001	0	152	0	188	2068
Background + Project	0	792	0	0	0	0	0	1059	0	156	0	191	2198
Cumulative + Project	0	805	0	0	0	0	0	1076	0	156	0	191	2228

Intersection Number: 18
Traffix Node Number: 18
Intersection Name: Winchester Boulevard & SR 85 NB Ramp
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	297	682	10	10	23	21	33	853	283	0	0	0	2212
Approved Project Trips													
1700 Dell Avenue (Campbell)	13	37	0	0	0	0	0	13	0	0	0	0	63
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	0	0	0	0	37
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	7	0	0	0	7
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	65	0	0	0	0	0	53	7	0	0	0	138
Background Conditions	310	747	10	10	23	21	33	906	290	0	0	0	2350
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	0	0	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	0	0	0	0	30
Cumulative Conditions	310	760	10	10	23	21	33	923	290	0	0	0	2380
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	297	700	10	10	23	21	33	866	283	0	0	0	2243
Background + Project	310	765	10	10	23	21	33	919	290	0	0	0	2381
Cumulative + Project	310	778	10	10	23	21	33	936	290	0	0	0	2411

Intersection Number: 19
Traffix Node Number: 19
Intersection Name: Winchester Boulevard & Knowles Drive
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	150	517	34	36	22	108	47	479	315	342	16	258	2324
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	2	8	3	50	13	0	0	0	1	0	77
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	0	0	11	11	4	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	12	0	0	0	0	0	11	6	7	0	0	36
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	17	2	8	3	50	13	22	17	11	1	0	144
Background Conditions	150	534	36	44	25	158	60	501	332	353	17	258	2468
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	2	0	0	0	0	0	4	4	2	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	4	0	0	0	0	0	4	2	3	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	2	0	0	0	0	0	1	1	1	0	0	5
Total Approved Trips	0	8	0	0	0	0	0	9	7	6	0	0	30
Cumulative Conditions	150	542	36	44	25	158	60	510	339	359	17	258	2498
Project Trips (Existing & Background)	0	11	0	0	0	0	0	8	5	7	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	11	0	0	0	0	0	8	5	7	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	150	528	34	36	22	108	47	487	320	349	16	258	2355
Background + Project	150	545	36	44	25	158	60	509	337	360	17	258	2499
Cumulative + Project	150	553	36	44	25	158	60	518	344	366	17	258	2529

Intersection Number: 20
Traffix Node Number: 20
Intersection Name: Bascom Avenue & White Oaks Avenue/White Oaks Road
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	542	42	28	8	69	99	936	61	107	34	34	1987
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	2	0	0	0	0	0	1	1	0	0	0	4
Samaritian Medical Expansion (SJ ATI)	0	29	0	0	0	5	13	72	0	0	0	0	119
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	12	0	0	0	0	0	11	0	0	0	0	23
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	5	0	0	0	0	0	5	0	0	0	0	10
Total Approved Trips	0	48	0	0	0	5	13	89	1	0	0	0	156
Background Conditions	27	590	42	28	8	74	112	1025	62	107	34	34	2143
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	15	0	0	0	3	9	44	0	0	0	0	71
14926 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
14849 Los Gatos Boulevard	0	4	0	0	0	0	0	4	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	2	0	0	0	0	0	1	0	0	0	0	3
Total Approved Trips	0	22	0	0	0	3	9	50	0	0	0	0	84
Cumulative Conditions	27	612	42	28	8	77	121	1075	62	107	34	34	2227
Project Trips (Existing & Background)	0	11	0	0	0	0	0	9	0	0	0	0	20
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	11	0	0	0	0	0	9	0	0	0	0	20
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	27	553	42	28	8	69	99	945	61	107	34	34	2007
Background + Project	27	601	42	28	8	74	112	1034	62	107	34	34	2163
Cumulative + Project	27	623	42	28	8	77	121	1084	62	107	34	34	2247

Intersection Number: 21
Traffix Node Number: 21
Intersection Name: Los Gatos Boulevard & C5 Street
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: n/a

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	826	0	0	0	0	0	1158	0	0	0	0	1984
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	134	0	0	0	0	0	54	0	0	0	0	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	68	0	0	0	0	0	64	0	0	0	0	132
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	0	232	0	0	0	0	0	148	0	0	0	0	380
Background Conditions	0	1058	0	0	0	0	0	1306	0	0	0	0	2364
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	93	0	0	0	0	0	32	0	0	0	0	125
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	64	0	0	0	0	0	0	49	0	42	0	0	155
North 40 Phase I Adjustment (approved, future network)	0	-13	0	0	0	0	0	-13	0	0	0	0	-26
North 40 Phase I Adjustment (occupied, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	0	10	0	0	0	0	0	14	0	0	0	0	24
Total Approved Trips	64	113	0	0	0	0	0	102	0	42	0	0	321
Cumulative Conditions	64	1171	0	0	0	0	0	1408	0	42	0	0	2685
Project Trips (Existing & Background)	74	40	0	0	0	0	0	98	0	77	0	0	289
Pass-By Trips (Existing & Background)	2	2	0	0	0	0	0	4	0	4	0	0	12
Project Trips (Cumulative)	43	40	0	0	0	0	0	69	0	51	0	0	203
Pass-By Trips (Cumulative)	2	2	0	0	0	0	0	1	0	2	0	0	7
Existing + Project	76	868	0	0	0	0	0	1260	0	81	0	0	2285
Background + Project	76	1100	0	0	0	0	0	1408	0	81	0	0	2665
Cumulative + Project	109	1213	0	0	0	0	0	1478	0	95	0	0	2895

Intersection Number: 22
Traffix Node Number: 22
Intersection Name: Los Gatos Boulevard & C2 Street
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: n/a

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	826	0	0	0	0	0	1158	0	0	0	0	1984
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	134	0	0	0	0	0	54	0	0	0	0	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	68	0	0	0	0	0	64	0	0	0	0	132
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	0	232	0	0	0	0	0	148	0	0	0	0	380
Background Conditions	0	1058	0	0	0	0	0	1306	0	0	0	0	2364
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	93	0	0	0	0	0	32	0	0	0	0	125
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	42	0	0	0	0	0	49	0	0	0	0	91
North 40 Phase I Adjustment (approved, future network)	0	-13	0	0	0	0	0	-13	0	0	0	0	-26
North 40 Phase I Adjustment (occupied, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	0	10	0	0	0	0	0	14	0	0	0	0	24
Total Approved Trips	0	155	0	0	0	0	0	102	0	0	0	0	257
Cumulative Conditions	0	1213	0	0	0	0	0	1408	0	0	0	0	2621
Project Trips (Existing & Background)	40	77	0	0	0	0	0	98	0	23	0	0	238
Pass-By Trips (Existing & Background)	8	-2	0	0	0	0	0	4	0	6	0	0	16
Project Trips (Cumulative)	40	51	0	0	0	0	0	69	0	20	0	0	180
Pass-By Trips (Cumulative)	8	-4	0	0	0	0	0	1	0	5	0	0	10
Existing + Project	48	901	0	0	0	0	0	1260	0	29	0	0	2238
Background + Project	48	1133	0	0	0	0	0	1408	0	29	0	0	2618
Cumulative + Project	48	1260	0	0	0	0	0	1478	0	25	0	0	2811

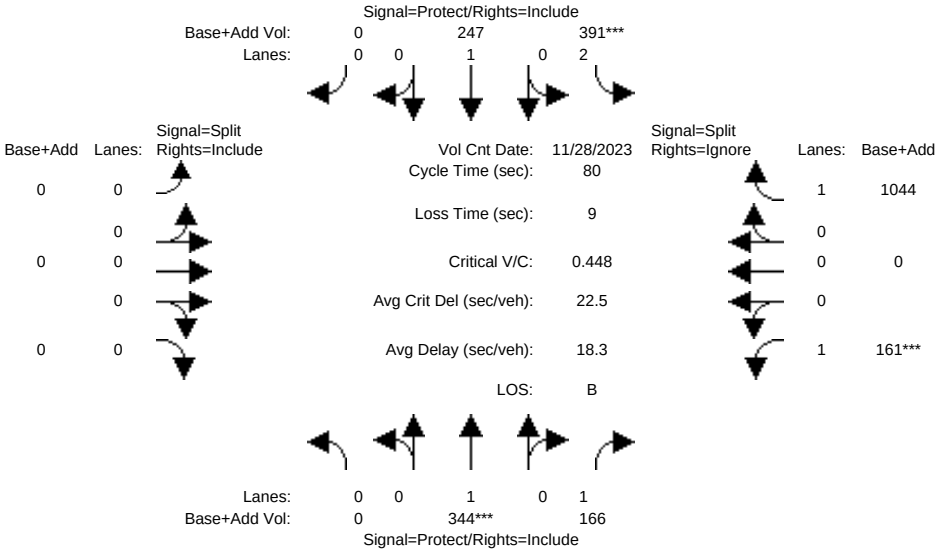
Appendix D

Level of Service Calculation

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 8:00 - 9:00 AM												
Base Vol:	0	344	166	391	247	0	0	0	0	161	0	1044
Growth Adj:	1.00	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	344	166	391	247	0	0	0	0	161	0	1044
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	344	166	391	247	0	0	0	0	161	0	1044
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	344	166	391	247	0	0	0	0	161	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	344	166	391	247	0	0	0	0	161	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	344	166	391	247	0	0	0	0	161	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.09	0.12	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.4	32.4	22.2	54.6	0.0	0.0	0.0	0.0	16.4	0.0	0.0
Volume/Cap:	0.00	0.45	0.23	0.45	0.19	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	17.7	15.8	24.2	4.7	0.0	0.0	0.0	0.0	28.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	15.8	24.2	4.7	0.0	0.0	0.0	0.0	28.7	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	3	5	2	0	0	0	0	4	0	0

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

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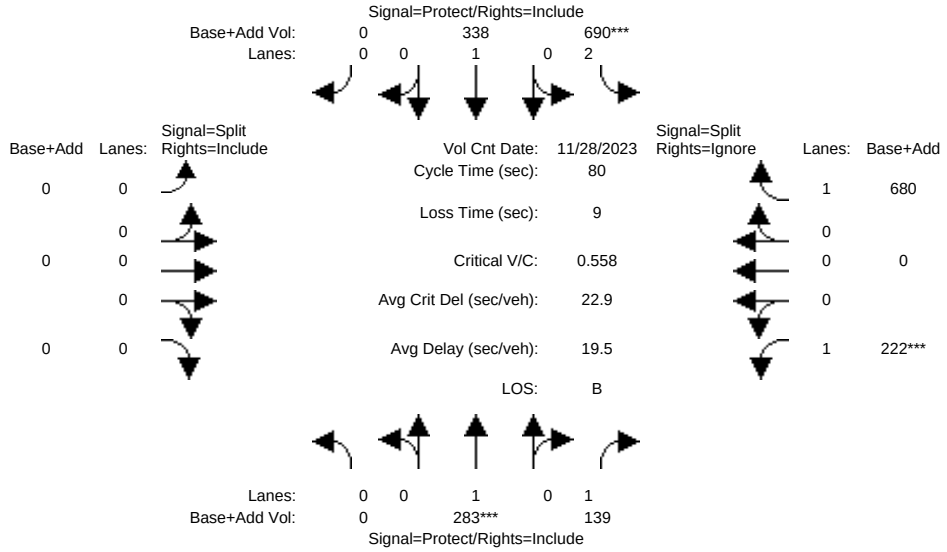
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	0	283	139	690	338	0	0	0	0	222	0	680
Growth Adj:	1.00	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	283	139	690	338	0	0	0	0	222	0	680
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	283	139	690	338	0	0	0	0	222	0	680
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	283	139	690	338	0	0	0	0	222	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	139	690	338	0	0	0	0	222	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	283	139	690	338	0	0	0	0	222	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.22	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	21.4	21.4	31.4	52.8	0.0	0.0	0.0	0.0	18.2	0.0	0.0
Volume/Cap:	0.00	0.56	0.30	0.56	0.27	0.00	0.00	0.00	0.00	0.56	0.00	0.00
Delay/Veh:	0.0	26.6	23.7	19.5	5.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	23.7	19.5	5.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	8	3	0	0	0	0	6	0	0

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

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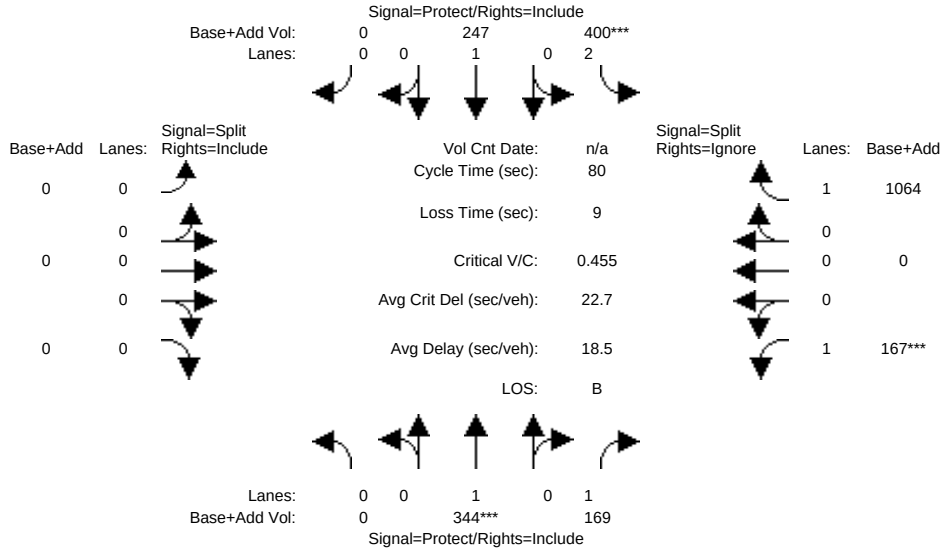
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	344	169	400	247	0	0	0	0	167	0	1064
Growth Adj:	1.00	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	344	169	400	247	0	0	0	0	167	0	1064
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	344	169	400	247	0	0	0	0	167	0	1064
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	344	169	400	247	0	0	0	0	167	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	344	169	400	247	0	0	0	0	167	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	344	169	400	247	0	0	0	0	167	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.13	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	31.9	31.9	22.3	54.2	0.0	0.0	0.0	0.0	16.8	0.0	0.0
Volume/Cap:	0.00	0.45	0.24	0.45	0.19	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	18.1	16.2	24.2	4.9	0.0	0.0	0.0	0.0	28.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	16.2	24.2	4.9	0.0	0.0	0.0	0.0	28.5	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	3	5	2	0	0	0	0	4	0	0

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

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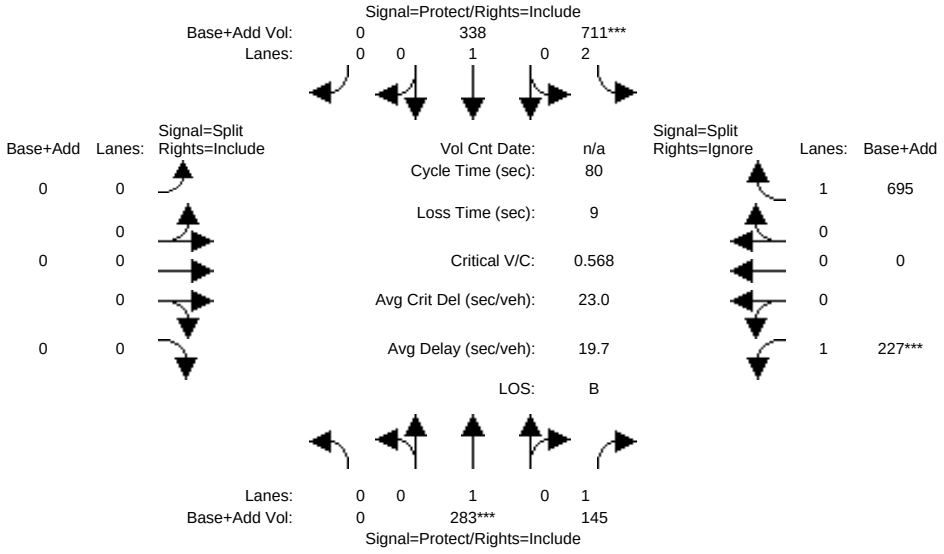
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	283	145	711	338	0	0	0	0	227	0	695
Growth Adj:	1.00	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	283	145	711	338	0	0	0	0	227	0	695
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	283	145	711	338	0	0	0	0	227	0	695
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	283	145	711	338	0	0	0	0	227	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	145	711	338	0	0	0	0	227	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	283	145	711	338	0	0	0	0	227	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.23	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	21.0	21.0	31.8	52.7	0.0	0.0	0.0	0.0	18.3	0.0	0.0
Volume/Cap:	0.00	0.57	0.32	0.57	0.27	0.00	0.00	0.00	0.00	0.57	0.00	0.00
Delay/Veh:	0.0	27.1	24.1	19.4	5.8	0.0	0.0	0.0	0.0	29.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	24.1	19.4	5.8	0.0	0.0	0.0	0.0	29.3	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	3	0	0	0	0	6	0	0

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

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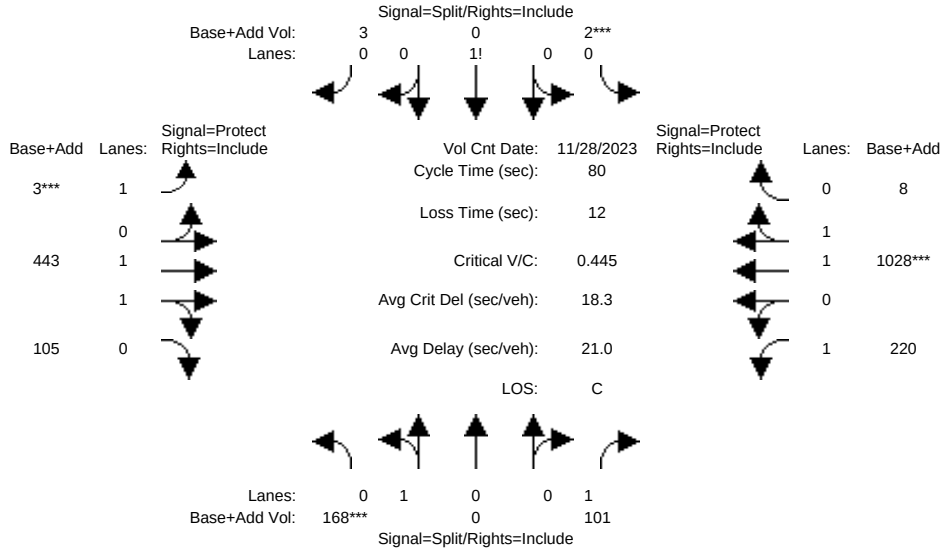
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 8:00 - 9:00 AM												
Base Vol:	168	0	101	2	0	3	3	443	105	220	1028	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	101	2	0	3	3	443	105	220	1028	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	101	2	0	3	3	443	105	220	1028	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	101	2	0	3	3	443	105	220	1028	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	101	2	0	3	3	443	105	220	1028	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	101	2	0	3	3	443	105	220	1028	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1800	0	1750	700	0	1050	1750	2991	709	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.15	0.13	0.28	0.28
Crit Moves:	****			****			****				****	
Green Time:	12.7	0.0	12.7	10.0	0.0	10.0	7.0	24.5	24.5	20.8	38.3	38.3
Volume/Cap:	0.59	0.00	0.36	0.02	0.00	0.02	0.02	0.48	0.48	0.48	0.59	0.59
Delay/Veh:	34.3	0.0	30.8	30.8	0.0	30.8	33.4	22.9	22.9	25.9	15.6	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:	34.3	0.0	30.8	30.8	0.0	30.8	33.4	22.9	22.9	25.9	15.6	15.6
LOS by Move:	C	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	5	10	10

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

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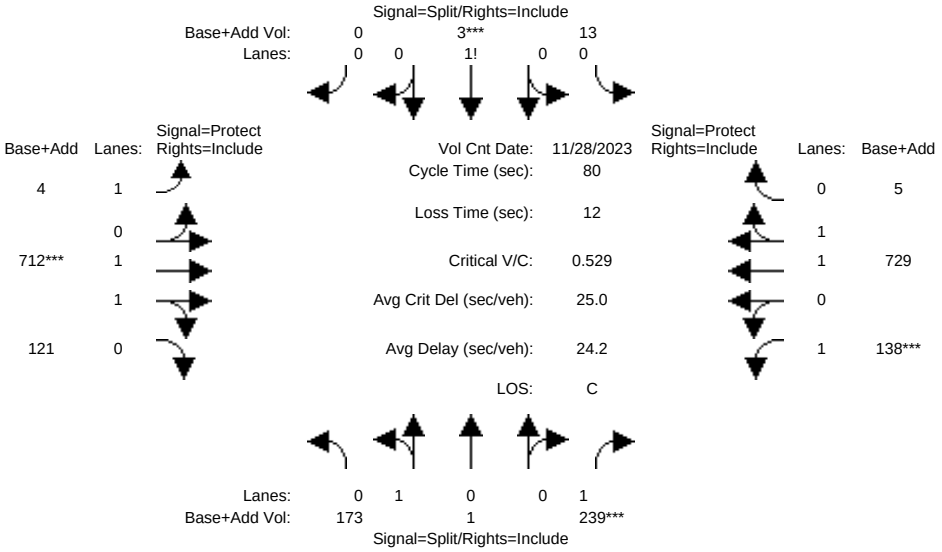
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	173	1	239	13	3	0	4	712	121	138	729	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	239	13	3	0	4	712	121	138	729	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	239	13	3	0	4	712	121	138	729	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	239	13	3	0	4	712	121	138	729	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	239	13	3	0	4	712	121	138	729	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	239	13	3	0	4	712	121	138	729	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.70	0.30	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3162	537	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.23	0.23	0.08	0.20	0.20
Crit Moves:			****		****			****		****		
Green Time:	18.0	18.0	18.0	10.0	10.0	0.0	12.2	29.6	29.6	10.4	27.8	27.8
Volume/Cap:	0.43	0.43	0.61	0.07	0.07	0.00	0.01	0.61	0.61	0.61	0.57	0.57
Delay/Veh:	27.4	27.4	30.6	31.0	31.0	0.0	28.8	21.3	21.3	37.6	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	30.6	31.0	31.0	0.0	28.8	21.3	21.3	37.6	21.9	21.9
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	9	9	5	8	8

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

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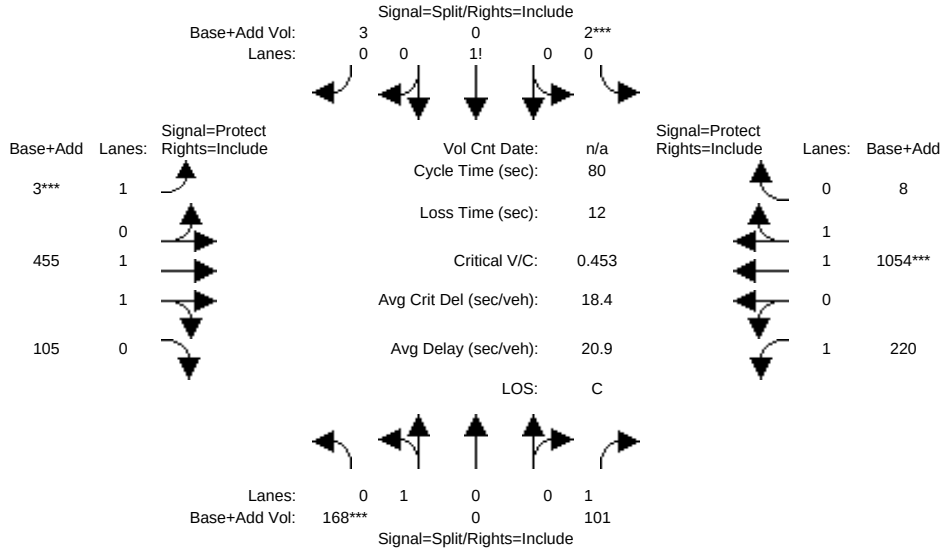
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	101	2	0	3	3	455	105	220	1054	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	101	2	0	3	3	455	105	220	1054	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	101	2	0	3	3	455	105	220	1054	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	101	2	0	3	3	455	105	220	1054	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	101	2	0	3	3	455	105	220	1054	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	101	2	0	3	3	455	105	220	1054	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1800	0	1750	700	0	1050	1750	3006	694	1750	3672	28
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.15	0.13	0.29	0.29
Crit Moves:	****			****			****				****	
Green Time:	12.5	0.0	12.5	10.0	0.0	10.0	7.0	24.8	24.8	20.6	38.5	38.5
Volume/Cap:	0.60	0.00	0.37	0.02	0.00	0.02	0.02	0.49	0.49	0.49	0.60	0.60
Delay/Veh:	34.9	0.0	31.1	30.8	0.0	30.8	33.4	22.7	22.7	26.0	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:	34.9	0.0	31.1	30.8	0.0	30.8	33.4	22.7	22.7	26.0	15.7	15.7
LOS by Move:	C	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	5	10	10

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

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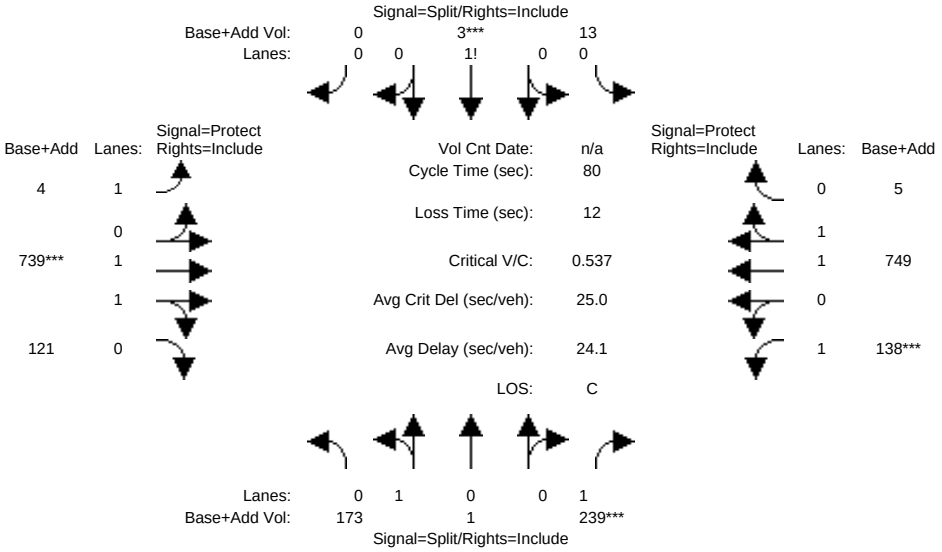
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	239	13	3	0	4	739	121	138	749	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	239	13	3	0	4	739	121	138	749	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	239	13	3	0	4	739	121	138	749	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	239	13	3	0	4	739	121	138	749	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	239	13	3	0	4	739	121	138	749	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	239	13	3	0	4	739	121	138	749	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.71	0.29	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3179	521	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.23	0.23	0.08	0.20	0.20
Crit Moves:			****		****			****		****		
Green Time:	17.7	17.7	17.7	10.0	10.0	0.0	12.1	30.1	30.1	10.2	28.2	28.2
Volume/Cap:	0.44	0.44	0.62	0.07	0.07	0.00	0.02	0.62	0.62	0.62	0.58	0.58
Delay/Veh:	27.6	27.6	31.1	31.0	31.0	0.0	28.9	21.1	21.1	38.2	21.7	21.7
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:	27.6	27.6	31.1	31.0	31.0	0.0	28.9	21.1	21.1	38.2	21.7	21.7
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	8	8

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

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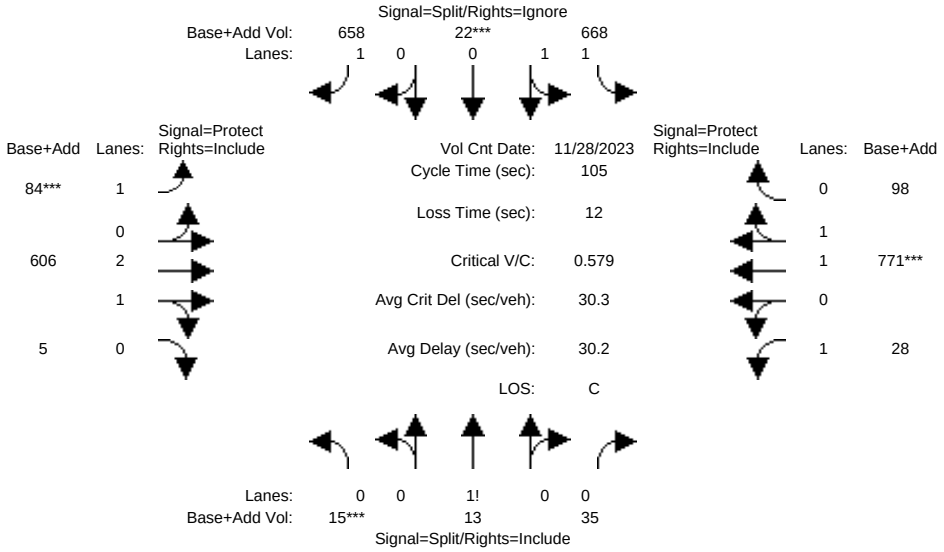
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	15	13	35	668	22	658	84	606	5	28	771	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	668	22	658	84	606	5	28	771	98
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:	15	13	35	668	22	658	84	606	5	28	771	98
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	668	22	0	84	606	5	28	771	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	668	22	0	84	606	5	28	771	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	668	22	0	84	606	5	28	771	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.97	0.03	1.00	1.77	0.23
Final Sat.:	417	361	972	3437	113	1750	1750	5554	46	1750	3282	417
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.19	0.19	0.00	0.05	0.11	0.11	0.02	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	33.8	33.8	0.0	8.3	30.5	30.5	18.7	40.8	40.8
Volume/Cap:	0.38	0.38	0.38	0.60	0.60	0.00	0.60	0.38	0.38	0.09	0.60	0.60
Delay/Veh:	46.0	46.0	46.0	30.9	30.9	0.0	54.0	29.8	29.8	36.2	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	30.9	30.9	0.0	54.0	29.8	29.8	36.2	26.3	26.3
LOS by Move:	D	D	D	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	11	11	0	4	5	5	1	12	12

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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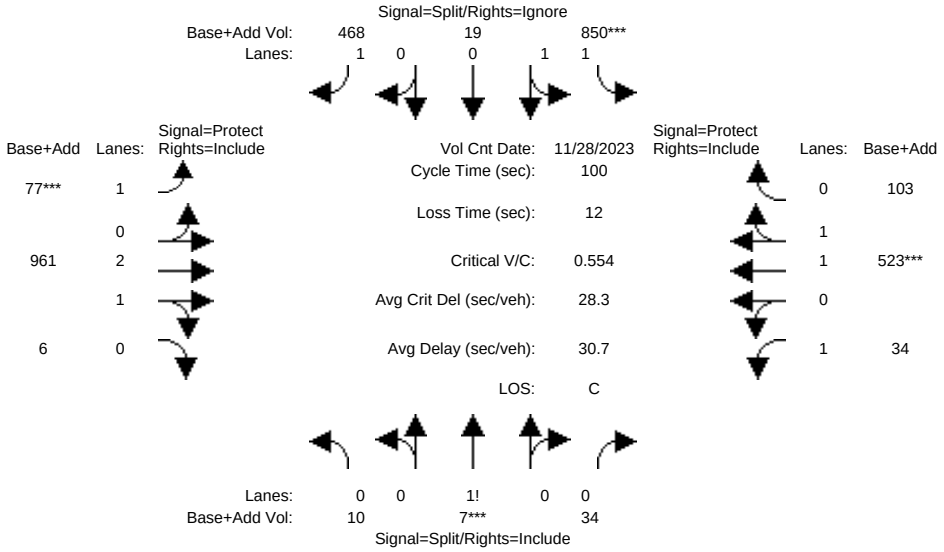
Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	10	7	34	850	19	468	77	961	6	34	523	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	850	19	468	77	961	6	34	523	103
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:	10	7	34	850	19	468	77	961	6	34	523	103
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	850	19	0	77	961	6	34	523	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	850	19	0	77	961	6	34	523	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	850	19	0	77	961	6	34	523	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.66	0.34
Final Sat.:	343	240	1167	3472	78	1750	1750	5565	35	1750	3091	609
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.24	0.24	0.00	0.04	0.17	0.17	0.02	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	41.7	41.7	0.0	7.5	25.8	25.8	10.5	28.8	28.8
Volume/Cap:	0.29	0.29	0.29	0.59	0.59	0.00	0.59	0.67	0.67	0.19	0.59	0.59
Delay/Veh:	42.6	42.6	42.6	23.1	23.1	0.0	51.5	34.5	34.5	41.4	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	23.1	23.1	0.0	51.5	34.5	34.5	41.4	31.4	31.4
LOS by Move:	D	D	D	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	11	11	0	3	10	10	1	9	9

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

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Los Gatos, CA
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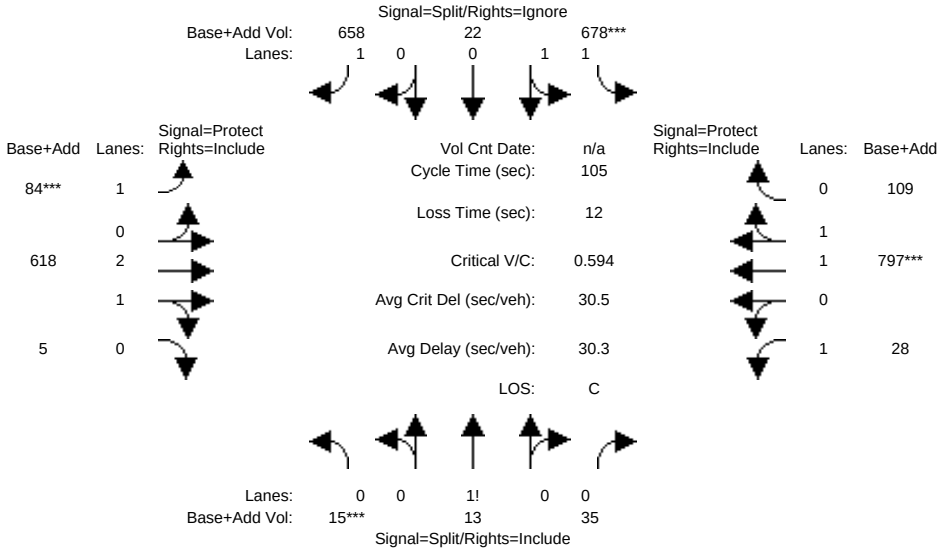
Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	678	22	658	84	618	5	28	797	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	678	22	658	84	618	5	28	797	109
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:	15	13	35	678	22	658	84	618	5	28	797	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	678	22	0	84	618	5	28	797	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	678	22	0	84	618	5	28	797	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	678	22	0	84	618	5	28	797	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.98	0.02	1.00	1.75	0.25
Final Sat.:	417	361	972	3438	112	1750	1750	5555	45	1750	3255	445
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.20	0.20	0.00	0.05	0.11	0.11	0.02	0.24	0.24
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	33.4	33.4	0.0	8.1	31.0	31.0	18.6	41.5	41.5
Volume/Cap:	0.38	0.38	0.38	0.62	0.62	0.00	0.62	0.38	0.38	0.09	0.62	0.62
Delay/Veh:	46.0	46.0	46.0	31.5	31.5	0.0	55.4	29.5	29.5	36.3	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	31.5	31.5	0.0	55.4	29.5	29.5	36.3	26.3	26.3
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	11	11	0	4	5	5	1	12	12

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

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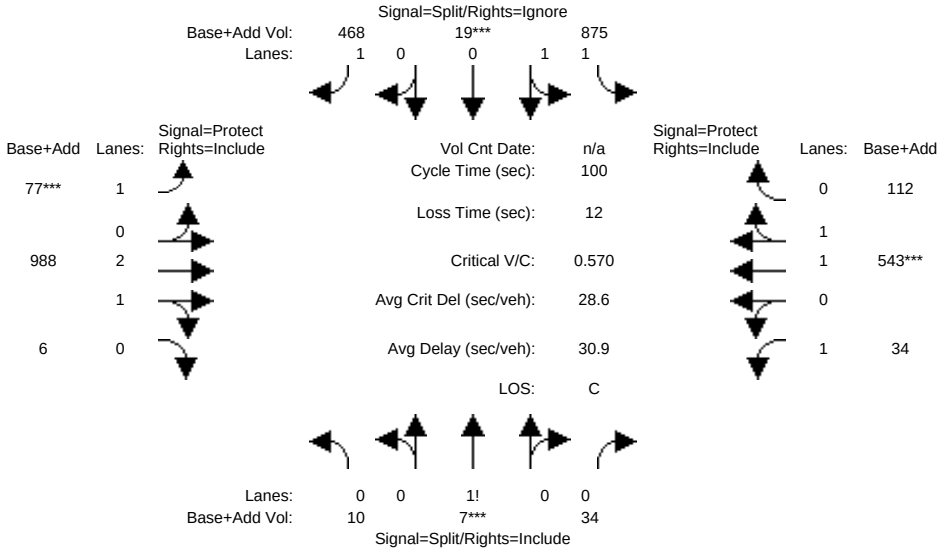
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	875	19	468	77	988	6	34	543	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	875	19	468	77	988	6	34	543	112
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:	10	7	34	875	19	468	77	988	6	34	543	112
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	875	19	0	77	988	6	34	543	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	875	19	0	77	988	6	34	543	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	875	19	0	77	988	6	34	543	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.65	0.35
Final Sat.:	343	240	1167	3475	75	1750	1750	5566	34	1750	3067	633
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.25	0.25	0.00	0.04	0.18	0.18	0.02	0.18	0.18
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	41.5	41.5	0.0	7.3	26.1	26.1	10.3	29.2	29.2
Volume/Cap:	0.29	0.29	0.29	0.61	0.61	0.00	0.61	0.68	0.68	0.19	0.61	0.61
Delay/Veh:	42.6	42.6	42.6	23.6	23.6	0.0	53.1	34.5	34.5	41.5	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	23.6	23.6	0.0	53.1	34.5	34.5	41.5	31.4	31.4
LOS by Move:	D	D	D	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	4	10	10	1	10	10

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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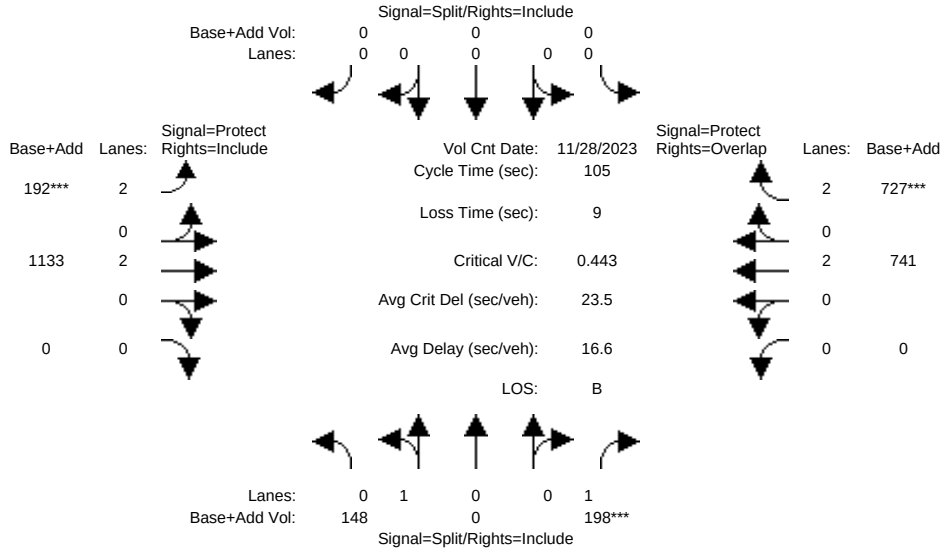
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	148	0	198	0	0	0	192	1133	0	0	741	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	198	0	0	0	192	1133	0	0	741	727
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:	148	0	198	0	0	0	192	1133	0	0	741	727
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	198	0	0	0	192	1133	0	0	741	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	198	0	0	0	192	1133	0	0	741	727
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	148	0	198	0	0	0	192	1133	0	0	741	727
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.06	0.30	0.00	0.00	0.20	0.23
Crit Moves:			****				****					****
Green Time:	26.8	0.0	26.8	0.0	0.0	0.0	14.5	69.2	0.0	0.0	54.7	54.7
Volume/Cap:	0.32	0.00	0.44	0.00	0.00	0.00	0.44	0.45	0.00	0.00	0.37	0.44
Delay/Veh:	32.1	0.0	33.5	0.0	0.0	0.0	42.3	8.8	0.0	0.0	15.1	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	33.5	0.0	0.0	0.0	42.3	8.8	0.0	0.0	15.1	15.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	0	6	0	0	0	4	9	0	0	7	9

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

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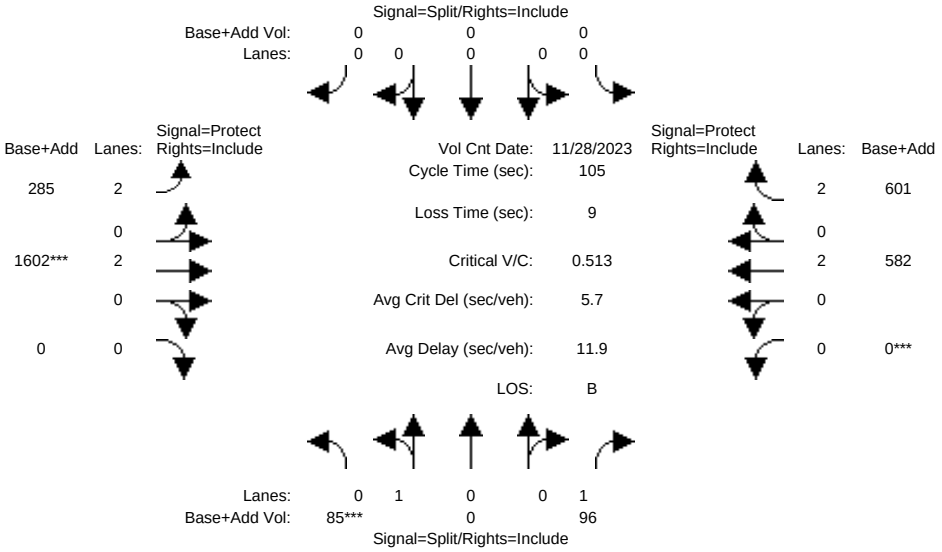
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	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: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	85	0	96	0	0	0	285	1602	0	0	582	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	96	0	0	0	285	1602	0	0	582	601
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:	85	0	96	0	0	0	285	1602	0	0	582	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	96	0	0	0	285	1602	0	0	582	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	96	0	0	0	285	1602	0	0	582	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	0	96	0	0	0	285	1602	0	0	582	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.09	0.42	0.00	0.00	0.15	0.19
Crit Moves:	****							****		****		
Green Time:	11.2	0.0	11.2	0.0	0.0	0.0	27.3	84.8	0.0	0.0	57.5	57.5
Volume/Cap:	0.44	0.00	0.51	0.00	0.00	0.00	0.35	0.52	0.00	0.00	0.28	0.35
Delay/Veh:	45.6	0.0	46.7	0.0	0.0	0.0	31.9	3.5	0.0	0.0	12.8	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	0.0	46.7	0.0	0.0	0.0	31.9	3.5	0.0	0.0	12.8	13.4
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	4	0	0	0	5	9	0	0	5	6

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

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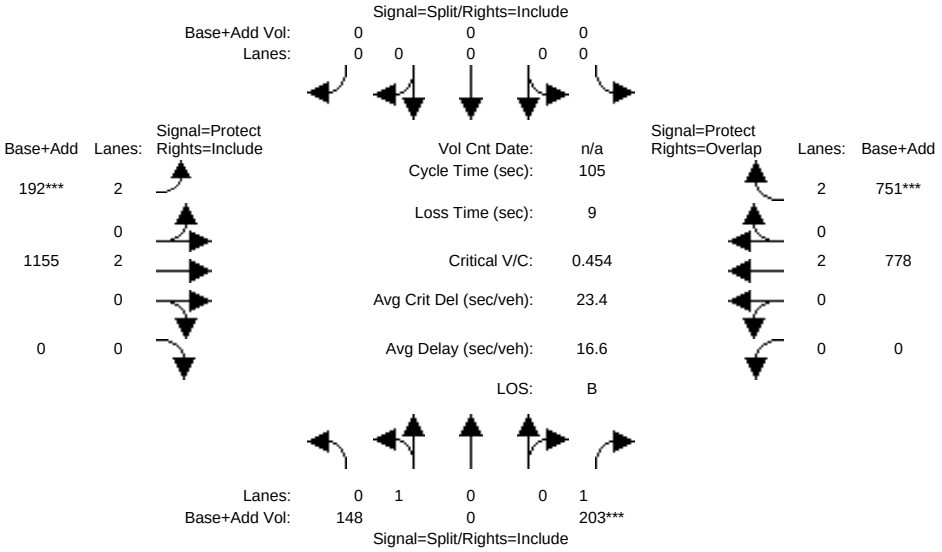
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	148	0	203	0	0	0	192	1155	0	0	778	751
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	203	0	0	0	192	1155	0	0	778	751
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:	148	0	203	0	0	0	192	1155	0	0	778	751
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	203	0	0	0	192	1155	0	0	778	751
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	203	0	0	0	192	1155	0	0	778	751
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	148	0	203	0	0	0	192	1155	0	0	778	751
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.12	0.00	0.00	0.00	0.06	0.30	0.00	0.00	0.20	0.24
Crit Moves:			****				****					****
Green Time:	26.8	0.0	26.8	0.0	0.0	0.0	14.1	69.2	0.0	0.0	55.1	55.1
Volume/Cap:	0.32	0.00	0.45	0.00	0.00	0.00	0.45	0.46	0.00	0.00	0.39	0.45
Delay/Veh:	32.1	0.0	33.7	0.0	0.0	0.0	42.7	8.9	0.0	0.0	15.0	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	33.7	0.0	0.0	0.0	42.7	8.9	0.0	0.0	15.0	15.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	0	6	0	0	0	4	9	0	0	7	9

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

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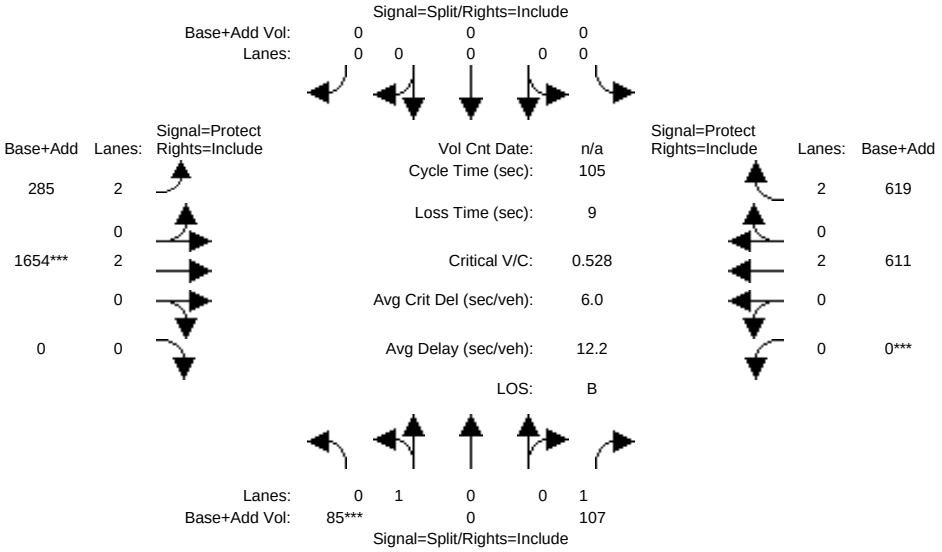
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	0	107	0	0	0	285	1654	0	0	611	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	107	0	0	0	285	1654	0	0	611	619
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:	85	0	107	0	0	0	285	1654	0	0	611	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	107	0	0	0	285	1654	0	0	611	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	107	0	0	0	285	1654	0	0	611	619
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	85	0	107	0	0	0	285	1654	0	0	611	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.09	0.44	0.00	0.00	0.16	0.20
Crit Moves:	****							****		****		
Green Time:	12.2	0.0	12.2	0.0	0.0	0.0	26.4	83.8	0.0	0.0	57.4	57.4
Volume/Cap:	0.41	0.00	0.53	0.00	0.00	0.00	0.36	0.55	0.00	0.00	0.29	0.36
Delay/Veh:	44.4	0.0	46.3	0.0	0.0	0.0	32.6	4.0	0.0	0.0	12.9	13.6
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:	44.4	0.0	46.3	0.0	0.0	0.0	32.6	4.0	0.0	0.0	12.9	13.6
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	4	0	0	0	5	10	0	0	5	7

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

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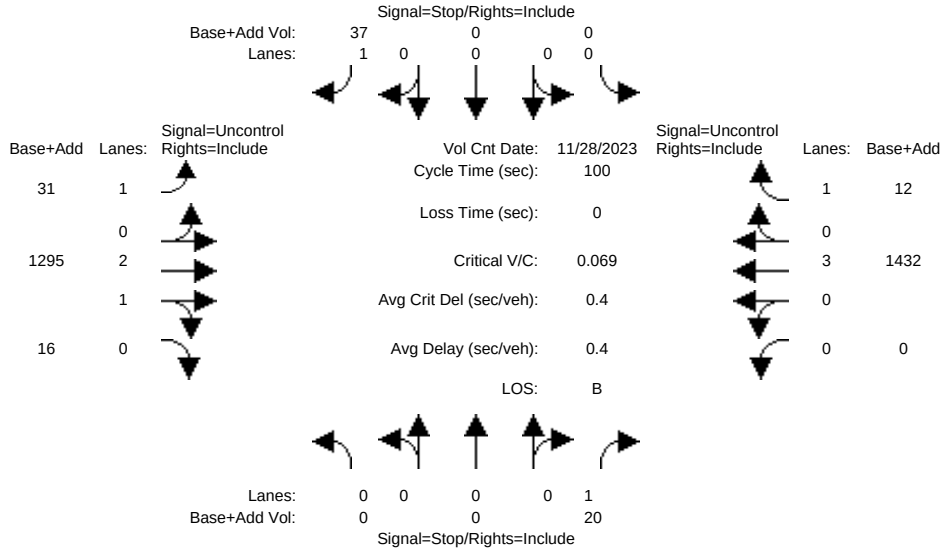
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	0	0	20	0	0	37	31	1295	16	0	1432	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	37	31	1295	16	0	1432	12
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	20	0	0	37	31	1295	16	0	1432	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	37	31	1295	16	0	1432	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	37	31	1295	16	0	1432	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	440	xxxx	xxxx	477	1444	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	571	xxxx	xxxx	540	476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	571	xxxx	xxxx	540	476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.07	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.5	xxxxx	xxxx	12.2	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	11.5			12.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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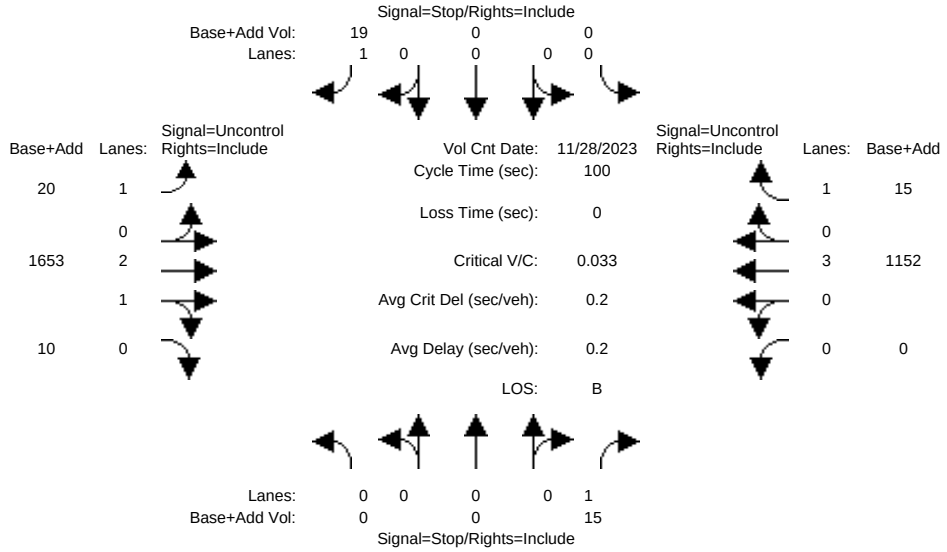
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	0	0	15	0	0	19	20	1653	10	0	1152	15
Growth Adj:	1.00	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	15	0	0	19	20	1653	10	0	1152	15
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	15	0	0	19	20	1653	10	0	1152	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	15	0	0	19	20	1653	10	0	1152	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	19	20	1653	10	0	1152	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	556	xxxx	xxxx	384	1167	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	480	xxxx	xxxx	620	606	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	480	xxxx	xxxx	620	606	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.7	xxxxx	xxxx	11.0	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	12.7			11.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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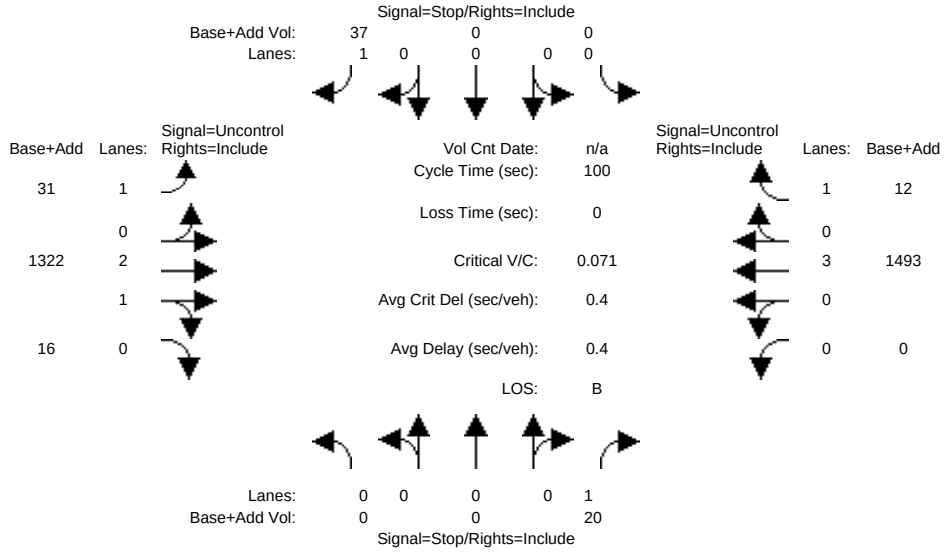
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	20	0	0	37	31	1322	16	0	1493	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	37	31	1322	16	0	1493	12
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	20	0	0	37	31	1322	16	0	1493	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	37	31	1322	16	0	1493	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	37	31	1322	16	0	1493	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	449	xxxx	xxxx	498	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	563	xxxx	xxxx	523	451	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	563	xxxx	xxxx	523	451	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.07	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.6	xxxxx	xxxx	12.4	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	11.6			12.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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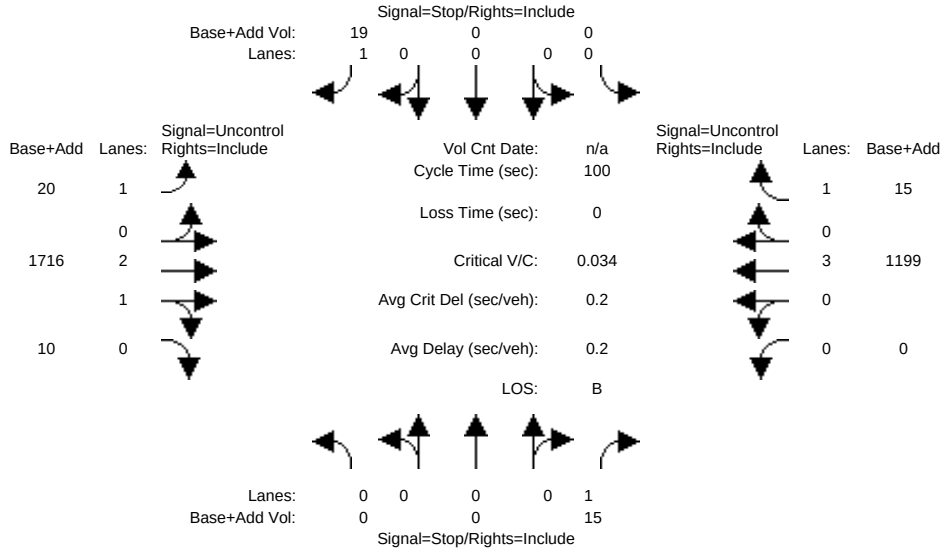
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	15	0	0	19	20	1716	10	0	1199	15
Growth Adj:	1.00	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	15	0	0	19	20	1716	10	0	1199	15
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	15	0	0	19	20	1716	10	0	1199	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	15	0	0	19	20	1716	10	0	1199	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	19	20	1716	10	0	1199	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	577	xxxx	xxxx	400	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	465	xxxx	xxxx	606	582	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	465	xxxx	xxxx	606	582	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.0	xxxxx	xxxx	11.1	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	13.0			11.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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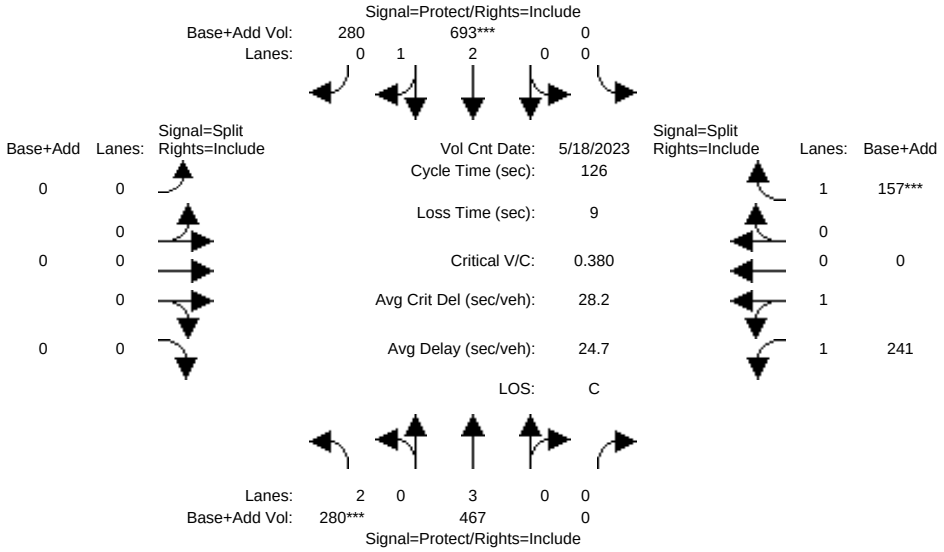
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 7:45 - 8:45 AM												
Base Vol:	280	467	0	0	693	280	0	0	0	241	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	467	0	0	693	280	0	0	0	241	0	157
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:	280	467	0	0	693	280	0	0	0	241	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	467	0	0	693	280	0	0	0	241	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	467	0	0	693	280	0	0	0	241	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	280	467	0	0	693	280	0	0	0	241	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.11	0.89	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	3986	1611	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****							****
Green Time:	29.5	87.2	0.0	0.0	57.7	57.7	0.0	0.0	0.0	29.8	0.0	29.8
Volume/Cap:	0.38	0.12	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.29	0.00	0.38
Delay/Veh:	40.9	6.5	0.0	0.0	22.5	22.5	0.0	0.0	0.0	39.6	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	6.5	0.0	0.0	22.5	22.5	0.0	0.0	0.0	39.6	0.0	40.9
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	2	0	0	8	8	0	0	0	4	0	6

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

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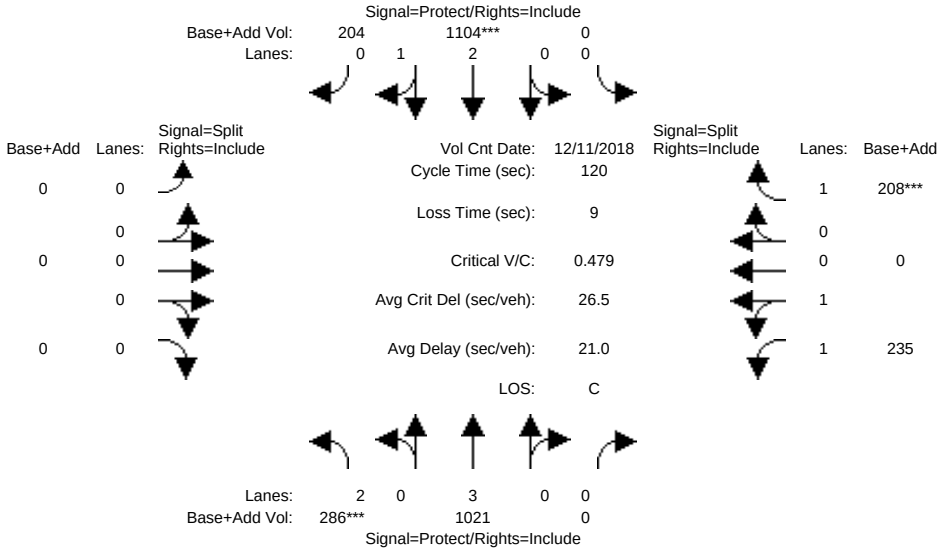
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	286	1021	0	0	1104	204	0	0	0	235	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1021	0	0	1104	204	0	0	0	235	0	208
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:	286	1021	0	0	1104	204	0	0	0	235	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1021	0	0	1104	204	0	0	0	235	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1021	0	0	1104	204	0	0	0	235	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1021	0	0	1104	204	0	0	0	235	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.51	0.49	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4725	873	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:	****				****							****
Green Time:	22.7	81.2	0.0	0.0	58.5	58.5	0.0	0.0	0.0	29.8	0.0	29.8
Volume/Cap:	0.48	0.26	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.27	0.00	0.48
Delay/Veh:	44.0	7.7	0.0	0.0	20.7	20.7	0.0	0.0	0.0	36.5	0.0	39.3
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:	44.0	7.7	0.0	0.0	20.7	20.7	0.0	0.0	0.0	36.5	0.0	39.3
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	5	0	0	11	11	0	0	0	4	0	7

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

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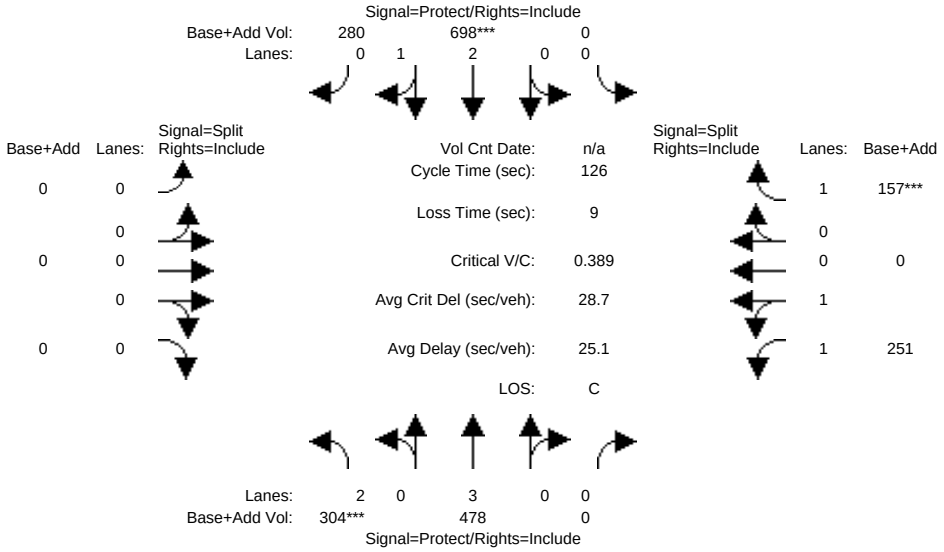
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	478	0	0	698	280	0	0	0	251	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	478	0	0	698	280	0	0	0	251	0	157
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:	304	478	0	0	698	280	0	0	0	251	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	478	0	0	698	280	0	0	0	251	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	478	0	0	698	280	0	0	0	251	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	478	0	0	698	280	0	0	0	251	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.11	0.89	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	3995	1602	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****							****
Green Time:	31.3	87.9	0.0	0.0	56.6	56.6	0.0	0.0	0.0	29.1	0.0	29.1
Volume/Cap:	0.39	0.12	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.31	0.00	0.39
Delay/Veh:	39.7	6.3	0.0	0.0	23.2	23.2	0.0	0.0	0.0	40.3	0.0	41.6
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:	39.7	6.3	0.0	0.0	23.2	23.2	0.0	0.0	0.0	40.3	0.0	41.6
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	2	0	0	8	8	0	0	0	4	0	6

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

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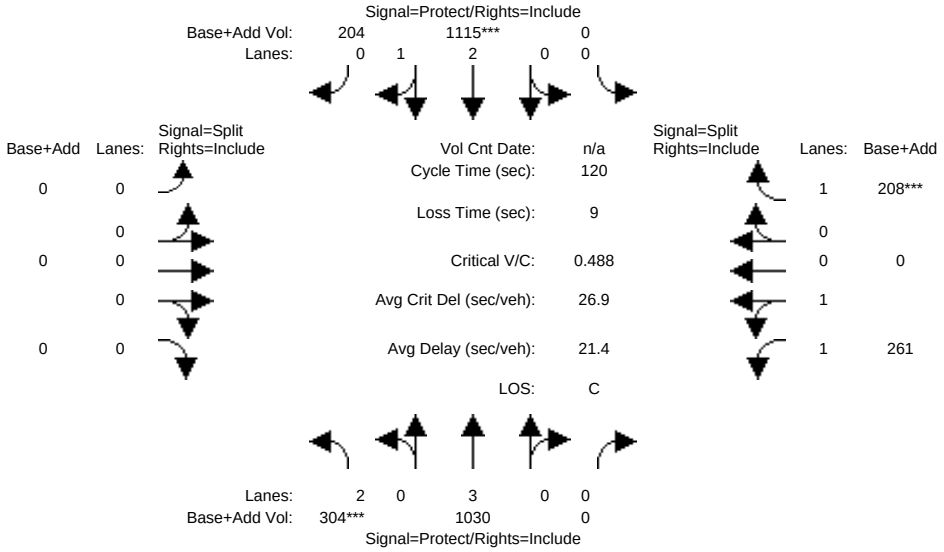
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	1030	0	0	1115	204	0	0	0	261	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1030	0	0	1115	204	0	0	0	261	0	208
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:	304	1030	0	0	1115	204	0	0	0	261	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	1030	0	0	1115	204	0	0	0	261	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1030	0	0	1115	204	0	0	0	261	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	1030	0	0	1115	204	0	0	0	261	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.52	0.48	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4733	866	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:	****				****							****
Green Time:	23.8	81.7	0.0	0.0	58.0	58.0	0.0	0.0	0.0	29.3	0.0	29.3
Volume/Cap:	0.49	0.27	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.30	0.00	0.49
Delay/Veh:	43.3	7.5	0.0	0.0	21.1	21.1	0.0	0.0	0.0	37.2	0.0	39.8
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:	43.3	7.5	0.0	0.0	21.1	21.1	0.0	0.0	0.0	37.2	0.0	39.8
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	5	0	0	11	11	0	0	0	4	0	7

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

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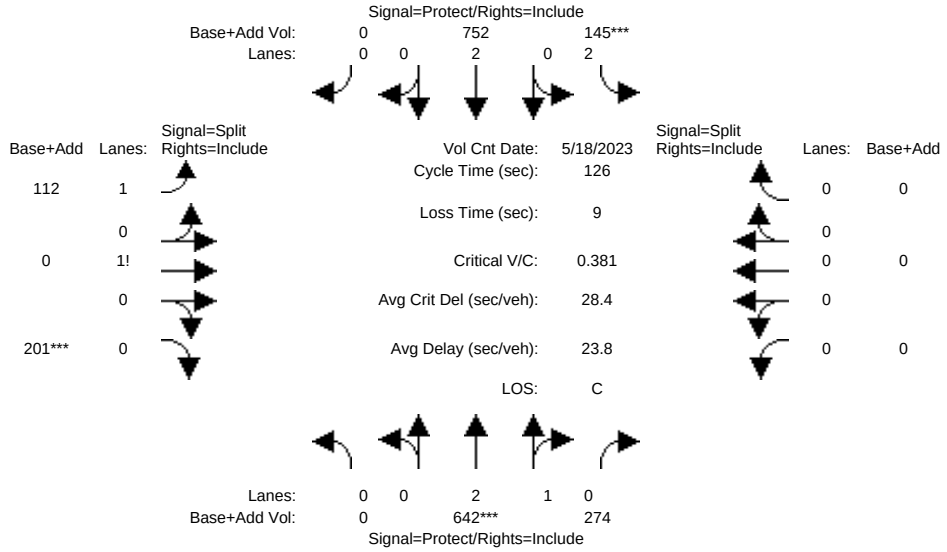
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 8:00 - 9:00 AM												
Base Vol:	0	642	274	145	752	0	112	0	201	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	642	274	145	752	0	112	0	201	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	642	274	145	752	0	112	0	201	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	642	274	145	752	0	112	0	201	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	642	274	145	752	0	112	0	201	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	642	274	145	752	0	112	0	201	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.07	0.93	2.00	2.00	0.00	1.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	0	3923	1674	3150	3800	0	2140	0	1399	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.05	0.20	0.00	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	54.2	54.2	15.2	69.4	0.0	47.6	0.0	47.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.38	0.38	0.36	0.00	0.14	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	24.6	24.6	51.7	15.9	0.0	25.8	0.0	28.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	24.6	51.7	15.9	0.0	25.8	0.0	28.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	8	3	8	0	2	0	8	0	0	0

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

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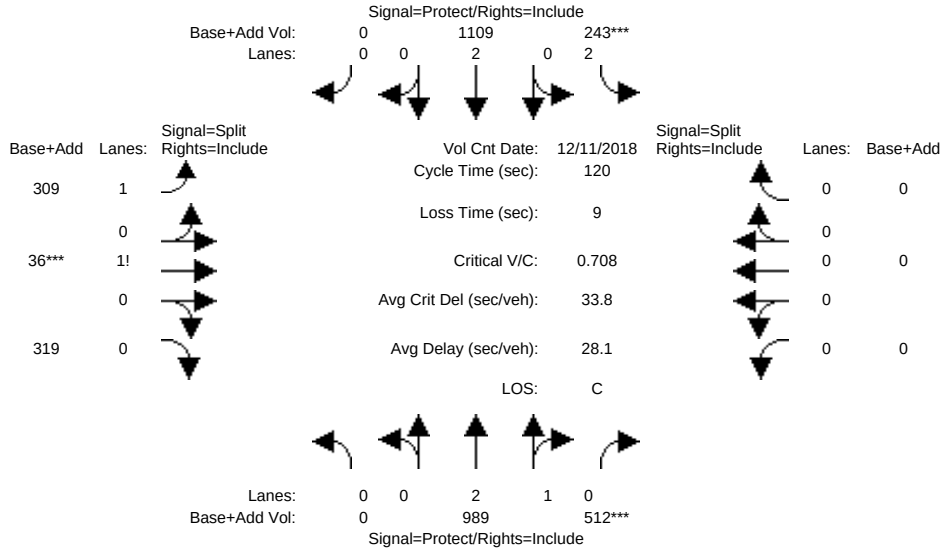
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	0	989	512	243	1109	0	309	36	319	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	989	512	243	1109	0	309	36	319	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	989	512	243	1109	0	309	36	319	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	989	512	243	1109	0	309	36	319	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	989	512	243	1109	0	309	36	319	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	989	512	243	1109	0	309	36	319	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.31	0.07	0.62	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2291	126	1117	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.29	0.08	0.29	0.00	0.13	0.29	0.29	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.6	49.6	13.1	62.6	0.0	48.4	48.4	48.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.71	0.71	0.56	0.00	0.33	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	28.5	30.3	58.3	19.7	0.0	24.8	32.4	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	30.3	58.3	19.7	0.0	24.8	32.4	32.4	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	18	7	14	0	6	17	17	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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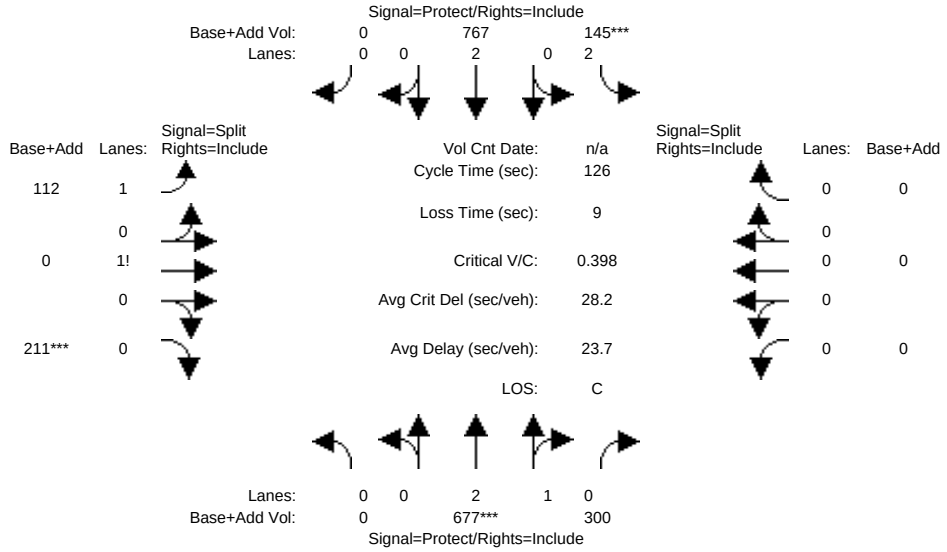

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	677	300	145	767	0	112	0	211	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	677	300	145	767	0	112	0	211	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	677	300	145	767	0	112	0	211	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	677	300	145	767	0	112	0	211	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	300	145	767	0	112	0	211	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	677	300	145	767	0	112	0	211	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.05	0.95	2.00	2.00	0.00	1.21	0.00	0.79	0.00	0.00	0.00
Final Sat.:	0	3878	1719	3150	3800	0	2125	0	1414	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.20	0.00	0.05	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	55.2	55.2	14.6	69.8	0.0	47.2	0.0	47.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.40	0.40	0.36	0.00	0.14	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	24.2	52.4	15.8	0.0	26.0	0.0	29.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	24.2	52.4	15.8	0.0	26.0	0.0	29.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	9	3	8	0	2	0	8	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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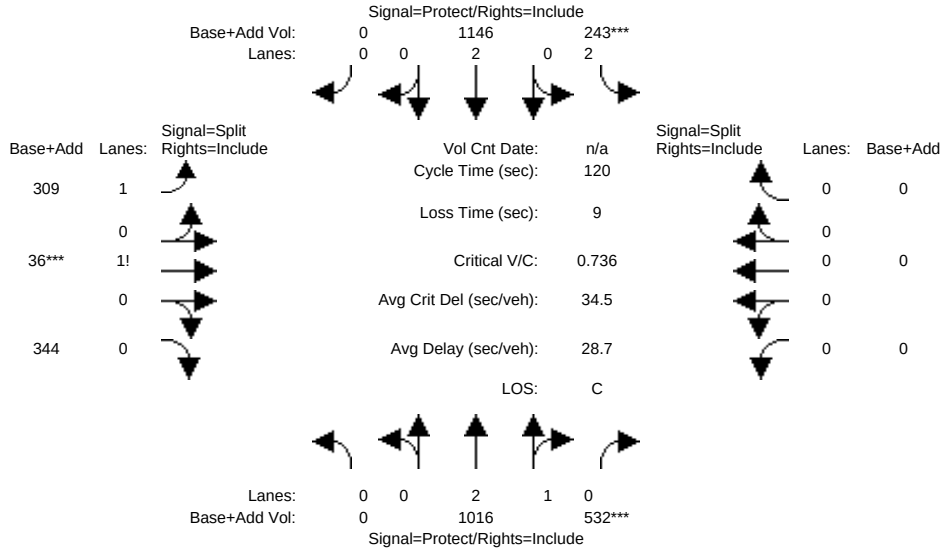

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1016	532	243	1146	0	309	36	344	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1016	532	243	1146	0	309	36	344	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	1016	532	243	1146	0	309	36	344	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	1016	532	243	1146	0	309	36	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1016	532	243	1146	0	309	36	344	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1016	532	243	1146	0	309	36	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.29	0.07	0.64	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2266	120	1149	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.30	0.08	0.30	0.00	0.14	0.30	0.30	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.6	49.6	12.6	62.2	0.0	48.8	48.8	48.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.74	0.74	0.58	0.00	0.34	0.74	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	31.1	60.5	20.4	0.0	24.5	33.2	33.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	31.1	60.5	20.4	0.0	24.5	33.2	33.2	0.0	0.0	0.0
LOS by Move:	A	C	C	E	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	19	7	15	0	6	19	19	0	0	0

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

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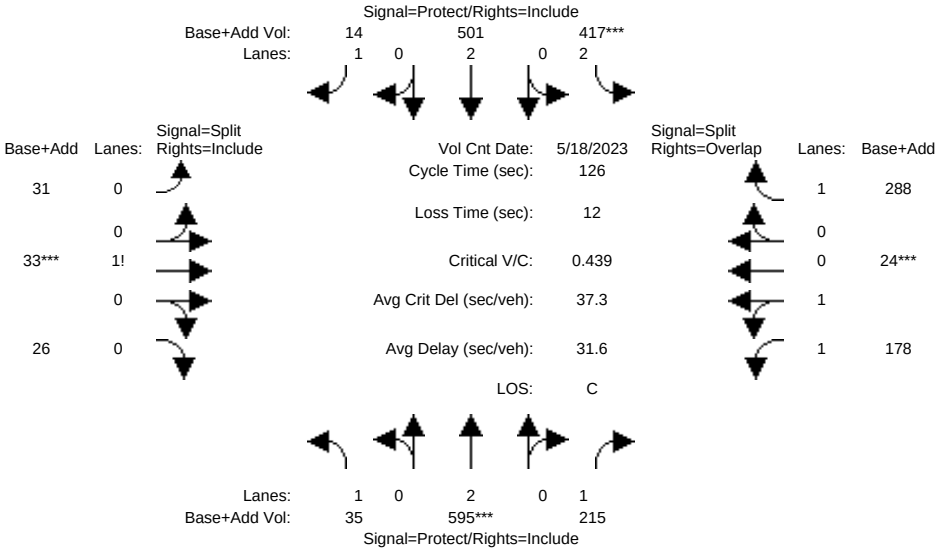
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 8:00 - 9:00 AM												
Base Vol:	35	595	215	417	501	14	31	33	26	178	24	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	595	215	417	501	14	31	33	26	178	24	288
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:	35	595	215	417	501	14	31	33	26	178	24	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	595	215	417	501	14	31	33	26	178	24	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	595	215	417	501	14	31	33	26	178	24	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	35	595	215	417	501	14	31	33	26	178	24	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.77	0.23	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3128	422	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.12	0.13	0.13	0.01	0.05	0.05	0.05	0.06	0.06	0.16
Crit Moves:		****		****				****			****	
Green Time:	24.6	44.9	44.9	38.0	58.3	58.3	14.8	14.8	14.8	16.3	16.3	54.3
Volume/Cap:	0.10	0.44	0.34	0.44	0.28	0.02	0.44	0.44	0.44	0.44	0.44	0.38
Delay/Veh:	41.8	31.2	30.1	35.8	21.0	18.3	53.3	53.3	53.3	51.3	51.3	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	31.2	30.1	35.8	21.0	18.3	53.3	53.3	53.3	51.3	51.3	24.7
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	C
HCM2kAvgQ:	1	9	7	8	6	0	4	4	4	4	4	8

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

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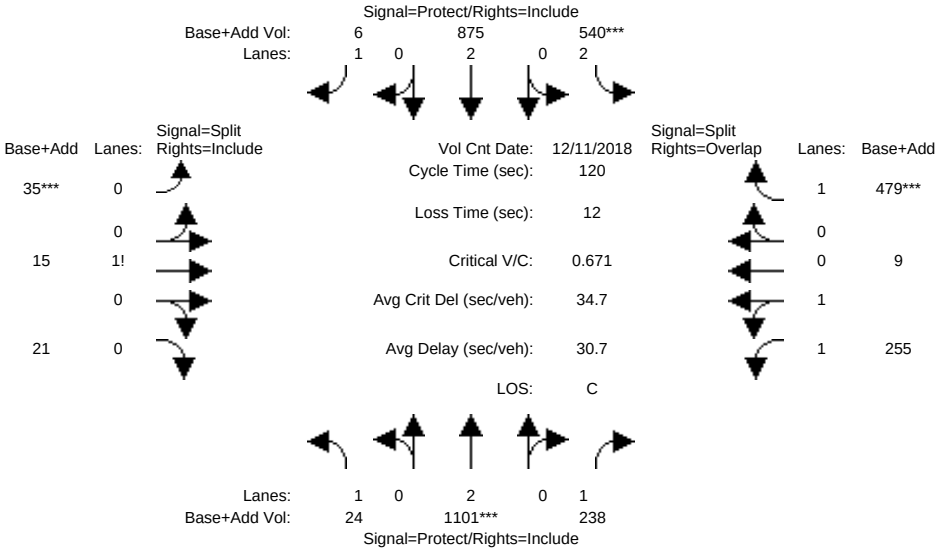
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	24	1101	238	540	875	6	35	15	21	255	9	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1101	238	540	875	6	35	15	21	255	9	479
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:	24	1101	238	540	875	6	35	15	21	255	9	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1101	238	540	875	6	35	15	21	255	9	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1101	238	540	875	6	35	15	21	255	9	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	24	1101	238	540	875	6	35	15	21	255	9	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.93	0.07	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3429	121	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.14	0.17	0.23	0.00	0.04	0.04	0.04	0.07	0.07	0.27
Crit Moves:		****		****			****					****
Green Time:	16.2	50.4	50.4	29.8	64.0	64.0	10.0	10.0	10.0	17.8	17.8	47.6
Volume/Cap:	0.10	0.69	0.32	0.69	0.43	0.01	0.49	0.49	0.49	0.50	0.50	0.69
Delay/Veh:	45.7	29.7	23.6	43.5	17.1	13.1	55.1	55.1	55.1	47.8	47.8	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	29.7	23.6	43.5	17.1	13.1	55.1	55.1	55.1	47.8	47.8	33.0
LOS by Move:	D	C	C	D	B	B	E	E	E	D	D	C
HCM2kAvgQ:	1	17	6	12	10	0	3	3	3	5	5	16

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

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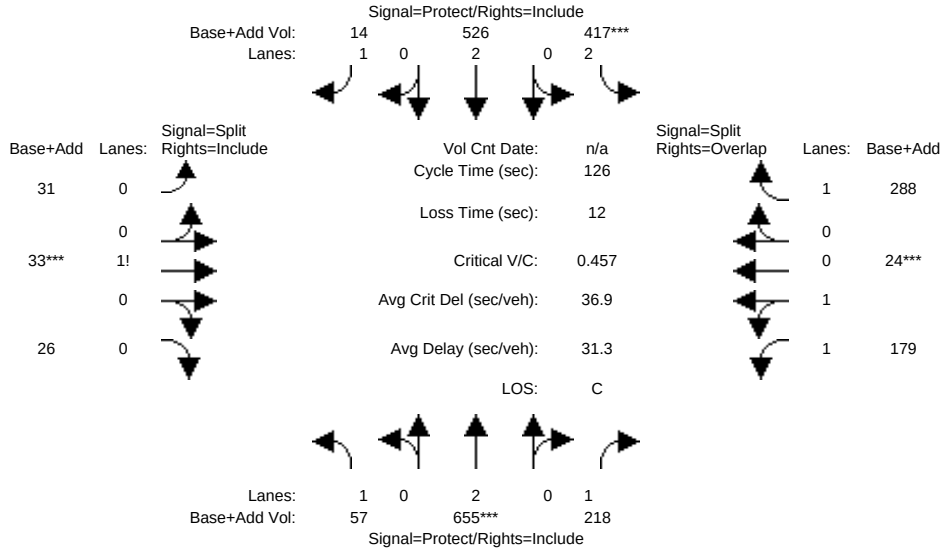
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	655	218	417	526	14	31	33	26	179	24	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	655	218	417	526	14	31	33	26	179	24	288
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:	57	655	218	417	526	14	31	33	26	179	24	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	655	218	417	526	14	31	33	26	179	24	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	655	218	417	526	14	31	33	26	179	24	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	57	655	218	417	526	14	31	33	26	179	24	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.77	0.23	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3130	420	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.12	0.13	0.14	0.01	0.05	0.05	0.05	0.06	0.06	0.16
Crit Moves:		****		****				****			****	
Green Time:	24.1	47.5	47.5	36.5	60.0	60.0	14.2	14.2	14.2	15.8	15.8	52.3
Volume/Cap:	0.17	0.46	0.33	0.46	0.29	0.02	0.46	0.46	0.46	0.46	0.46	0.40
Delay/Veh:	42.9	29.8	28.2	37.0	20.2	17.4	54.0	54.0	54.0	51.9	51.9	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	29.8	28.2	37.0	20.2	17.4	54.0	54.0	54.0	51.9	51.9	26.2
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	C
HCM2kAvgQ:	2	9	6	8	6	0	4	4	4	4	4	8

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

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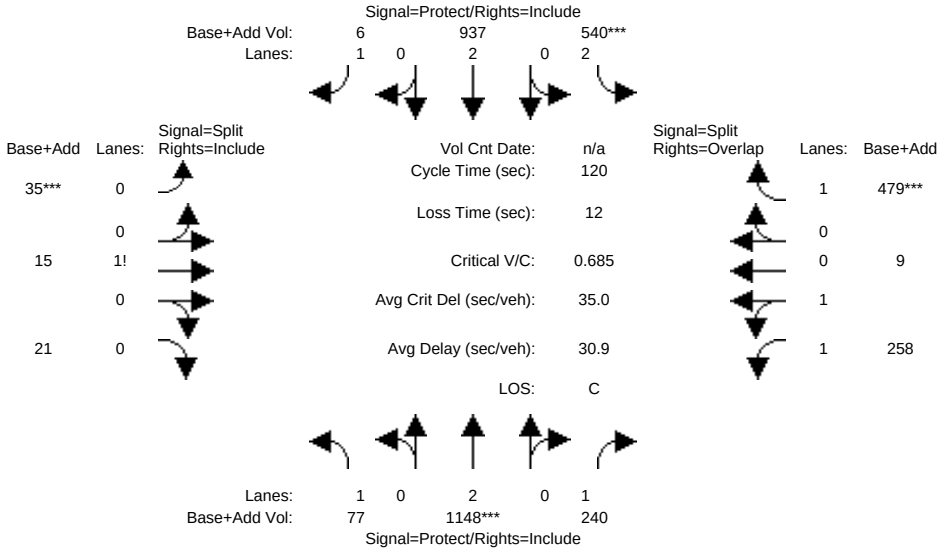
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1148	240	540	937	6	35	15	21	258	9	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1148	240	540	937	6	35	15	21	258	9	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1148	240	540	937	6	35	15	21	258	9	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1148	240	540	937	6	35	15	21	258	9	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1148	240	540	937	6	35	15	21	258	9	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	77	1148	240	540	937	6	35	15	21	258	9	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.93	0.07	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3430	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.14	0.17	0.25	0.00	0.04	0.04	0.04	0.08	0.08	0.27
Crit Moves:		****		****			****					****
Green Time:	15.4	51.4	51.4	29.2	65.2	65.2	10.0	10.0	10.0	17.4	17.4	46.6
Volume/Cap:	0.34	0.71	0.32	0.71	0.45	0.01	0.49	0.49	0.49	0.52	0.52	0.71
Delay/Veh:	48.6	29.5	23.0	44.5	16.8	12.6	55.1	55.1	55.1	48.4	48.4	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	29.5	23.0	44.5	16.8	12.6	55.1	55.1	55.1	48.4	48.4	34.3
LOS by Move:	D	C	C	D	B	B	E	E	E	D	D	C
HCM2kAvgQ:	3	18	6	12	10	0	3	3	3	5	5	17

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

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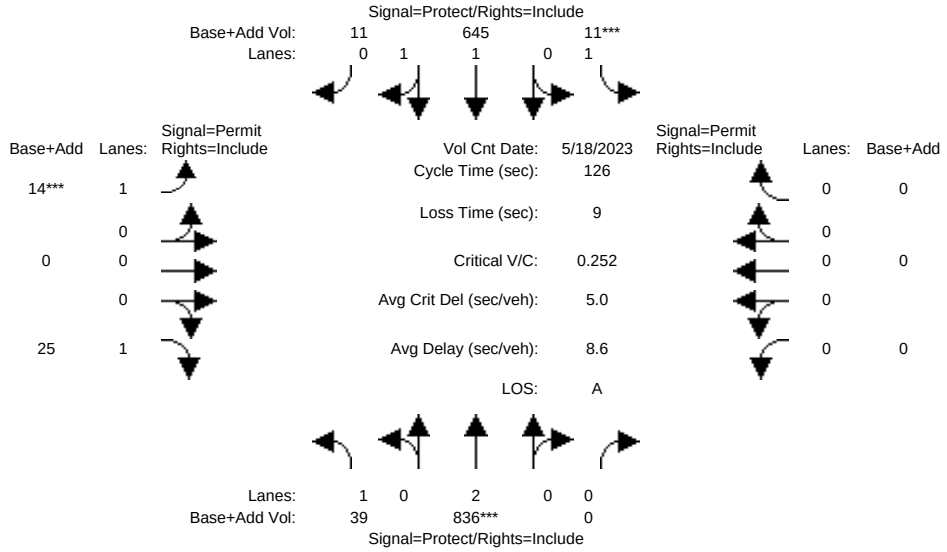
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 8:00 - 9:00 AM												
Base Vol:	39	836	0	11	645	11	14	0	25	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:	39	836	0	11	645	11	14	0	25	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:	39	836	0	11	645	11	14	0	25	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:	39	836	0	11	645	11	14	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	836	0	11	645	11	14	0	25	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	836	0	11	645	11	14	0	25	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3638	62	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.01	0.18	0.18	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	25.5	100	0.0	7.0	81.5	81.5	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.11	0.28	0.00	0.11	0.27	0.27	0.10	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	41.1	3.5	0.0	57.1	9.6	9.6	54.1	0.0	54.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	3.5	0.0	57.1	9.6	9.6	54.1	0.0	54.8	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	1	5	5	1	0	1	0	0	0

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

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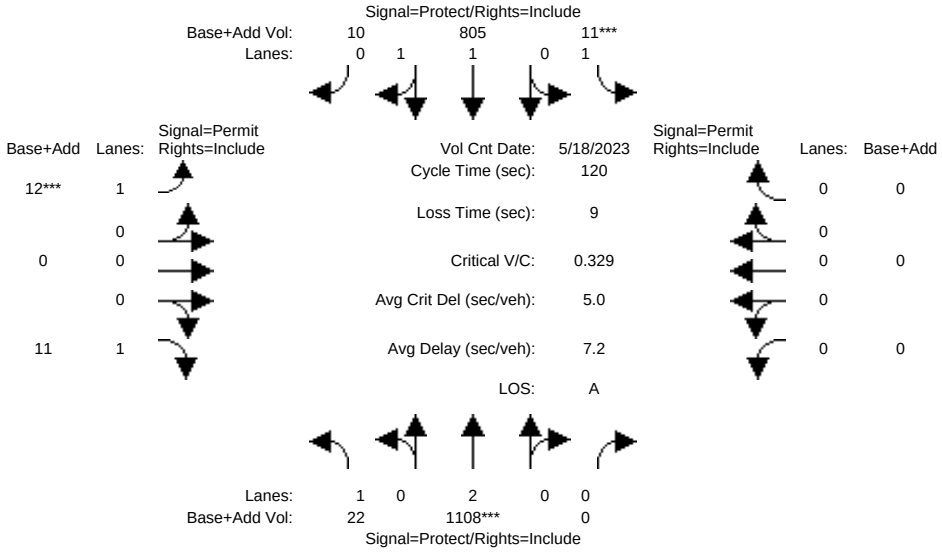
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 4:15 - 5:15 PM												
Base Vol:	22	1108	0	11	805	10	12	0	11	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:	22	1108	0	11	805	10	12	0	11	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:	22	1108	0	11	805	10	12	0	11	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:	22	1108	0	11	805	10	12	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1108	0	11	805	10	12	0	11	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1108	0	11	805	10	12	0	11	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3655	45	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.00	0.01	0.22	0.22	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	21.1	94.0	0.0	7.0	79.9	79.9	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.07	0.37	0.00	0.11	0.33	0.33	0.08	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	41.3	4.1	0.0	54.0	8.7	8.7	51.0	0.0	51.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	4.1	0.0	54.0	8.7	8.7	51.0	0.0	51.0	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	6	0	0	6	6	0	0	0	0	0	0

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

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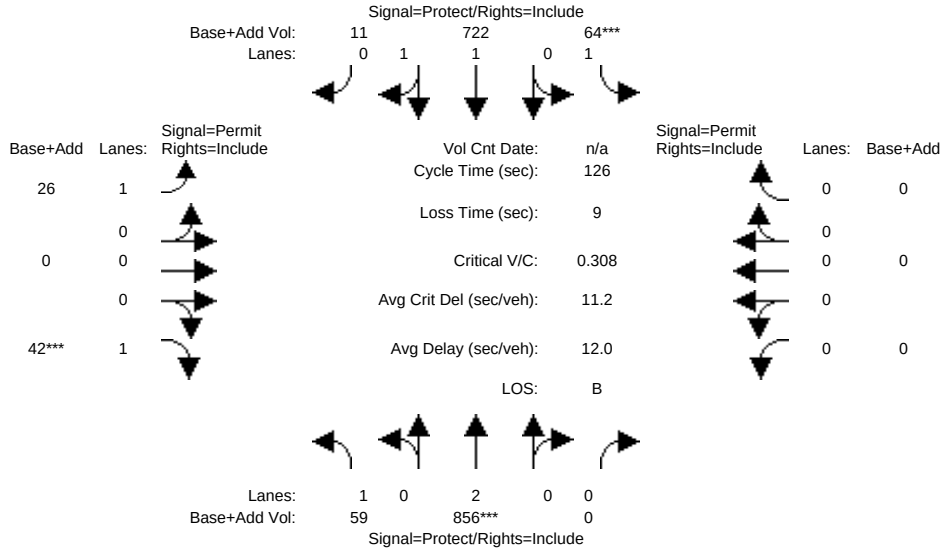
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	856	0	64	722	11	26	0	42	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:	59	856	0	64	722	11	26	0	42	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:	59	856	0	64	722	11	26	0	42	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:	59	856	0	64	722	11	26	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	856	0	64	722	11	26	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	856	0	64	722	11	26	0	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3644	56	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.04	0.20	0.20	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	23.4	92.1	0.0	14.9	83.6	83.6	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.18	0.31	0.00	0.31	0.30	0.30	0.19	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	43.5	6.0	0.0	51.6	9.0	9.0	54.9	0.0	55.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	6.0	0.0	51.6	9.0	9.0	54.9	0.0	55.9	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	E	A	A	A
HCM2kAvgQ:	2	6	0	3	6	6	1	0	2	0	0	0

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

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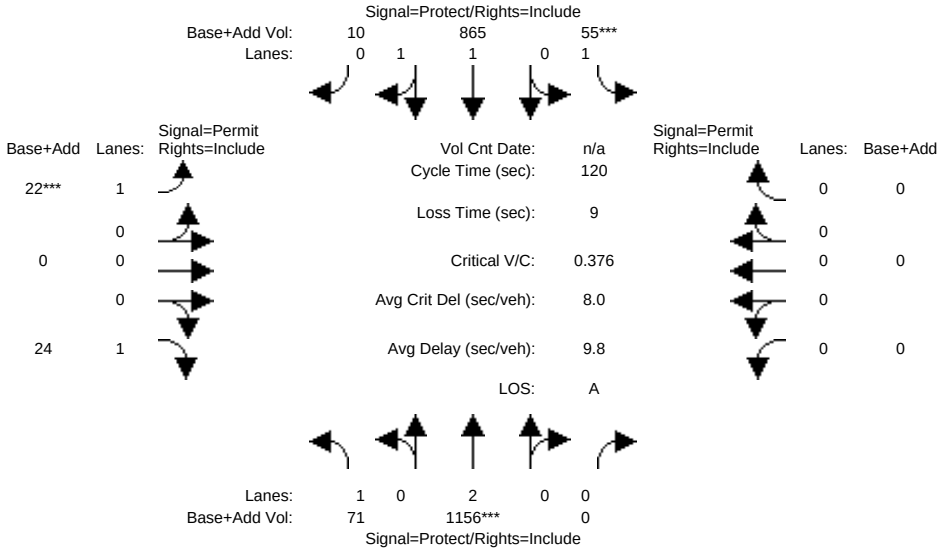
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	1156	0	55	865	10	22	0	24	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:	71	1156	0	55	865	10	22	0	24	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:	71	1156	0	55	865	10	22	0	24	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:	71	1156	0	55	865	10	22	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1156	0	55	865	10	22	0	24	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1156	0	55	865	10	22	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3658	42	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.03	0.24	0.24	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.0	91.5	0.0	9.5	81.0	81.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.24	0.40	0.00	0.40	0.35	0.35	0.15	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	43.9	4.9	0.0	54.5	8.4	8.4	51.5	0.0	51.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	4.9	0.0	54.5	8.4	8.4	51.5	0.0	51.7	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	7	0	3	7	7	1	0	1	0	0	0

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

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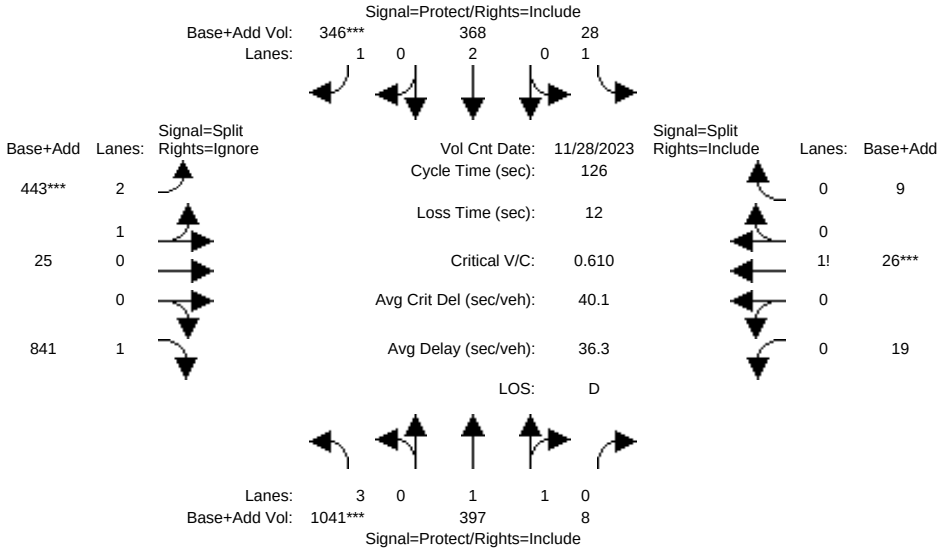
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	1041	397	8	28	368	346	443	25	841	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1041	397	8	28	368	346	443	25	841	19	26	9
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:	1041	397	8	28	368	346	443	25	841	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1041	397	8	28	368	346	443	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1041	397	8	28	368	346	443	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1041	397	8	28	368	346	443	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.85	0.15	1.00	0.35	0.48	0.17
Final Sat.:	4551	3627	73	1750	3800	1750	4684	264	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.11	0.11	0.02	0.10	0.20	0.09	0.09	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	45.7	56.5	56.5	28.7	39.5	39.5	18.9	18.9	0.0	10.0	10.0	10.0
Volume/Cap:	0.63	0.24	0.24	0.07	0.31	0.63	0.63	0.63	0.00	0.39	0.39	0.39
Delay/Veh:	34.0	21.6	21.6	38.3	33.1	39.4	52.1	52.1	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	21.6	21.6	38.3	33.1	39.4	52.1	52.1	0.0	56.9	56.9	56.9
LOS by Move:	C	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	14	5	5	1	5	13	7	7	0	3	3	3

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

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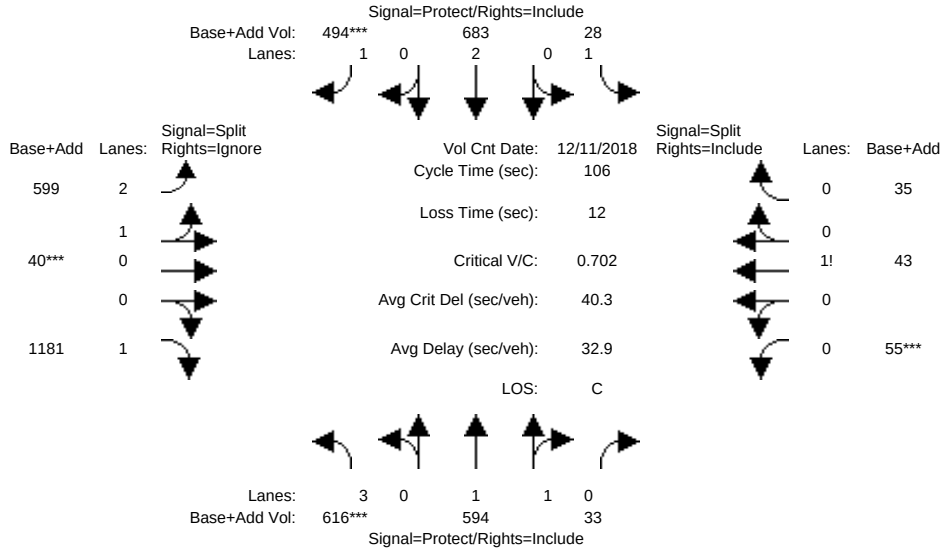
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	616	594	33	28	683	494	599	40	1181	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	616	594	33	28	683	494	599	40	1181	55	43	35
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:	616	594	33	28	683	494	599	40	1181	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	616	594	33	28	683	494	599	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	594	33	28	683	494	599	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	616	594	33	28	683	494	599	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.98	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.89	0.11	1.00	2.00	1.00	2.83	0.17	1.00	0.42	0.32	0.26
Final Sat.:	4551	3505	195	1750	3800	1750	4638	310	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.02	0.18	0.28	0.13	0.13	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	20.4	45.4	45.4	17.7	42.6	42.6	19.5	19.5	0.0	11.5	11.5	11.5
Volume/Cap:	0.70	0.40	0.40	0.10	0.45	0.70	0.70	0.70	0.00	0.70	0.70	0.70
Delay/Veh:	42.5	21.0	21.0	37.5	23.3	29.6	43.0	43.0	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	21.0	21.0	37.5	23.3	29.6	43.0	43.0	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	C	D	D	A	E	E	E
HCM2kAvgQ:	9	7	7	1	8	15	9	9	0	6	6	6

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

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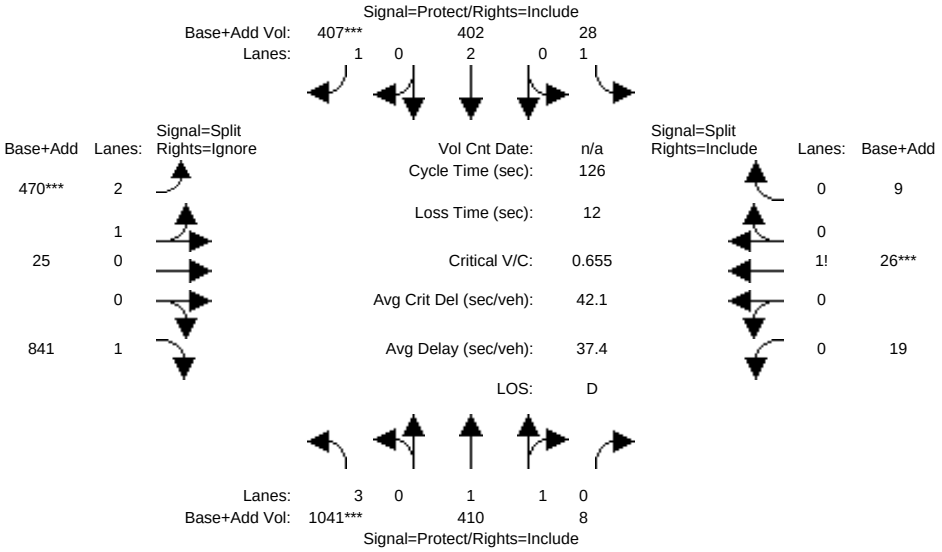
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1041	410	8	28	402	407	470	25	841	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1041	410	8	28	402	407	470	25	841	19	26	9
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:	1041	410	8	28	402	407	470	25	841	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1041	410	8	28	402	407	470	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1041	410	8	28	402	407	470	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1041	410	8	28	402	407	470	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.86	0.14	1.00	0.35	0.48	0.17
Final Sat.:	4551	3629	71	1750	3800	1750	4698	250	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.11	0.11	0.02	0.11	0.23	0.10	0.10	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	42.4	57.3	57.3	28.2	43.1	43.1	18.5	18.5	0.0	10.0	10.0	10.0
Volume/Cap:	0.68	0.25	0.25	0.07	0.31	0.68	0.68	0.68	0.00	0.39	0.39	0.39
Delay/Veh:	37.2	21.2	21.2	38.7	30.6	38.7	53.5	53.5	0.0	56.9	56.9	56.9
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:	37.2	21.2	21.2	38.7	30.6	38.7	53.5	53.5	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	15	5	5	1	6	15	8	8	0	3	3	3

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

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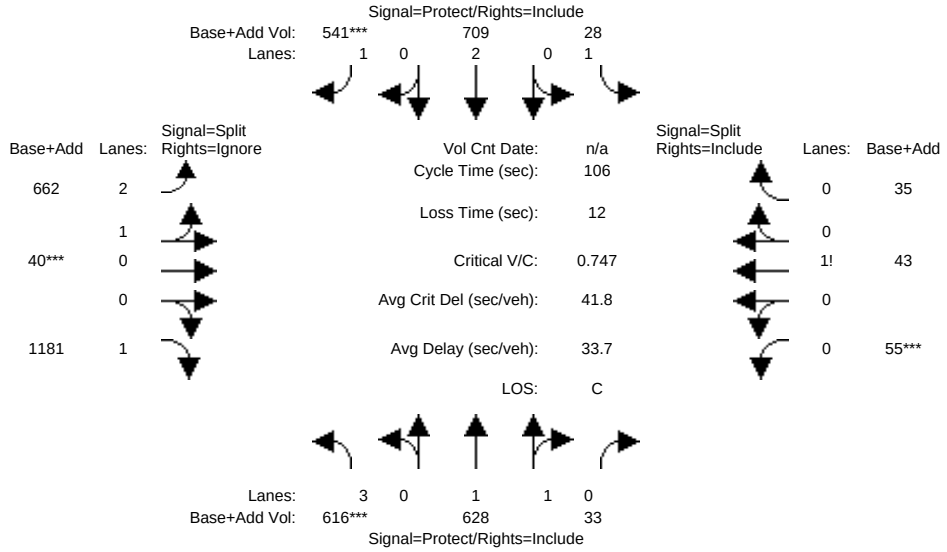
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	616	628	33	28	709	541	662	40	1181	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	616	628	33	28	709	541	662	40	1181	55	43	35
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:	616	628	33	28	709	541	662	40	1181	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	616	628	33	28	709	541	662	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	628	33	28	709	541	662	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	616	628	33	28	709	541	662	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.98	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.90	0.10	1.00	2.00	1.00	2.84	0.16	1.00	0.42	0.32	0.26
Final Sat.:	4551	3515	185	1750	3800	1750	4666	282	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.02	0.19	0.31	0.14	0.14	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	19.2	46.1	46.1	17.0	43.9	43.9	20.1	20.1	0.0	10.8	10.8	10.8
Volume/Cap:	0.75	0.41	0.41	0.10	0.45	0.75	0.75	0.75	0.00	0.75	0.75	0.75
Delay/Veh:	44.9	20.8	20.8	38.1	22.6	30.6	43.9	43.9	0.0	62.1	62.1	62.1
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:	44.9	20.8	20.8	38.1	22.6	30.6	43.9	43.9	0.0	62.1	62.1	62.1
LOS by Move:	D	C	C	D	C	C	D	D	A	E	E	E
HCM2kAvgQ:	10	8	8	1	8	17	10	10	0	6	6	6

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

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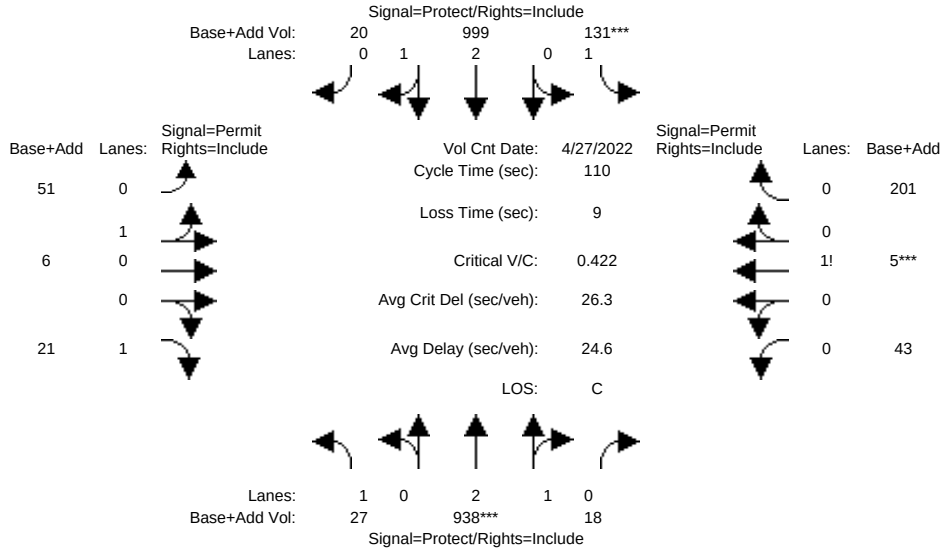
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	27	938	18	131	999	20	51	6	21	43	5	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	938	18	131	999	20	51	6	21	43	5	201
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:	27	938	18	131	999	20	51	6	21	43	5	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	938	18	131	999	20	51	6	21	43	5	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	938	18	131	999	20	51	6	21	43	5	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	27	938	18	131	999	20	51	6	21	43	5	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.17	0.02	0.81
Final Sat.:	1750	5494	105	1750	5490	110	1611	189	1750	302	35	1413
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.07	0.18	0.18	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.6	44.5	44.5	19.5	47.4	47.4	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.10	0.42	0.42	0.42	0.42	0.42	0.09	0.09	0.04	0.42	0.42	0.42
Delay/Veh:	40.5	23.7	23.7	41.2	21.9	21.9	25.0	25.0	24.5	28.7	28.7	28.7
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:	40.5	23.7	23.7	41.2	21.9	21.9	25.0	25.0	24.5	28.7	28.7	28.7
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	8	8	1	1	1	7	7	7

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

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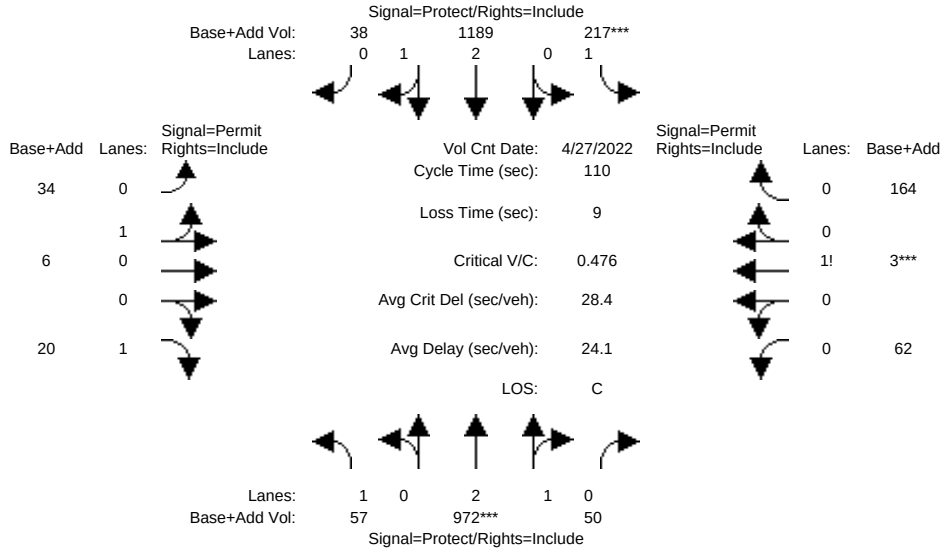
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:30 - 5:30 PM												
Base Vol:	57	972	50	217	1189	38	34	6	20	62	3	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	972	50	217	1189	38	34	6	20	62	3	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	972	50	217	1189	38	34	6	20	62	3	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	972	50	217	1189	38	34	6	20	62	3	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	972	50	217	1189	38	34	6	20	62	3	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	972	50	217	1189	38	34	6	20	62	3	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.85	0.15	1.00	2.90	0.10	0.85	0.15	1.00	0.27	0.01	0.72
Final Sat.:	1750	5326	274	1750	5426	173	1530	270	1750	474	23	1253
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.12	0.22	0.22	0.02	0.02	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	15.9	42.1	42.1	28.6	54.9	54.9	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.22	0.48	0.48	0.48	0.44	0.44	0.08	0.08	0.04	0.48	0.48	0.48
Delay/Veh:	42.0	25.8	25.8	35.1	17.8	17.8	29.7	29.7	29.3	34.0	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	25.8	25.8	35.1	17.8	17.8	29.7	29.7	29.3	34.0	34.0	34.0
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	9	9	7	9	9	1	1	1	7	7	7

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

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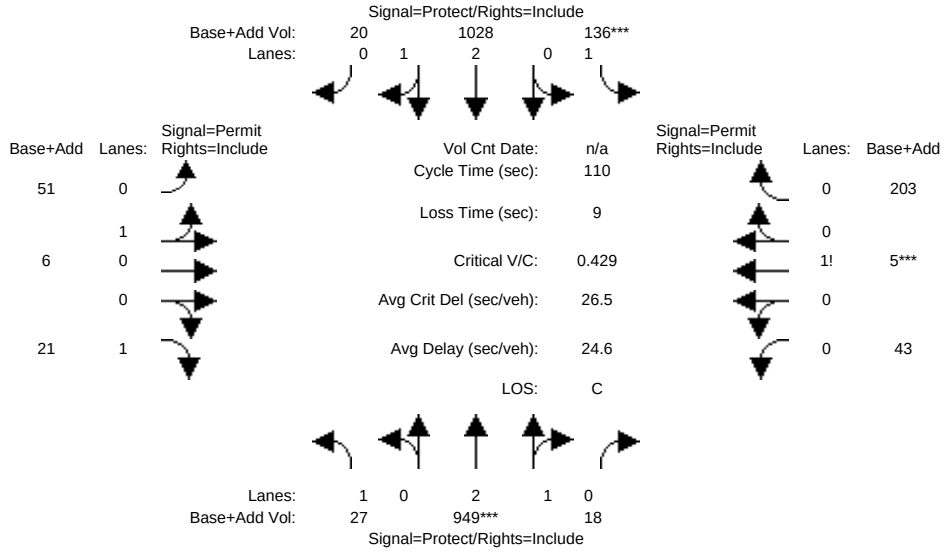
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	949	18	136	1028	20	51	6	21	43	5	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	949	18	136	1028	20	51	6	21	43	5	203
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:	27	949	18	136	1028	20	51	6	21	43	5	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	949	18	136	1028	20	51	6	21	43	5	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	949	18	136	1028	20	51	6	21	43	5	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	27	949	18	136	1028	20	51	6	21	43	5	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.17	0.02	0.81
Final Sat.:	1750	5496	104	1750	5493	107	1611	189	1750	300	35	1415
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.08	0.19	0.19	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.3	44.3	44.3	19.9	47.9	47.9	36.8	36.8	36.8	36.8	36.8	36.8
Volume/Cap:	0.10	0.43	0.43	0.43	0.43	0.43	0.09	0.09	0.04	0.43	0.43	0.43
Delay/Veh:	40.7	23.9	23.9	40.9	21.7	21.7	25.2	25.2	24.7	29.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	23.9	23.9	40.9	21.7	21.7	25.2	25.2	24.7	29.0	29.0	29.0
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	8	8	1	1	1	7	7	7

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

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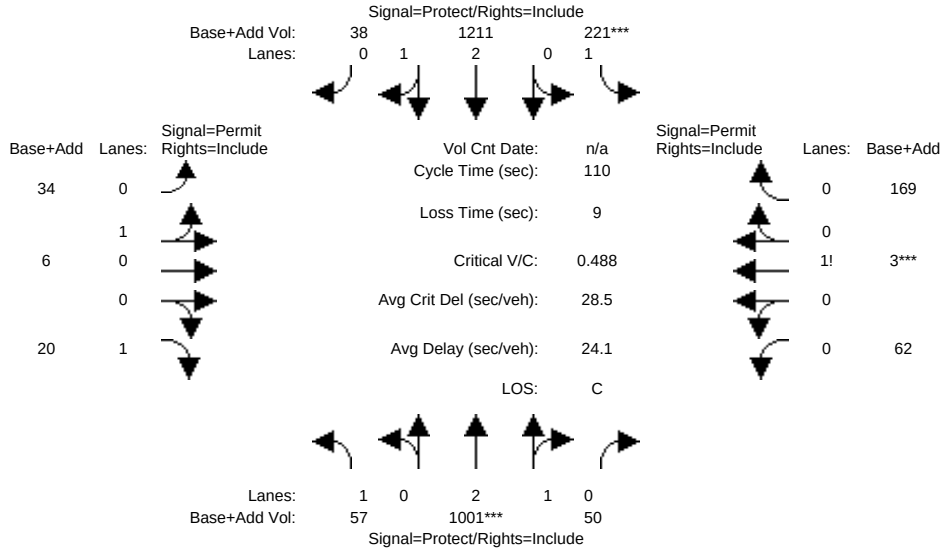
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1001	50	221	1211	38	34	6	20	62	3	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1001	50	221	1211	38	34	6	20	62	3	169
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:	57	1001	50	221	1211	38	34	6	20	62	3	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1001	50	221	1211	38	34	6	20	62	3	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1001	50	221	1211	38	34	6	20	62	3	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	57	1001	50	221	1211	38	34	6	20	62	3	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.85	0.15	1.00	2.91	0.09	0.85	0.15	1.00	0.26	0.01	0.73
Final Sat.:	1750	5333	266	1750	5429	170	1530	270	1750	464	22	1264
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.13	0.22	0.22	0.02	0.02	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	15.7	42.3	42.3	28.5	55.1	55.1	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.23	0.49	0.49	0.49	0.45	0.45	0.08	0.08	0.04	0.49	0.49	0.49
Delay/Veh:	42.2	25.8	25.8	35.4	17.7	17.7	29.7	29.7	29.3	34.2	34.2	34.2
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:	42.2	25.8	25.8	35.4	17.7	17.7	29.7	29.7	29.3	34.2	34.2	34.2
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	9	9	7	9	9	1	1	1	7	7	7

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

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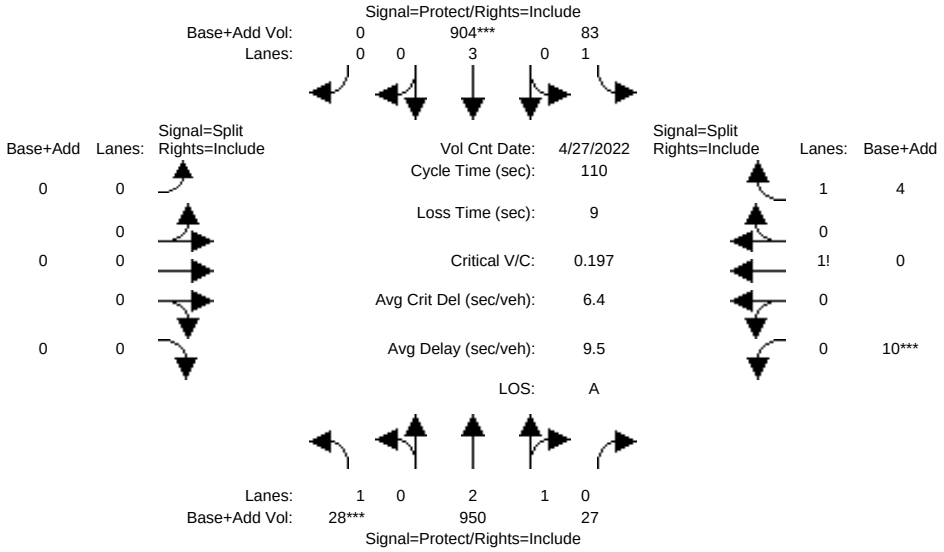
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	28	950	27	83	904	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	950	27	83	904	0	0	0	0	10	0	4
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:	28	950	27	83	904	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	950	27	83	904	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	950	27	83	904	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	950	27	83	904	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5445	155	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	66.7	66.7	24.3	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.29	0.29	0.21	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.4	10.4	35.3	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.4	10.4	35.3	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	5	5	3	3	0	0	0	0	0	0	0

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

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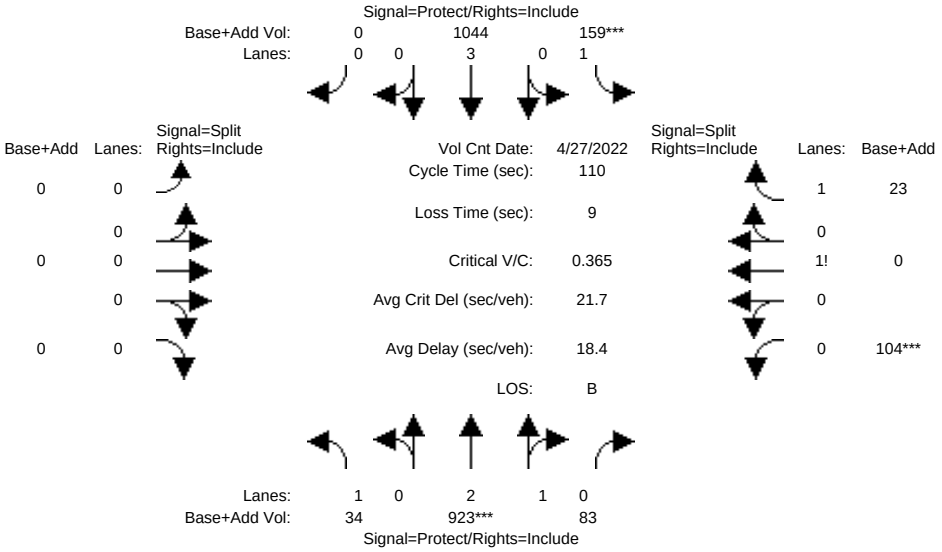
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:15 - 5:15 PM												
Base Vol:	34	923	83	159	1044	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	923	83	159	1044	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	923	83	159	1044	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	923	83	159	1044	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	923	83	159	1044	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	923	83	159	1044	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5137	462	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.09	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	21.0	54.2	54.2	27.4	60.6	0.0	0.0	0.0	0.0	19.4	0.0	19.4
Volume/Cap:	0.10	0.36	0.36	0.36	0.33	0.00	0.00	0.00	0.00	0.36	0.00	0.07
Delay/Veh:	36.8	17.3	17.3	34.6	13.7	0.0	0.0	0.0	0.0	40.5	0.0	37.8
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:	36.8	17.3	17.3	34.6	13.7	0.0	0.0	0.0	0.0	40.5	0.0	37.8
LOS by Move:	D	B	B	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	7	7	5	6	0	0	0	0	4	0	1

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

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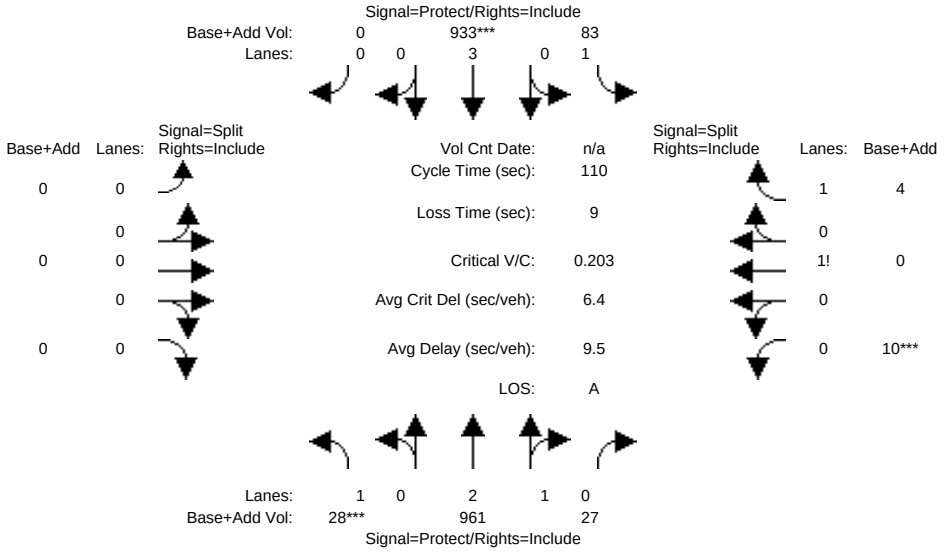
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	961	27	83	933	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	961	27	83	933	0	0	0	0	10	0	4
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:	28	961	27	83	933	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	961	27	83	933	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	961	27	83	933	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	961	27	83	933	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5447	153	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.05	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	66.9	66.9	24.1	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.29	0.29	0.22	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.3	10.3	35.5	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.3	10.3	35.5	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	5	5	3	3	0	0	0	0	0	0	0

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

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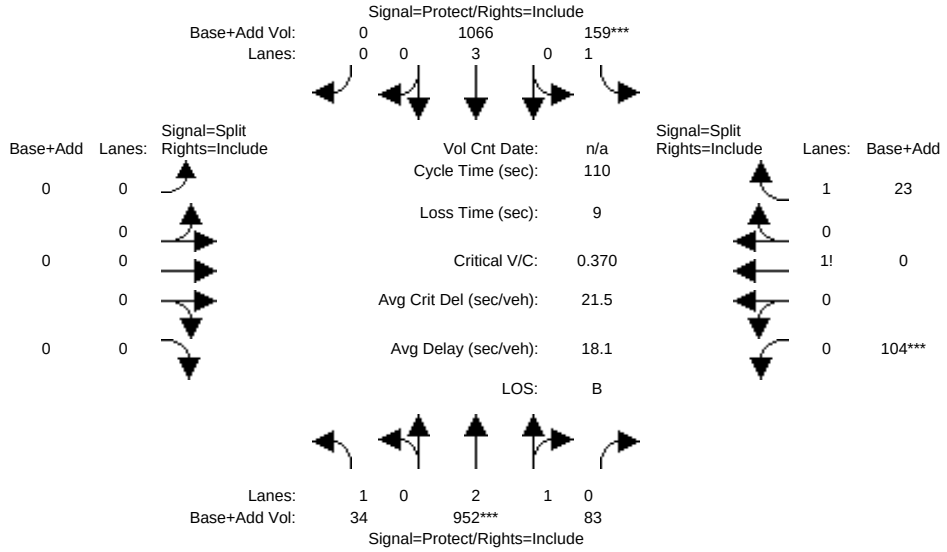
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	952	83	159	1066	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	952	83	159	1066	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	952	83	159	1066	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	952	83	159	1066	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	952	83	159	1066	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	952	83	159	1066	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5150	449	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.09	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	20.8	54.9	54.9	27.0	61.1	0.0	0.0	0.0	0.0	19.1	0.0	19.1
Volume/Cap:	0.10	0.37	0.37	0.37	0.34	0.00	0.00	0.00	0.00	0.37	0.00	0.07
Delay/Veh:	37.0	17.0	17.0	35.0	13.4	0.0	0.0	0.0	0.0	40.8	0.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	17.0	17.0	35.0	13.4	0.0	0.0	0.0	0.0	40.8	0.0	38.0
LOS by Move:	D	B	B	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	7	7	5	6	0	0	0	0	4	0	1

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

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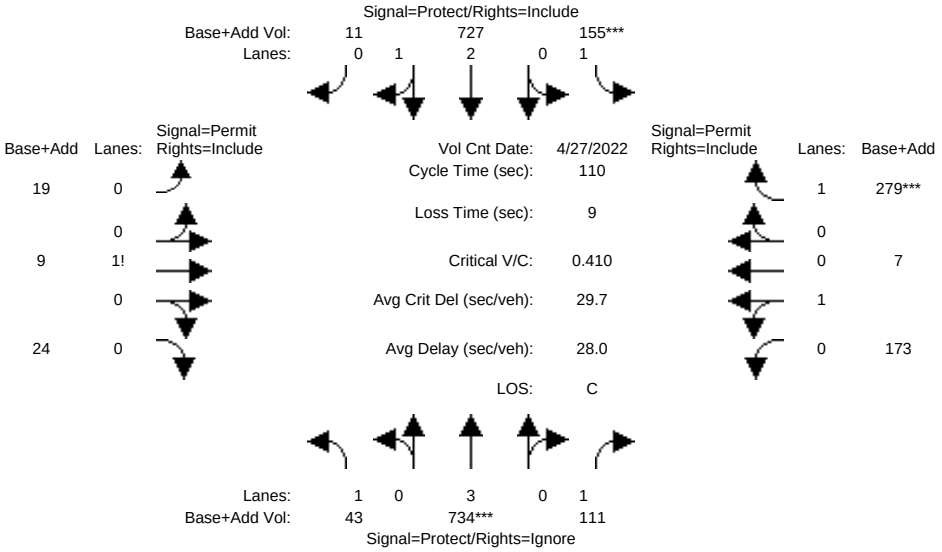
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	43	734	111	155	727	11	19	9	24	173	7	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	734	111	155	727	11	19	9	24	173	7	279
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:	43	734	111	155	727	11	19	9	24	173	7	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	734	0	155	727	11	19	9	24	173	7	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	734	0	155	727	11	19	9	24	173	7	279
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	734	0	155	727	11	19	9	24	173	7	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	0.37	0.17	0.46	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5516	83	639	303	808	1730	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.09	0.13	0.13	0.03	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****								****
Green Time:	19.0	34.5	0.0	23.7	39.3	39.3	42.7	42.7	42.7	42.7	42.7	42.7
Volume/Cap:	0.14	0.41	0.00	0.41	0.37	0.37	0.08	0.08	0.08	0.26	0.26	0.41
Delay/Veh:	38.8	29.9	0.0	37.8	26.3	26.3	21.2	21.2	21.2	23.0	23.0	24.9
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:	38.8	29.9	0.0	37.8	26.3	26.3	21.2	21.2	21.2	23.0	23.0	24.9
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	5	6	6	1	1	1	4	4	7

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

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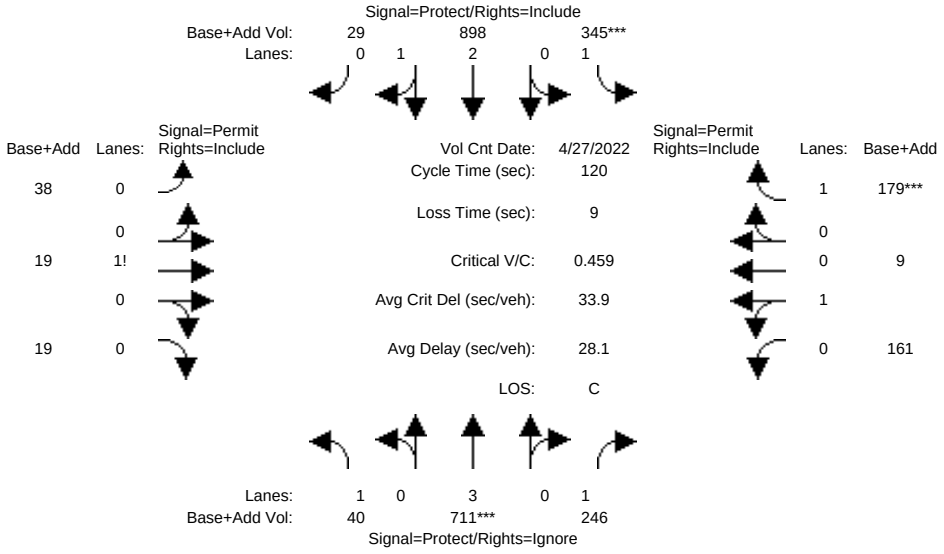
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:30 - 5:30 PM												
Base Vol:	40	711	246	345	898	29	38	19	19	161	9	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	711	246	345	898	29	38	19	19	161	9	179
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:	40	711	246	345	898	29	38	19	19	161	9	179
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	711	0	345	898	29	38	19	19	161	9	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	711	0	345	898	29	38	19	19	161	9	179
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	711	0	345	898	29	38	19	19	161	9	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	0.50	0.25	0.25	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5425	175	875	438	438	1705	95	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.20	0.17	0.17	0.04	0.04	0.04	0.09	0.09	0.10
Crit Moves:		****		****								****
Green Time:	21.9	32.6	0.0	51.6	62.3	62.3	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.12	0.46	0.00	0.46	0.32	0.32	0.19	0.19	0.19	0.42	0.42	0.46
Delay/Veh:	41.2	36.5	0.0	24.7	16.7	16.7	38.1	38.1	38.1	40.7	40.7	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	36.5	0.0	24.7	16.7	16.7	38.1	38.1	38.1	40.7	40.7	41.2
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	7	0	10	7	7	2	2	2	6	6	6

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

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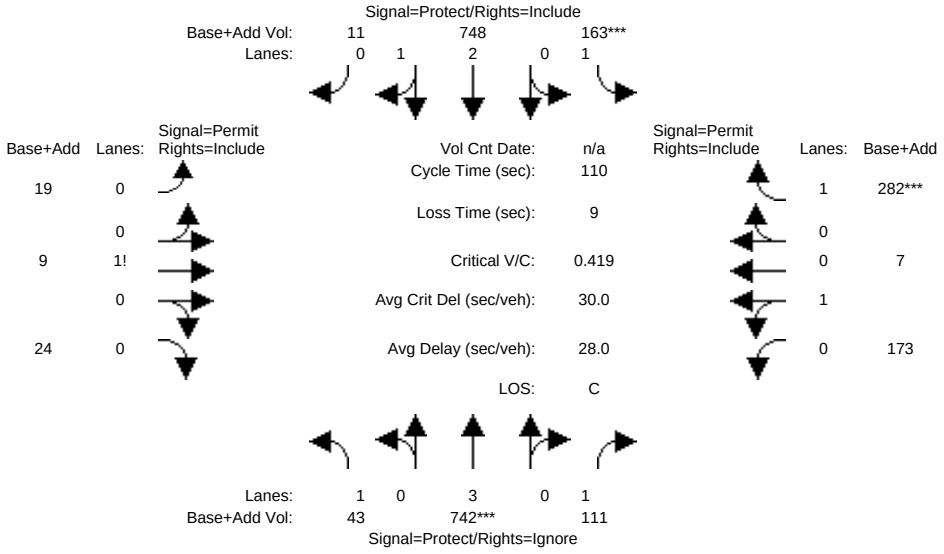
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	742	111	163	748	11	19	9	24	173	7	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	742	111	163	748	11	19	9	24	173	7	282
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:	43	742	111	163	748	11	19	9	24	173	7	282
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	742	0	163	748	11	19	9	24	173	7	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	742	0	163	748	11	19	9	24	173	7	282
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	742	0	163	748	11	19	9	24	173	7	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	0.37	0.17	0.46	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5519	81	639	303	808	1730	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.09	0.14	0.14	0.03	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****								****
Green Time:	18.7	34.2	0.0	24.5	39.9	39.9	42.3	42.3	42.3	42.3	42.3	42.3
Volume/Cap:	0.14	0.42	0.00	0.42	0.37	0.37	0.08	0.08	0.08	0.26	0.26	0.42
Delay/Veh:	39.0	30.2	0.0	37.4	25.9	25.9	21.5	21.5	21.5	23.3	23.3	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	30.2	0.0	37.4	25.9	25.9	21.5	21.5	21.5	23.3	23.3	25.2
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	5	6	6	1	1	1	4	4	8

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

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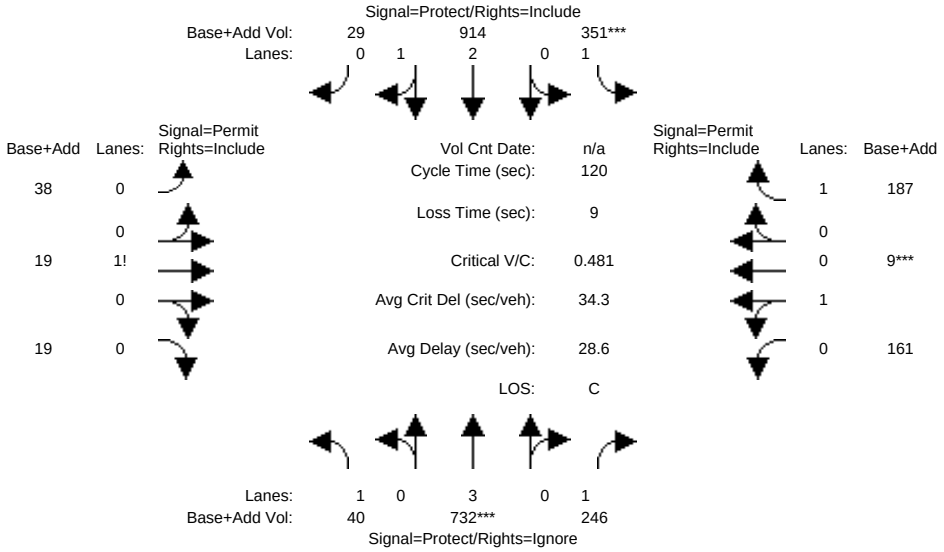
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	732	246	351	914	29	38	19	19	161	9	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	732	246	351	914	29	38	19	19	161	9	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	-16	0	0	0	0	22	0	0
Initial Fut:	40	732	246	367	898	29	38	19	19	183	9	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	732	0	367	898	29	38	19	19	183	9	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	732	0	367	898	29	38	19	19	183	9	187
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	732	0	367	898	29	38	19	19	183	9	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	0.50	0.25	0.25	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5425	175	875	438	438	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.21	0.17	0.17	0.04	0.04	0.04	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green Time:	22.0	32.0	0.0	52.3	62.4	62.4	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.12	0.48	0.00	0.48	0.32	0.32	0.20	0.20	0.20	0.48	0.48	0.48
Delay/Veh:	41.1	37.2	0.0	24.6	16.6	16.6	38.2	38.2	38.2	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	37.2	0.0	24.6	16.6	16.6	38.2	38.2	38.2	41.6	41.6	41.6
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	10	6	6	2	2	2	7	7	7

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

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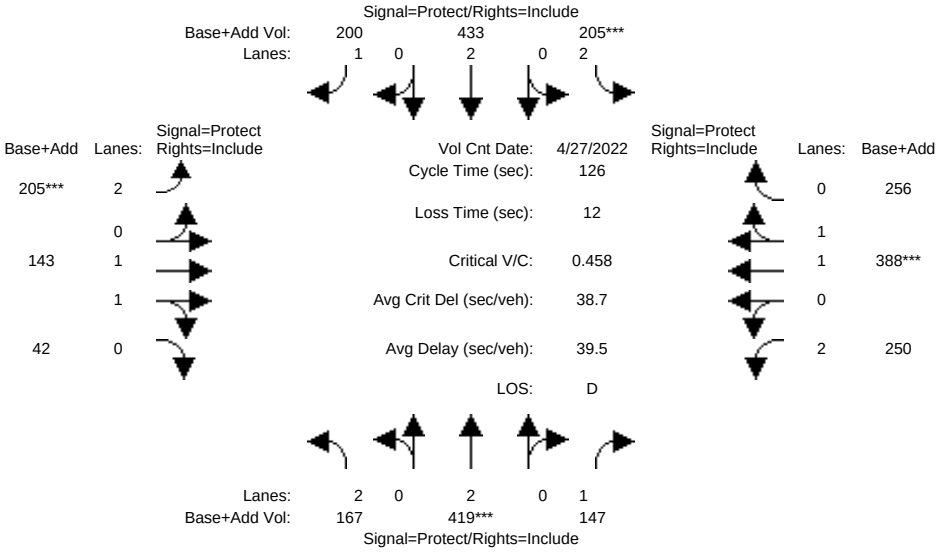
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



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: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	167	419	147	205	433	200	205	143	42	250	388	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	419	147	205	433	200	205	143	42	250	388	256
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:	167	419	147	205	433	200	205	143	42	250	388	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	419	147	205	433	200	205	143	42	250	388	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	419	147	205	433	200	205	143	42	250	388	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	167	419	147	205	433	200	205	143	42	250	388	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.53	0.47	2.00	1.18	0.82
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2859	840	3150	2228	1470
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.08	0.07	0.11	0.11	0.07	0.05	0.05	0.08	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	15.8	30.3	30.3	17.9	32.4	32.4	17.9	32.9	32.9	32.9	47.9	47.9
Volume/Cap:	0.42	0.46	0.35	0.46	0.44	0.44	0.46	0.19	0.19	0.30	0.46	0.46
Delay/Veh:	51.7	41.2	40.2	50.3	39.5	39.9	50.3	36.3	36.3	37.6	29.6	29.6
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:	51.7	41.2	40.2	50.3	39.5	39.9	50.3	36.3	36.3	37.6	29.6	29.6
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	7	5	5	7	7	5	3	3	5	10	10

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

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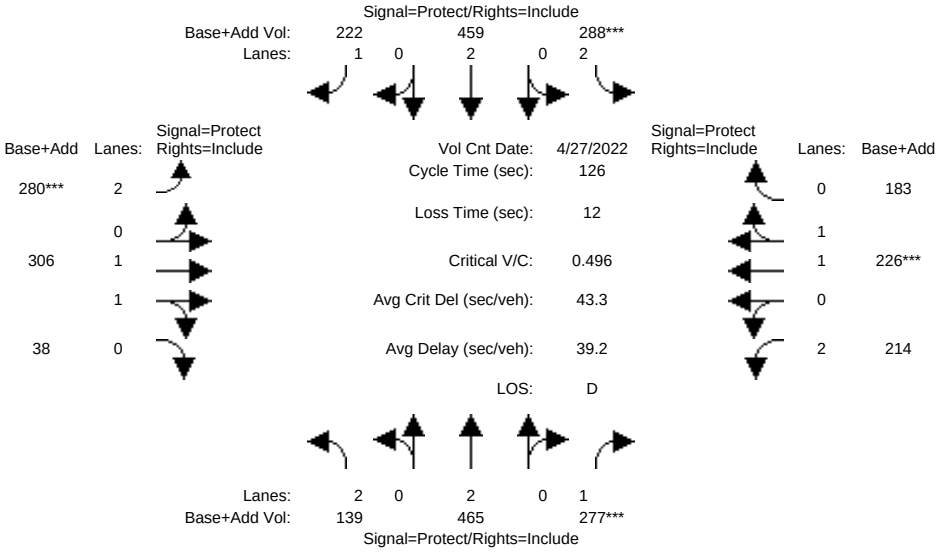
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



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: 27 Apr 2022 << 4:15 - 5:15 PM												
Base Vol:	139	465	277	288	459	222	280	306	38	214	226	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	465	277	288	459	222	280	306	38	214	226	183
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:	139	465	277	288	459	222	280	306	38	214	226	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	465	277	288	459	222	280	306	38	214	226	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	465	277	288	459	222	280	306	38	214	226	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	465	277	288	459	222	280	306	38	214	226	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	2.00	1.08	0.92
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3291	409	3150	2043	1655
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.16	0.09	0.12	0.13	0.09	0.09	0.09	0.07	0.11	0.11
Crit Moves:			****	****			****				****	
Green Time:	19.3	40.2	40.2	23.2	44.1	44.1	22.6	29.3	29.3	21.4	28.1	28.1
Volume/Cap:	0.29	0.38	0.50	0.50	0.35	0.36	0.50	0.40	0.40	0.40	0.50	0.50
Delay/Veh:	47.6	33.5	35.4	46.8	30.5	30.9	47.3	41.3	41.3	47.1	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	33.5	35.4	46.8	30.5	30.9	47.3	41.3	41.3	47.1	43.3	43.3
LOS by Move:	D	C	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	7	9	6	6	7	6	6	6	5	7	7

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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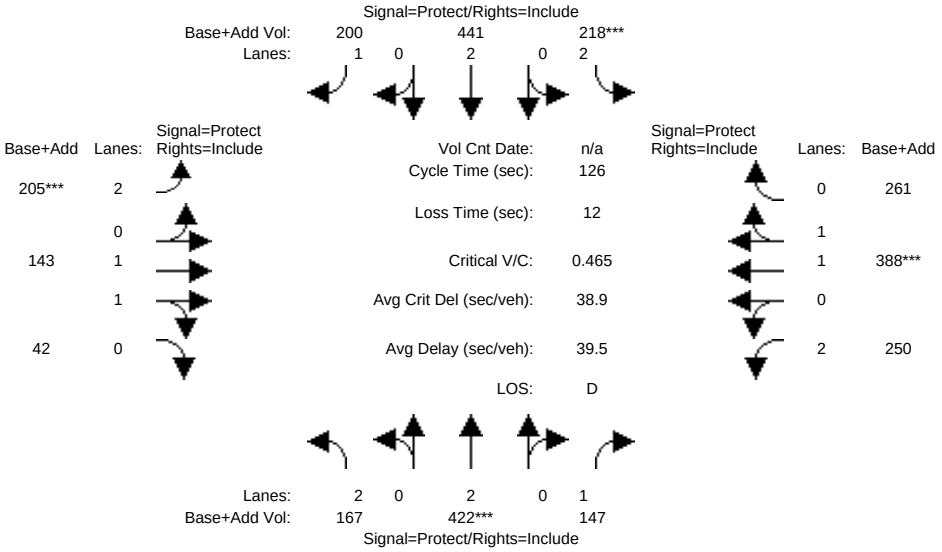
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	422	147	218	441	200	205	143	42	250	388	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	422	147	218	441	200	205	143	42	250	388	261
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:	167	422	147	218	441	200	205	143	42	250	388	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	422	147	218	441	200	205	143	42	250	388	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	422	147	218	441	200	205	143	42	250	388	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	167	422	147	218	441	200	205	143	42	250	388	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.53	0.47	2.00	1.17	0.83
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2859	840	3150	2211	1487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.08	0.07	0.12	0.11	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	30.1	30.1	18.7	33.0	33.0	17.6	32.6	32.6	32.6	47.5	47.5
Volume/Cap:	0.42	0.47	0.35	0.47	0.44	0.44	0.47	0.19	0.19	0.31	0.47	0.47
Delay/Veh:	51.6	41.4	40.4	49.8	39.1	39.4	50.6	36.6	36.6	37.8	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	41.4	40.4	49.8	39.1	39.4	50.6	36.6	36.6	37.8	29.9	29.9
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	7	5	5	7	7	5	3	3	5	10	10

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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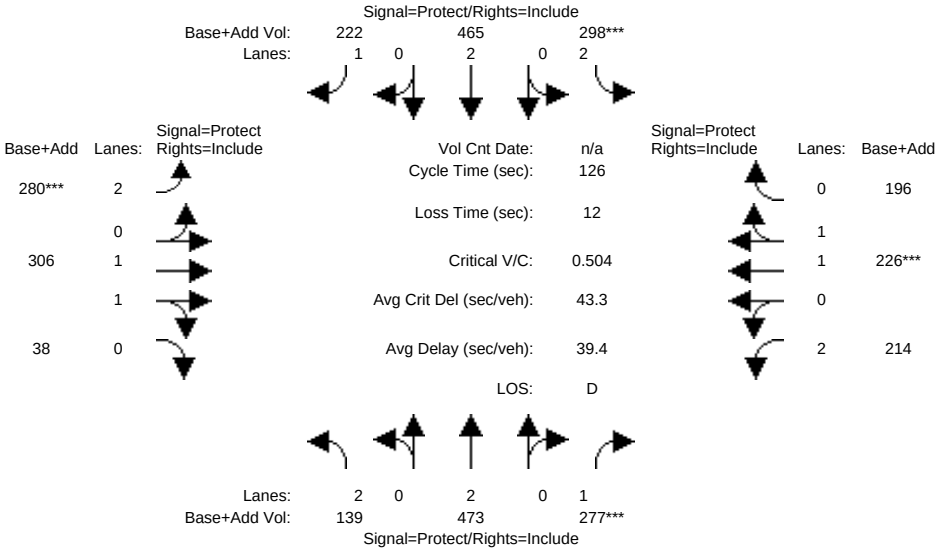
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	473	277	298	465	222	280	306	38	214	226	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	473	277	298	465	222	280	306	38	214	226	196
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:	139	473	277	298	465	222	280	306	38	214	226	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	473	277	298	465	222	280	306	38	214	226	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	473	277	298	465	222	280	306	38	214	226	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	473	277	298	465	222	280	306	38	214	226	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	2.00	1.05	0.95
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3291	409	3150	1980	1717
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.16	0.09	0.12	0.13	0.09	0.09	0.09	0.07	0.11	0.11
Crit Moves:			****	****			****				****	
Green Time:	19.3	39.6	39.6	23.7	44.0	44.0	22.2	29.3	29.3	21.4	28.5	28.5
Volume/Cap:	0.29	0.40	0.50	0.50	0.35	0.36	0.50	0.40	0.40	0.40	0.50	0.50
Delay/Veh:	47.6	34.1	36.0	46.6	30.6	30.9	47.6	41.2	41.2	47.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	34.1	36.0	46.6	30.6	30.9	47.6	41.2	41.2	47.0	43.0	43.0
LOS by Move:	D	C	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	7	10	7	7	7	6	6	6	5	8	8

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

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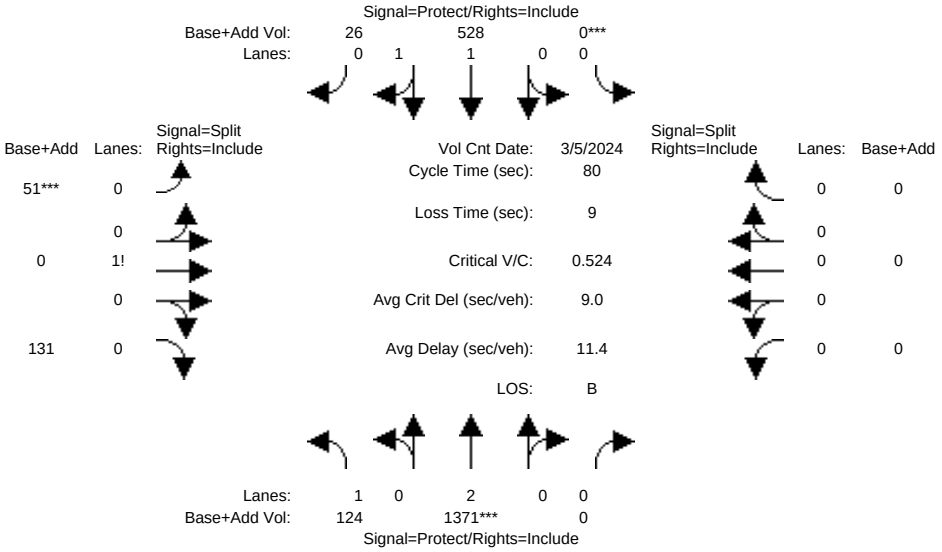
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	124	1371	0	0	528	26	51	0	131	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:	124	1371	0	0	528	26	51	0	131	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:	124	1371	0	0	528	26	51	0	131	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:	124	1371	0	0	528	26	51	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1371	0	0	528	26	51	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1371	0	0	528	26	51	0	131	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3526	174	490	0	1260	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.00	0.15	0.15	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.3	55.1	0.0	0.0	34.8	34.8	15.9	0.0	15.9	0.0	0.0	0.0
Volume/Cap:	0.28	0.52	0.00	0.00	0.34	0.34	0.52	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	24.3	6.3	0.0	0.0	15.2	15.2	30.1	0.0	30.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	6.3	0.0	0.0	15.2	15.2	30.1	0.0	30.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	8	0	0	5	5	5	0	5	0	0	0

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

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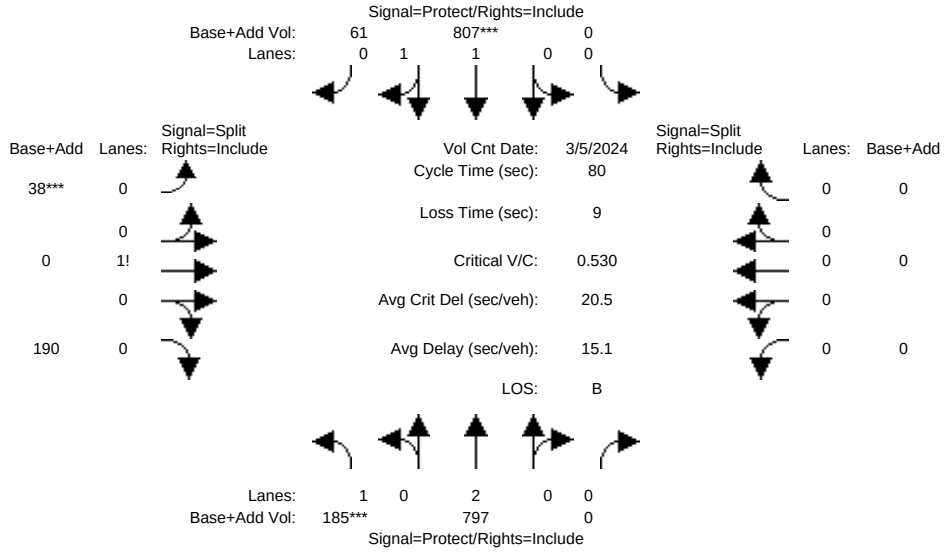
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:45 - 5:45 PM												
Base Vol:	185	797	0	0	807	61	38	0	190	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:	185	797	0	0	807	61	38	0	190	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:	185	797	0	0	807	61	38	0	190	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:	185	797	0	0	807	61	38	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	797	0	0	807	61	38	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	797	0	0	807	61	38	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.86	0.14	0.17	0.00	0.83	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3440	260	292	0	1458	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.00	0.00	0.23	0.23	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.9	51.3	0.0	0.0	35.4	35.4	19.7	0.0	19.7	0.0	0.0	0.0
Volume/Cap:	0.53	0.33	0.00	0.00	0.53	0.53	0.53	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	30.2	6.6	0.0	0.0	16.6	16.6	27.4	0.0	27.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	6.6	0.0	0.0	16.6	16.6	27.4	0.0	27.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	4	0	0	8	8	6	0	6	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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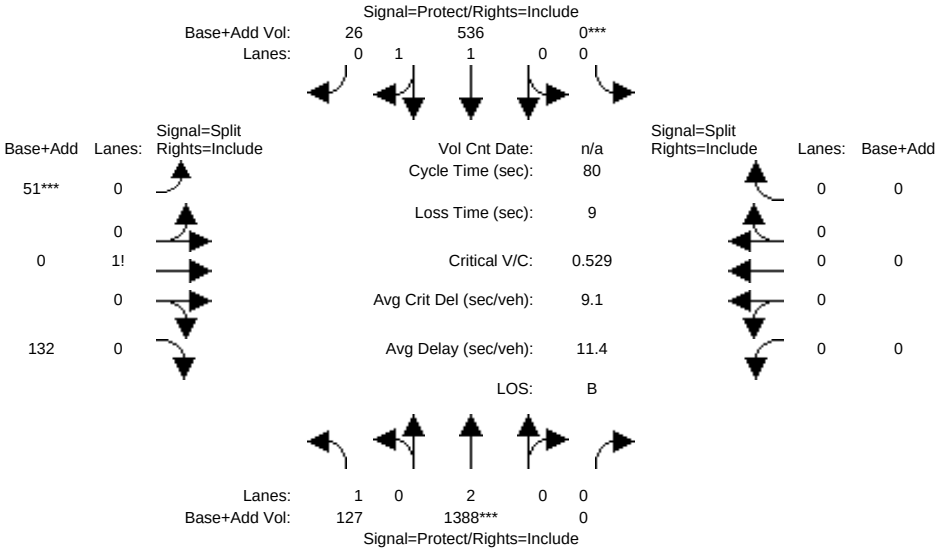
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	1388	0	0	536	26	51	0	132	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:	127	1388	0	0	536	26	51	0	132	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:	127	1388	0	0	536	26	51	0	132	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:	127	1388	0	0	536	26	51	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1388	0	0	536	26	51	0	132	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1388	0	0	536	26	51	0	132	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3529	171	488	0	1262	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.00	0.00	0.15	0.15	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.2	55.2	0.0	0.0	35.0	35.0	15.8	0.0	15.8	0.0	0.0	0.0
Volume/Cap:	0.29	0.53	0.00	0.00	0.35	0.35	0.53	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	24.5	6.3	0.0	0.0	15.0	15.0	30.3	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	6.3	0.0	0.0	15.0	15.0	30.3	0.0	30.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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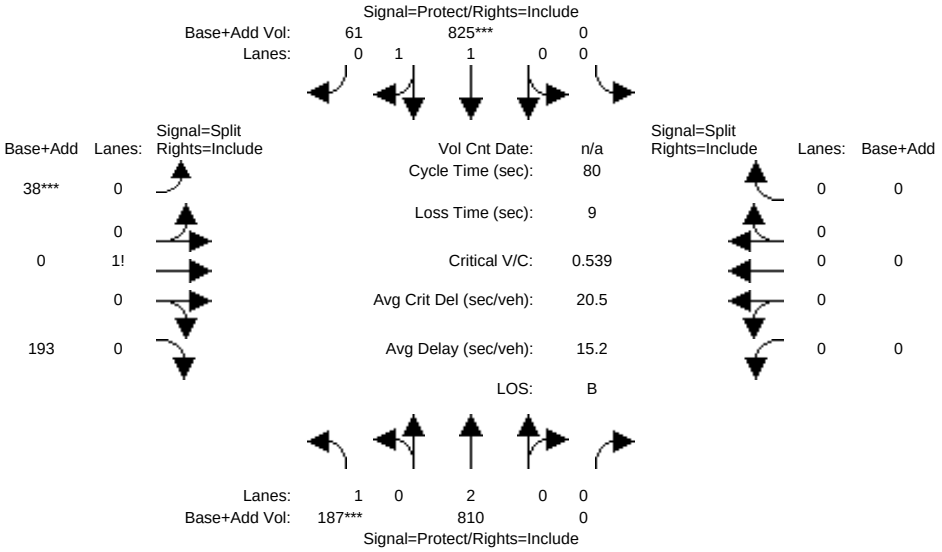
Ex+Project PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	810	0	0	825	61	38	0	193	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:	187	810	0	0	825	61	38	0	193	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:	187	810	0	0	825	61	38	0	193	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:	187	810	0	0	825	61	38	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	810	0	0	825	61	38	0	193	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	810	0	0	825	61	38	0	193	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.86	0.14	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3445	255	288	0	1462	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.00	0.00	0.24	0.24	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.9	51.4	0.0	0.0	35.5	35.5	19.6	0.0	19.6	0.0	0.0	0.0
Volume/Cap:	0.54	0.33	0.00	0.00	0.54	0.54	0.54	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	30.5	6.6	0.0	0.0	16.6	16.6	27.7	0.0	27.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	6.6	0.0	0.0	16.6	16.6	27.7	0.0	27.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

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

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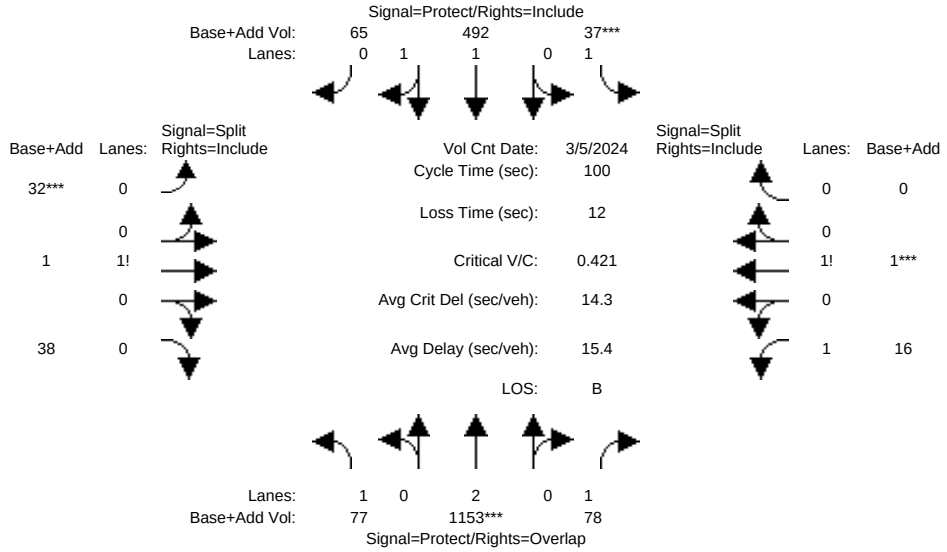
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	77	1153	78	37	492	65	32	1	38	16	1	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:	77	1153	78	37	492	65	32	1	38	16	1	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:	77	1153	78	37	492	65	32	1	38	16	1	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:	77	1153	78	37	492	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1153	78	37	492	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1153	78	37	492	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3268	432	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.04	0.02	0.15	0.15	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	21.6	61.0	71.0	7.0	46.4	46.4	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.20	0.50	0.06	0.30	0.32	0.32	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	32.4	11.1	4.4	45.6	17.0	17.0	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	11.1	4.4	45.6	17.0	17.0	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	10	1	1	5	5	3	3	3	0	0	0

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

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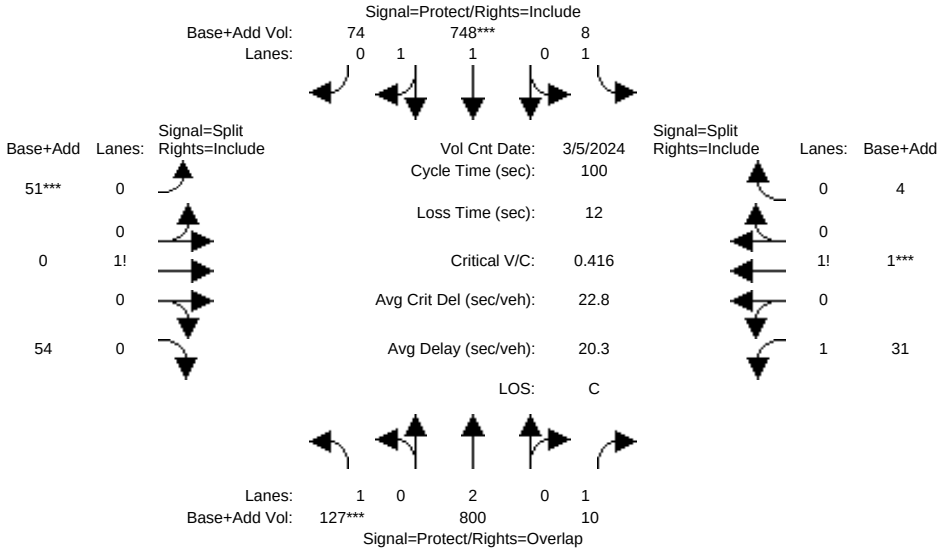
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:30 - 5:30 PM												
Base Vol:	127	800	10	8	748	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	800	10	8	748	74	51	0	54	31	1	4
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:	127	800	10	8	748	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	800	10	8	748	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	800	10	8	748	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	800	10	8	748	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3367	333	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.01	0.00	0.22	0.22	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	16.0	48.6	58.6	16.2	48.9	48.9	13.2	0.0	13.2	10.0	10.0	10.0
Volume/Cap:	0.45	0.43	0.01	0.03	0.45	0.45	0.45	0.00	0.45	0.10	0.12	0.12
Delay/Veh:	39.3	16.9	8.6	35.3	17.0	17.0	41.5	0.0	41.5	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	16.9	8.6	35.3	17.0	17.0	41.5	0.0	41.5	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	8	0	0	9	9	4	0	4	1	1	1

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

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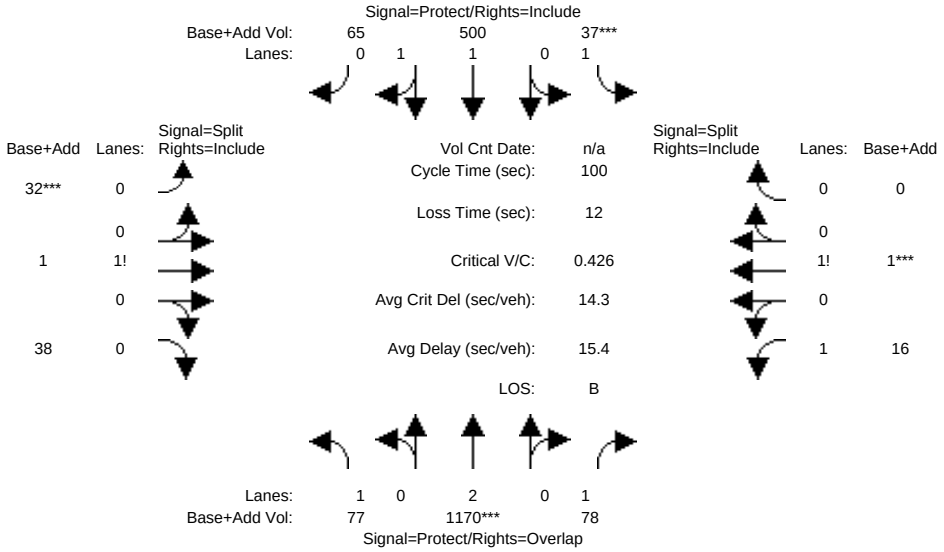
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1170	78	37	500	65	32	1	38	16	1	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:	77	1170	78	37	500	65	32	1	38	16	1	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:	77	1170	78	37	500	65	32	1	38	16	1	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:	77	1170	78	37	500	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1170	78	37	500	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1170	78	37	500	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3274	426	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.04	0.02	0.15	0.15	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	21.4	61.0	71.0	7.0	46.6	46.6	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.21	0.50	0.06	0.30	0.33	0.33	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	32.6	11.2	4.4	45.6	16.9	16.9	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	11.2	4.4	45.6	16.9	16.9	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	10	1	1	6	6	3	3	3	0	0	0

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

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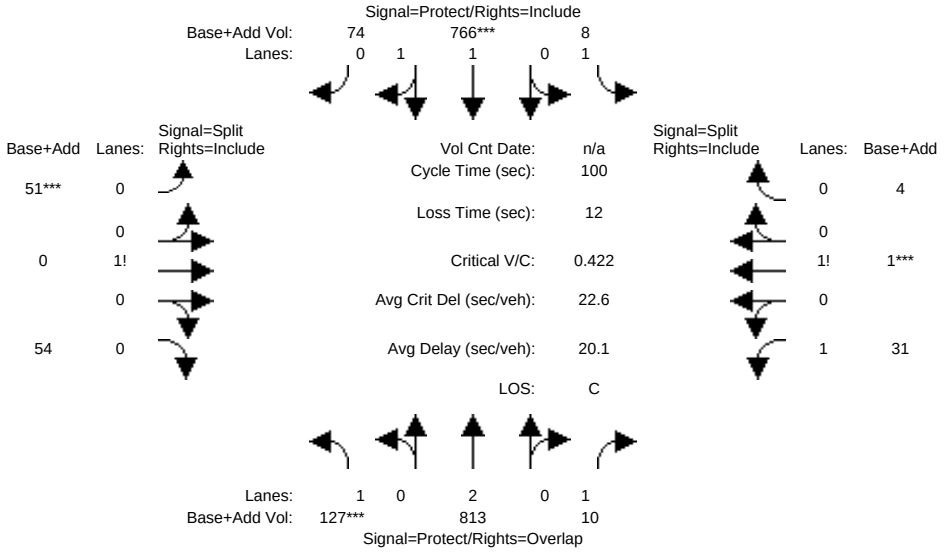
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	813	10	8	766	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	813	10	8	766	74	51	0	54	31	1	4
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:	127	813	10	8	766	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	813	10	8	766	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	813	10	8	766	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	813	10	8	766	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3374	326	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.01	0.00	0.23	0.23	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.7	49.0	59.0	16.0	49.2	49.2	13.0	0.0	13.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.44	0.01	0.03	0.46	0.46	0.46	0.00	0.46	0.10	0.12	0.12
Delay/Veh:	39.5	16.7	8.5	35.5	16.8	16.8	41.7	0.0	41.7	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	16.7	8.5	35.5	16.8	16.8	41.7	0.0	41.7	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	8	0	0	9	9	4	0	4	1	1	1

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

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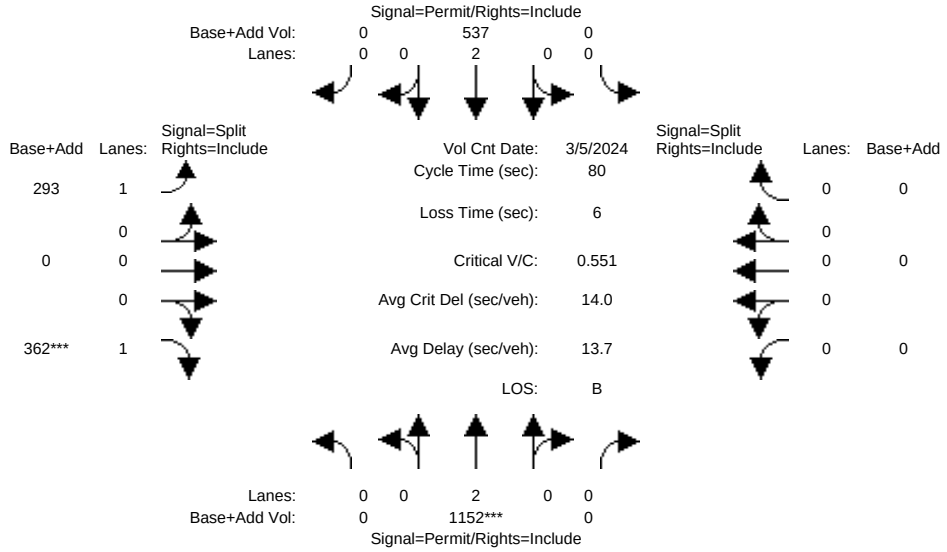
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	0	1152	0	0	537	0	293	0	362	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	1152	0	0	537	0	293	0	362	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	1152	0	0	537	0	293	0	362	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	1152	0	0	537	0	293	0	362	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1152	0	0	537	0	293	0	362	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1152	0	0	537	0	293	0	362	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.14	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.0	0.0	0.0	44.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.26	0.00	0.45	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	12.0	0.0	0.0	9.5	0.0	19.2	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	0.0	9.5	0.0	19.2	0.0	20.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	3	0	6	0	8	0	0	0

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

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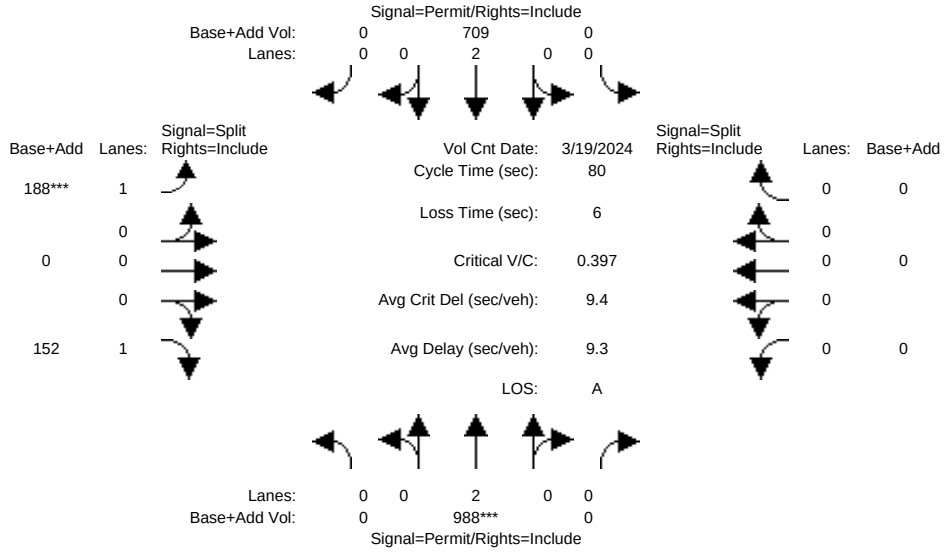
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2024 << 4:45 - 5:45 PM												
Base Vol:	0	988	0	0	709	0	188	0	152	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	988	0	0	709	0	188	0	152	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	988	0	0	709	0	188	0	152	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	988	0	0	709	0	188	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	988	0	0	709	0	188	0	152	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	988	0	0	709	0	188	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.19	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	52.4	0.0	0.0	52.4	0.0	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.29	0.00	0.40	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	5.9	0.0	24.4	0.0	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	5.9	0.0	24.4	0.0	23.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	4	0	3	0	0	0

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

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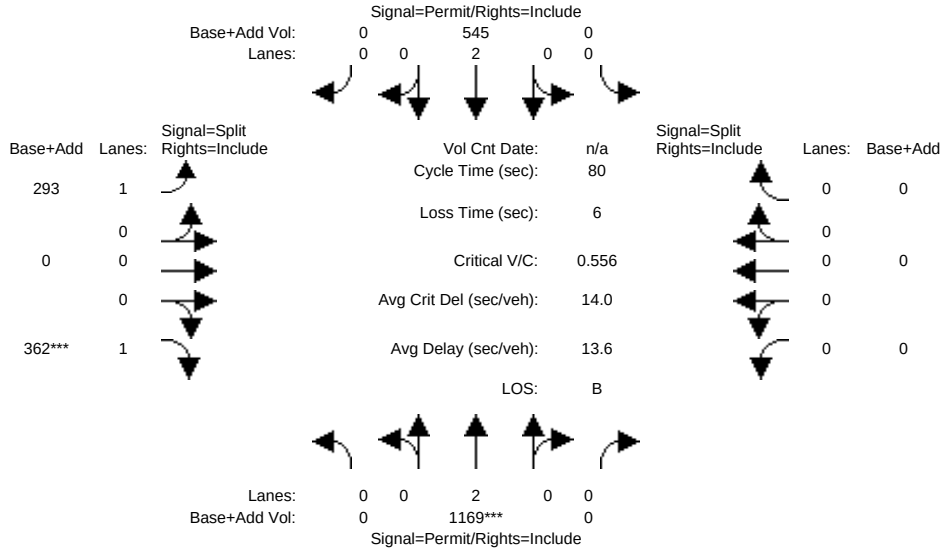
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1169	0	0	545	0	293	0	362	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	1169	0	0	545	0	293	0	362	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	1169	0	0	545	0	293	0	362	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	1169	0	0	545	0	293	0	362	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1169	0	0	545	0	293	0	362	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1169	0	0	545	0	293	0	362	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.14	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.2	0.0	0.0	44.2	0.0	29.8	0.0	29.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.26	0.00	0.45	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	11.9	0.0	0.0	9.4	0.0	19.5	0.0	21.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0	0.0	9.4	0.0	19.5	0.0	21.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	6	0	8	0	0	0

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

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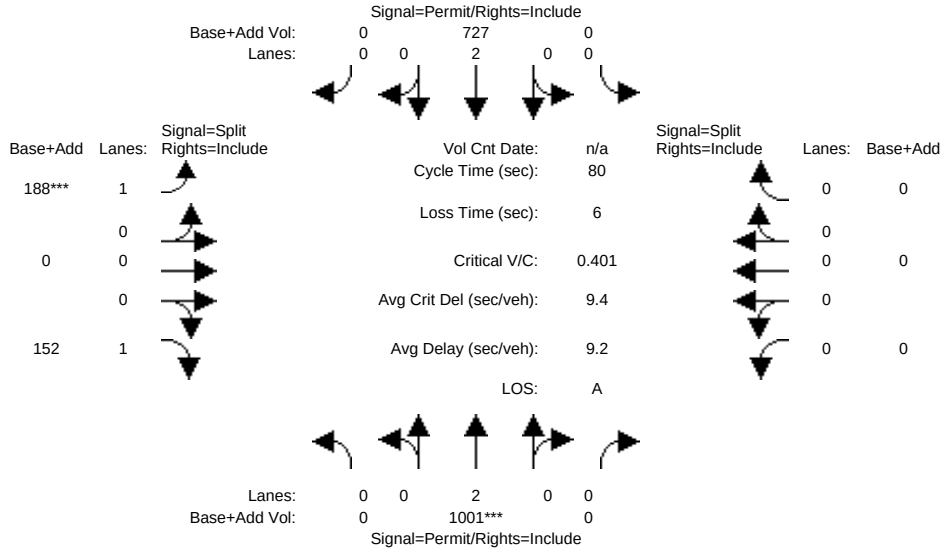
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1001	0	0	727	0	188	0	152	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	1001	0	0	727	0	188	0	152	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	1001	0	0	727	0	188	0	152	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	1001	0	0	727	0	188	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1001	0	0	727	0	188	0	152	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1001	0	0	727	0	188	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.19	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	52.6	0.0	0.0	52.6	0.0	21.4	0.0	21.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.29	0.00	0.40	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	6.5	0.0	0.0	5.9	0.0	24.6	0.0	23.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	0.0	0.0	5.9	0.0	24.6	0.0	23.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	4	0	3	0	0	0

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

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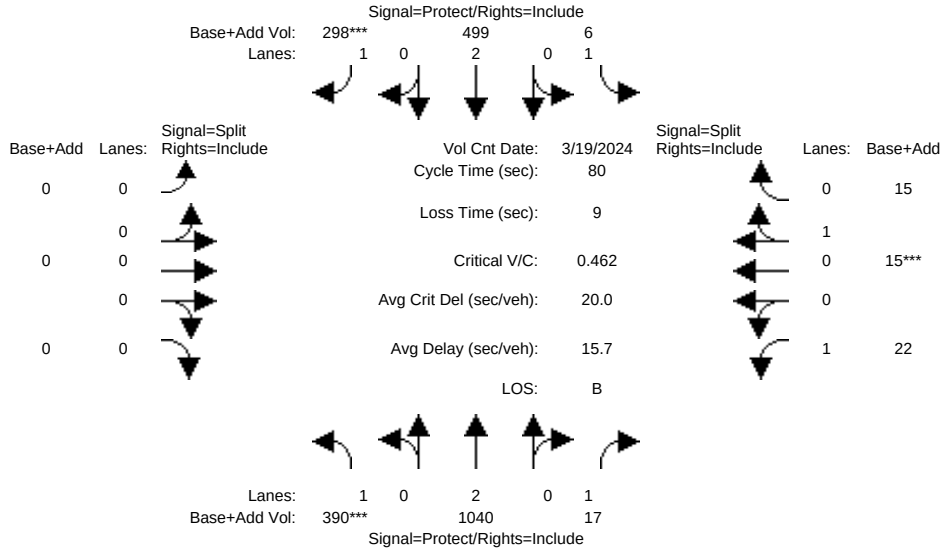
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	390	1040	17	6	499	298	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1040	17	6	499	298	0	0	0	22	15	15
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:	390	1040	17	6	499	298	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1040	17	6	499	298	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1040	17	6	499	298	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	390	1040	17	6	499	298	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.01	0.00	0.13	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	46.2	46.2	14.8	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.47	0.02	0.02	0.40	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.2	10.0	7.2	26.7	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	10.0	7.2	26.7	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

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

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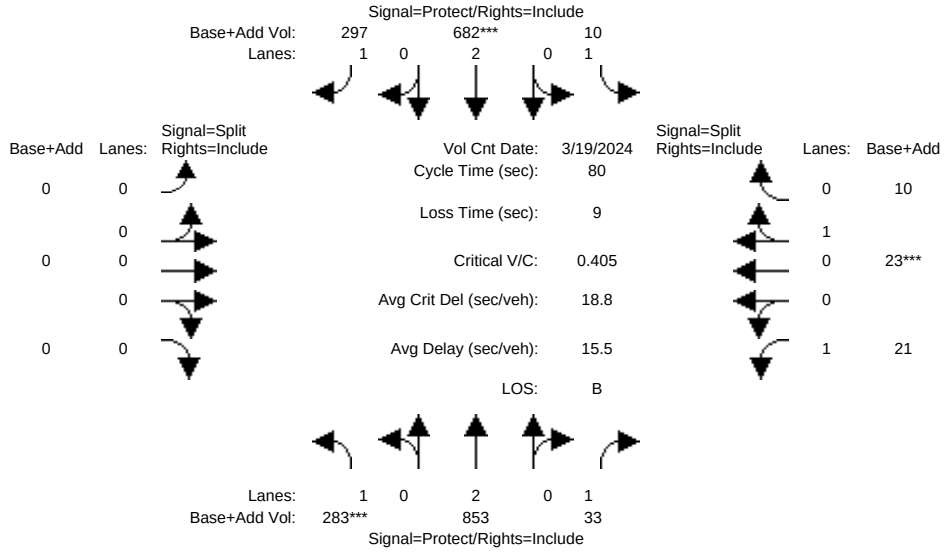
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2024 << 4:45 - 5:45 PM												
Base Vol:	283	853	33	10	682	297	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	853	33	10	682	297	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	853	33	10	682	297	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	853	33	10	682	297	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	853	33	10	682	297	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	853	33	10	682	297	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.02	0.01	0.18	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	28.9	43.9	43.9	17.1	32.1	32.1	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.45	0.41	0.03	0.03	0.45	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	20.0	10.6	8.3	24.9	17.7	17.7	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	10.6	8.3	24.9	17.7	17.7	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	B	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	6	0	0	6	6	0	0	0	1	1	1

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

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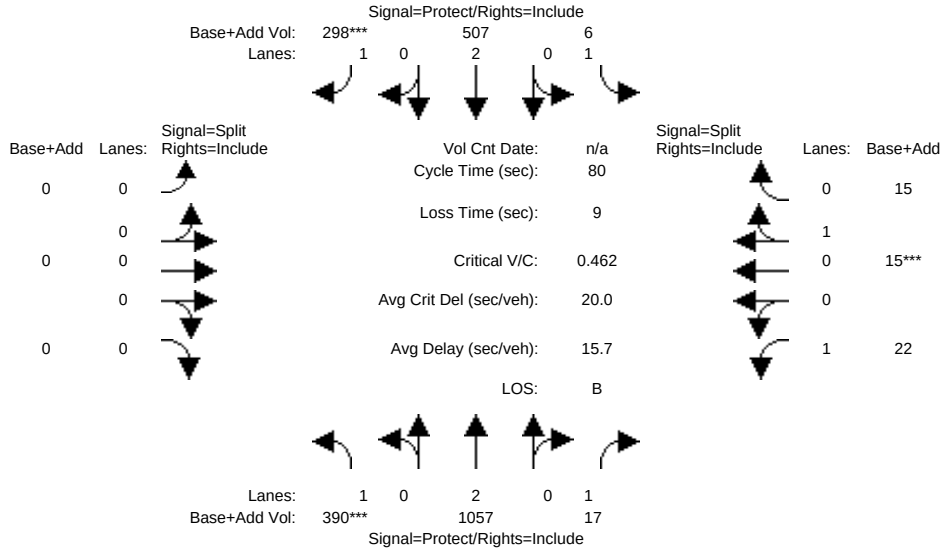
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	1057	17	6	507	298	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1057	17	6	507	298	0	0	0	22	15	15
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:	390	1057	17	6	507	298	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1057	17	6	507	298	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1057	17	6	507	298	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	390	1057	17	6	507	298	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.01	0.00	0.13	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	46.4	46.4	14.6	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.48	0.02	0.02	0.40	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.2	9.9	7.1	26.9	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	9.9	7.1	26.9	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

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

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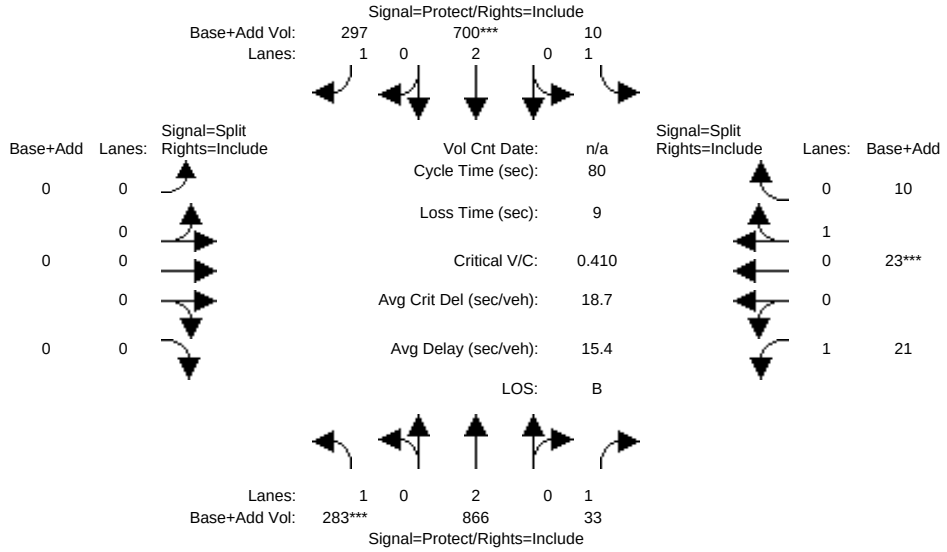
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	866	33	10	700	297	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	866	33	10	700	297	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	866	33	10	700	297	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	866	33	10	700	297	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	866	33	10	700	297	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	866	33	10	700	297	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.02	0.01	0.18	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	28.5	44.1	44.1	16.9	32.5	32.5	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.45	0.41	0.03	0.03	0.45	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	20.3	10.6	8.2	25.0	17.5	17.4	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	10.6	8.2	25.0	17.5	17.4	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	6	0	0	6	6	0	0	0	1	1	1

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

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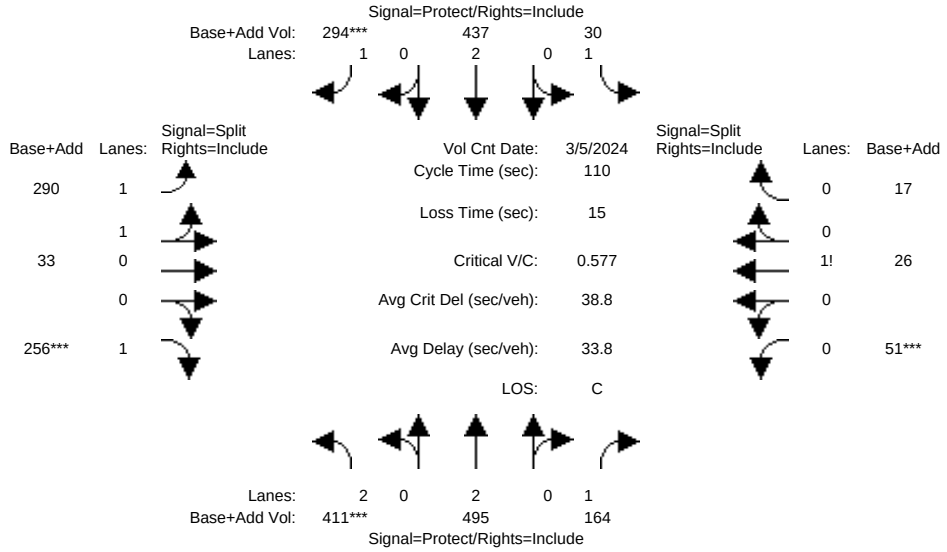
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 7:45 - 8:45 AM												
Base Vol:	411	495	164	30	437	294	290	33	256	51	26	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	495	164	30	437	294	290	33	256	51	26	17
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:	411	495	164	30	437	294	290	33	256	51	26	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:	411	495	164	30	437	294	290	33	256	51	26	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	495	164	30	437	294	290	33	256	51	26	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	411	495	164	30	437	294	290	33	256	51	26	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.54	0.28	0.18
Final Sat.:	3150	3800	1750	1750	3800	1750	3187	363	1750	949	484	316
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.02	0.12	0.17	0.09	0.09	0.15	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green Time:	24.9	38.2	38.2	18.7	32.0	32.0	27.9	27.9	27.9	10.2	10.2	10.2
Volume/Cap:	0.58	0.37	0.27	0.10	0.40	0.58	0.36	0.36	0.58	0.58	0.58	0.58
Delay/Veh:	39.1	27.1	26.1	38.7	31.5	34.9	34.0	34.0	37.8	52.9	52.9	52.9
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:	39.1	27.1	26.1	38.7	31.5	34.9	34.0	34.0	37.8	52.9	52.9	52.9
LOS by Move:	D	C	C	D	C	C	C	C	D	D	D	D
HCM2kAvgQ:	8	6	4	1	6	10	5	5	9	4	4	4

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

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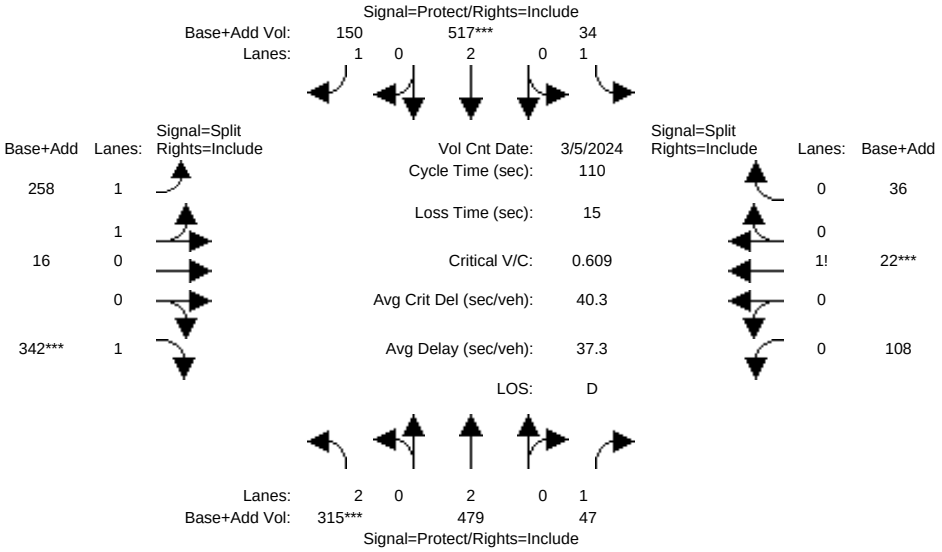
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:15 - 5:15 PM												
Base Vol:	315	479	47	34	517	150	258	16	342	108	22	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	479	47	34	517	150	258	16	342	108	22	36
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:	315	479	47	34	517	150	258	16	342	108	22	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	479	47	34	517	150	258	16	342	108	22	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	479	47	34	517	150	258	16	342	108	22	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	479	47	34	517	150	258	16	342	108	22	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.65	0.13	0.22
Final Sat.:	3150	3800	1750	1750	3800	1750	3343	207	1750	1139	232	380
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.20	0.09	0.09	0.09
Crit Moves:	****				****				****		****	
Green Time:	18.0	28.3	28.3	14.3	24.6	24.6	35.3	35.3	35.3	17.1	17.1	17.1
Volume/Cap:	0.61	0.49	0.10	0.15	0.61	0.38	0.24	0.24	0.61	0.61	0.61	0.61
Delay/Veh:	44.8	35.1	31.3	42.8	39.7	36.9	27.6	27.6	33.5	47.3	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	35.1	31.3	42.8	39.7	36.9	27.6	27.6	33.5	47.3	47.3	47.3
LOS by Move:	D	D	C	D	D	D	C	C	C	D	D	D
HCM2kAvgQ:	7	7	1	1	9	5	4	4	11	7	7	7

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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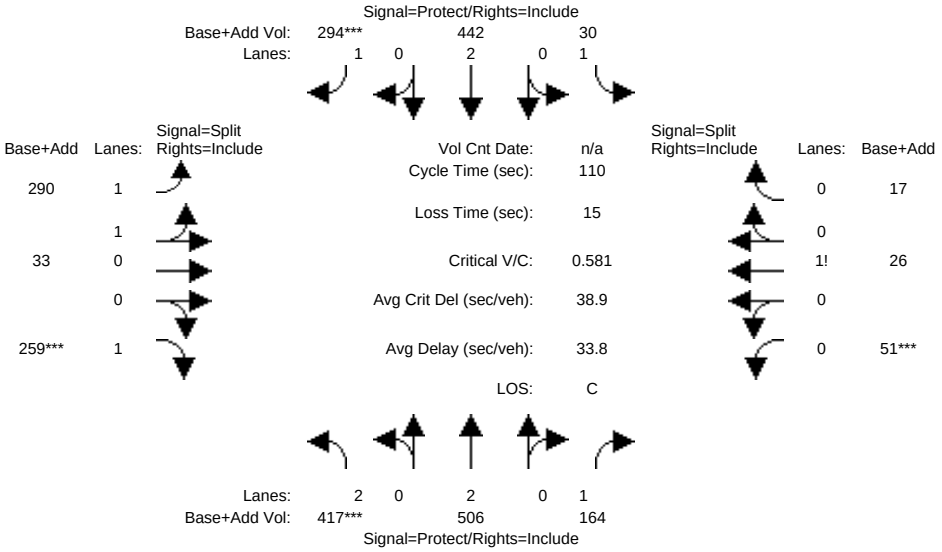
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	506	164	30	442	294	290	33	259	51	26	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	506	164	30	442	294	290	33	259	51	26	17
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:	417	506	164	30	442	294	290	33	259	51	26	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:	417	506	164	30	442	294	290	33	259	51	26	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	506	164	30	442	294	290	33	259	51	26	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	417	506	164	30	442	294	290	33	259	51	26	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.54	0.28	0.18
Final Sat.:	3150	3800	1750	1750	3800	1750	3187	363	1750	949	484	316
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.02	0.12	0.17	0.09	0.09	0.15	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green Time:	25.0	38.5	38.5	18.4	31.8	31.8	28.0	28.0	28.0	10.2	10.2	10.2
Volume/Cap:	0.58	0.38	0.27	0.10	0.40	0.58	0.36	0.36	0.58	0.58	0.58	0.58
Delay/Veh:	39.0	27.0	25.9	39.0	31.7	35.1	33.9	33.9	37.8	53.1	53.1	53.1
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:	39.0	27.0	25.9	39.0	31.7	35.1	33.9	33.9	37.8	53.1	53.1	53.1
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	6	4	1	6	10	5	5	9	4	4	4

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

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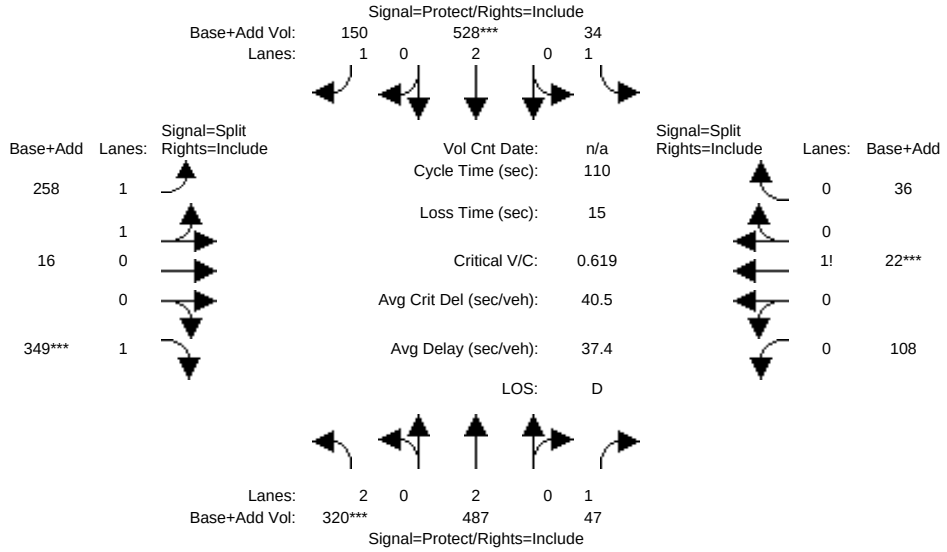
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	487	47	34	528	150	258	16	349	108	22	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	487	47	34	528	150	258	16	349	108	22	36
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:	320	487	47	34	528	150	258	16	349	108	22	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	487	47	34	528	150	258	16	349	108	22	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	487	47	34	528	150	258	16	349	108	22	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	487	47	34	528	150	258	16	349	108	22	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.65	0.13	0.22
Final Sat.:	3150	3800	1750	1750	3800	1750	3343	207	1750	1139	232	380
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.20	0.09	0.09	0.09
Crit Moves:	****				****				****		****	
Green Time:	18.0	28.5	28.5	14.2	24.7	24.7	35.4	35.4	35.4	16.8	16.8	16.8
Volume/Cap:	0.62	0.49	0.10	0.15	0.62	0.38	0.24	0.24	0.62	0.62	0.62	0.62
Delay/Veh:	45.1	35.0	31.1	42.9	39.8	36.8	27.5	27.5	33.7	47.9	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	35.0	31.1	42.9	39.8	36.8	27.5	27.5	33.7	47.9	47.9	47.9
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	D
HCM2kAvgQ:	7	7	1	1	9	5	4	4	11	7	7	7

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

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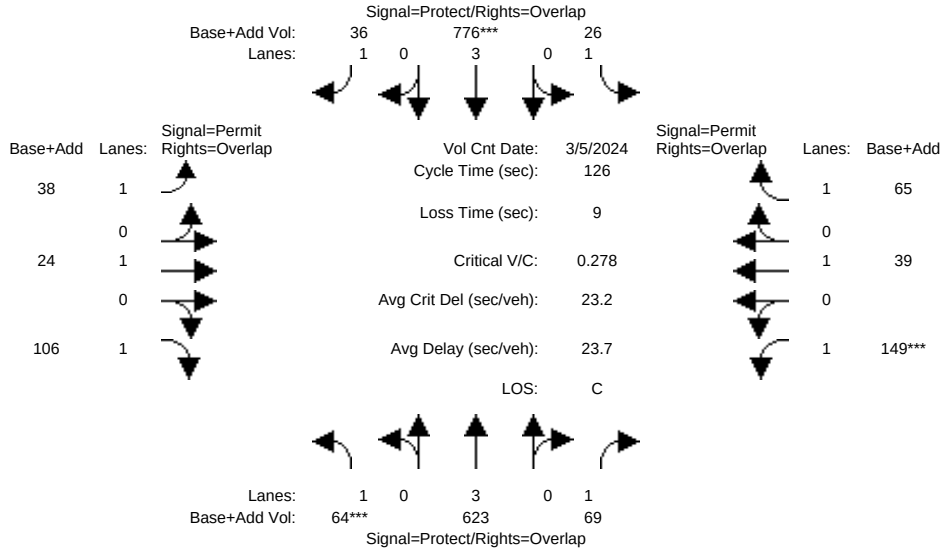
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 7:45 - 8:45 AM												
Base Vol:	64	623	69	26	776	36	38	24	106	149	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	623	69	26	776	36	38	24	106	149	39	65
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:	64	623	69	26	776	36	38	24	106	149	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	623	69	26	776	36	38	24	106	149	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	623	69	26	776	36	38	24	106	149	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	623	69	26	776	36	38	24	106	149	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.14	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	16.6	52.0	52.0	26.4	61.8	61.8	38.6	38.6	55.2	38.6	38.6	65.0
Volume/Cap:	0.28	0.27	0.10	0.07	0.28	0.04	0.07	0.04	0.14	0.28	0.07	0.07
Delay/Veh:	50.0	24.5	22.7	40.0	19.0	16.7	31.0	30.7	21.2	33.4	31.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	24.5	22.7	40.0	19.0	16.7	31.0	30.7	21.2	33.4	31.0	15.3
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

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

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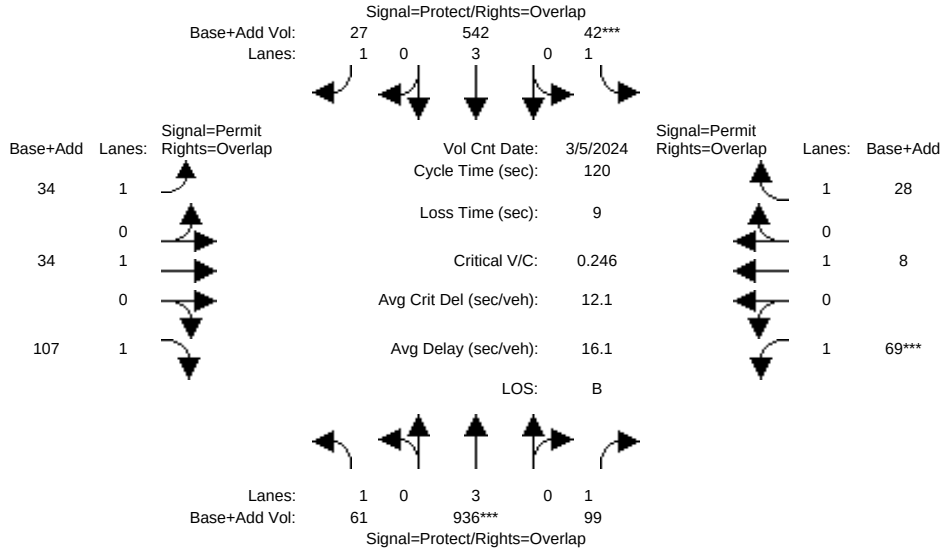
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:00 - 5:00 PM												
Base Vol:	61	936	99	42	542	27	34	34	107	69	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	936	99	42	542	27	34	34	107	69	8	28
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:	61	936	99	42	542	27	34	34	107	69	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	936	99	42	542	27	34	34	107	69	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	936	99	42	542	27	34	34	107	69	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	61	936	99	42	542	27	34	34	107	69	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.06	0.02	0.10	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	34.9	80.1	80.1	11.7	56.9	56.9	19.2	19.2	54.1	19.2	19.2	30.9
Volume/Cap:	0.12	0.25	0.08	0.25	0.20	0.03	0.12	0.11	0.14	0.25	0.03	0.06
Delay/Veh:	31.4	8.0	7.1	50.8	18.4	16.9	43.3	43.2	19.3	44.5	42.5	33.7
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:	31.4	8.0	7.1	50.8	18.4	16.9	43.3	43.2	19.3	44.5	42.5	33.7
LOS by Move:	C	A	A	D	B	B	D	D	B	D	D	C
HCM2kAvgQ:	2	4	1	2	4	1	1	1	2	3	0	1

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

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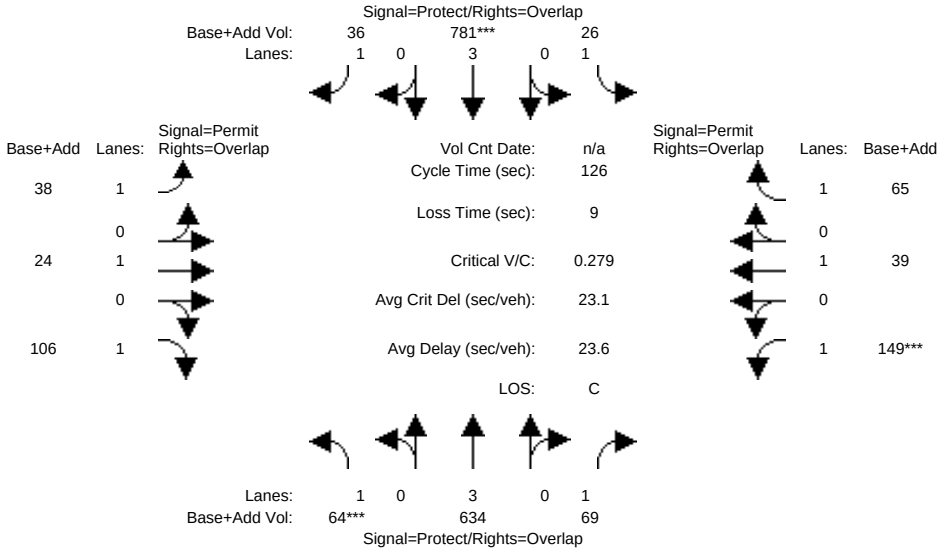
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	634	69	26	781	36	38	24	106	149	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	634	69	26	781	36	38	24	106	149	39	65
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:	64	634	69	26	781	36	38	24	106	149	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	634	69	26	781	36	38	24	106	149	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	634	69	26	781	36	38	24	106	149	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	634	69	26	781	36	38	24	106	149	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.14	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	16.5	52.4	52.4	26.1	62.0	62.0	38.5	38.5	55.0	38.5	38.5	64.6
Volume/Cap:	0.28	0.27	0.09	0.07	0.28	0.04	0.07	0.04	0.14	0.28	0.07	0.07
Delay/Veh:	50.0	24.3	22.5	40.2	18.9	16.6	31.1	30.8	21.4	33.5	31.1	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	24.3	22.5	40.2	18.9	16.6	31.1	30.8	21.4	33.5	31.1	15.5
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

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

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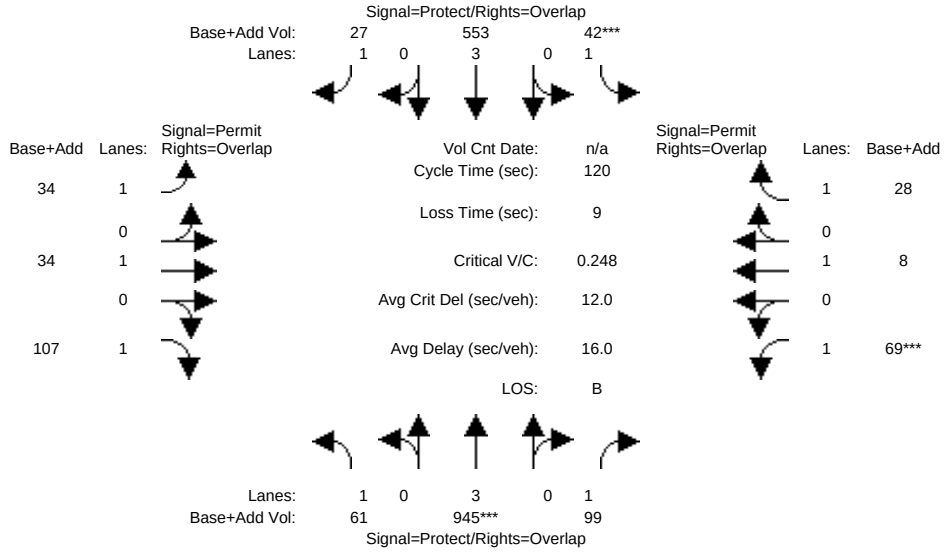
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	945	99	42	553	27	34	34	107	69	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	945	99	42	553	27	34	34	107	69	8	28
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:	61	945	99	42	553	27	34	34	107	69	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	945	99	42	553	27	34	34	107	69	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	945	99	42	553	27	34	34	107	69	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	61	945	99	42	553	27	34	34	107	69	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.06	0.02	0.10	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	34.5	80.3	80.3	11.6	57.4	57.4	19.1	19.1	53.6	19.1	19.1	30.7
Volume/Cap:	0.12	0.25	0.08	0.25	0.20	0.03	0.12	0.11	0.14	0.25	0.03	0.06
Delay/Veh:	31.7	7.9	7.0	50.9	18.1	16.6	43.5	43.4	19.6	44.6	42.6	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	7.9	7.0	50.9	18.1	16.6	43.5	43.4	19.6	44.6	42.6	33.8
LOS by Move:	C	A	A	D	B	B	D	D	B	D	D	C
HCM2kAvgQ:	2	4	1	2	4	1	1	1	2	3	0	1

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

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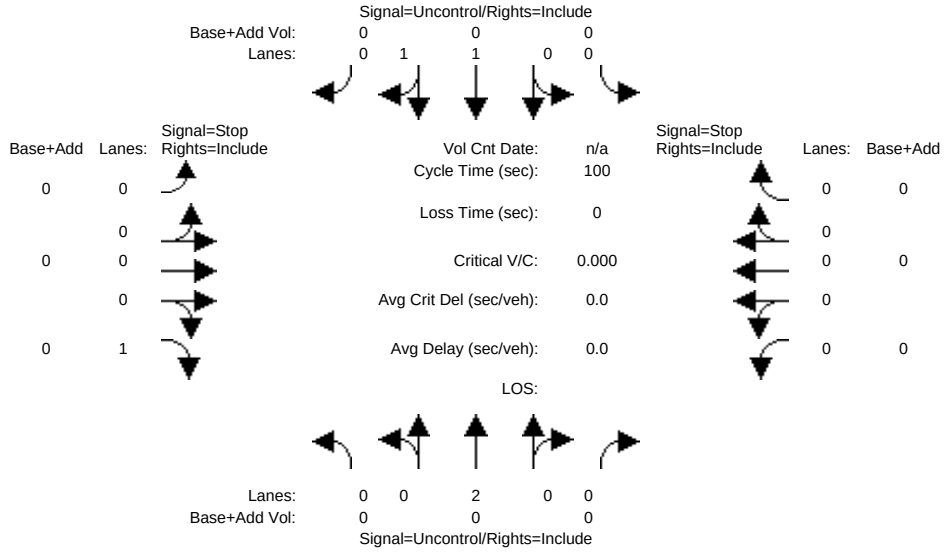
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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 number of cars per lane.

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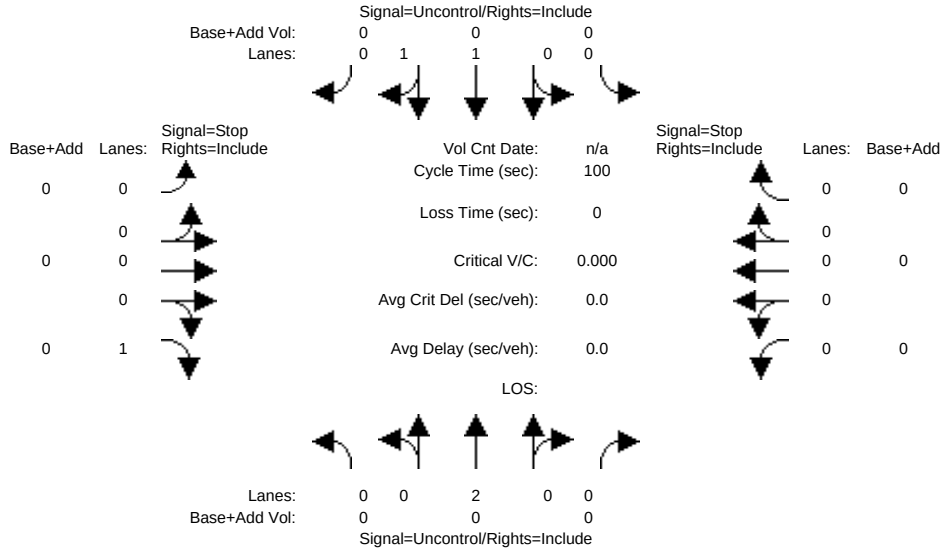
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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 number of cars per lane.

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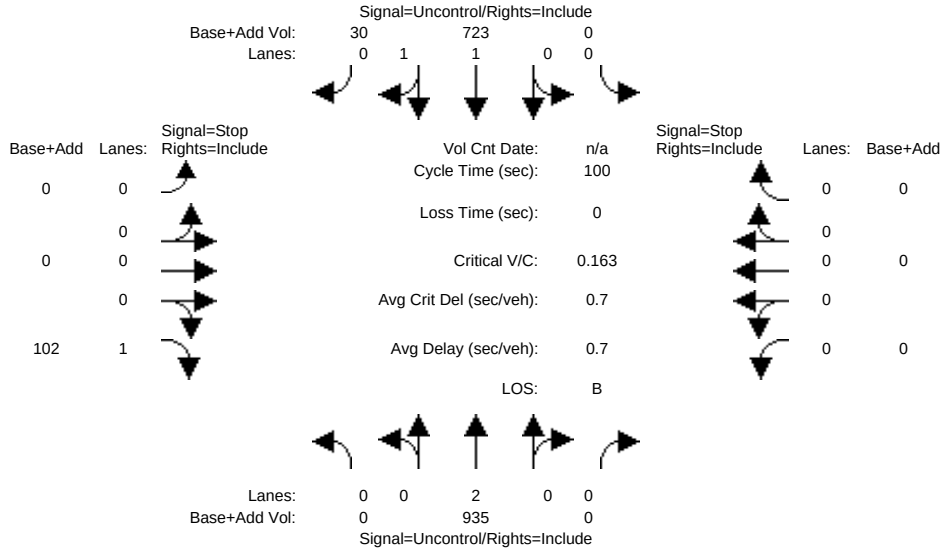
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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	935	0	0	723	30	0	0	102	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	935	0	0	723	30	0	0	102	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	935	0	0	723	30	0	0	102	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	935	0	0	723	30	0	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	935	0	0	723	30	0	0	102	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	377	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	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:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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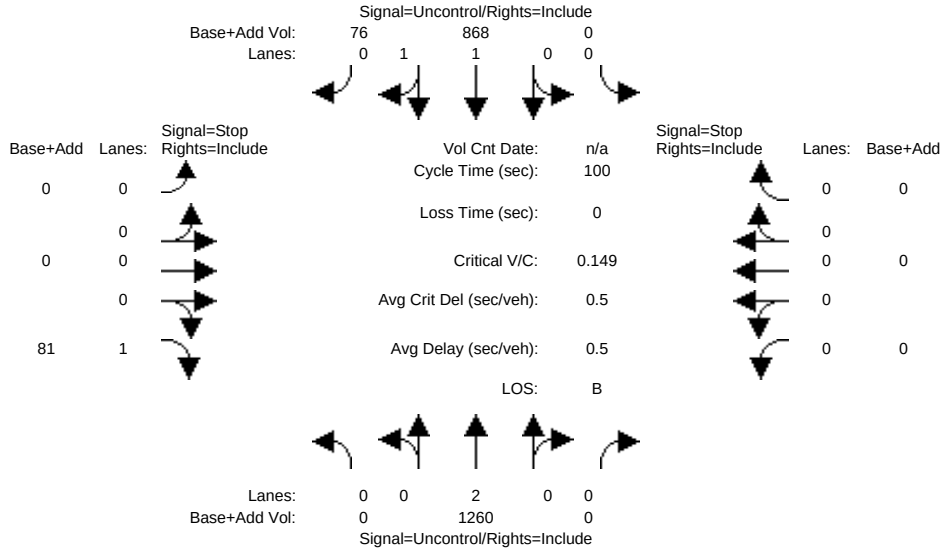
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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	1260	0	0	868	76	0	0	81	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	1260	0	0	868	76	0	0	81	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	1260	0	0	868	76	0	0	81	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	1260	0	0	868	76	0	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1260	0	0	868	76	0	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	472	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	544	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	544	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	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:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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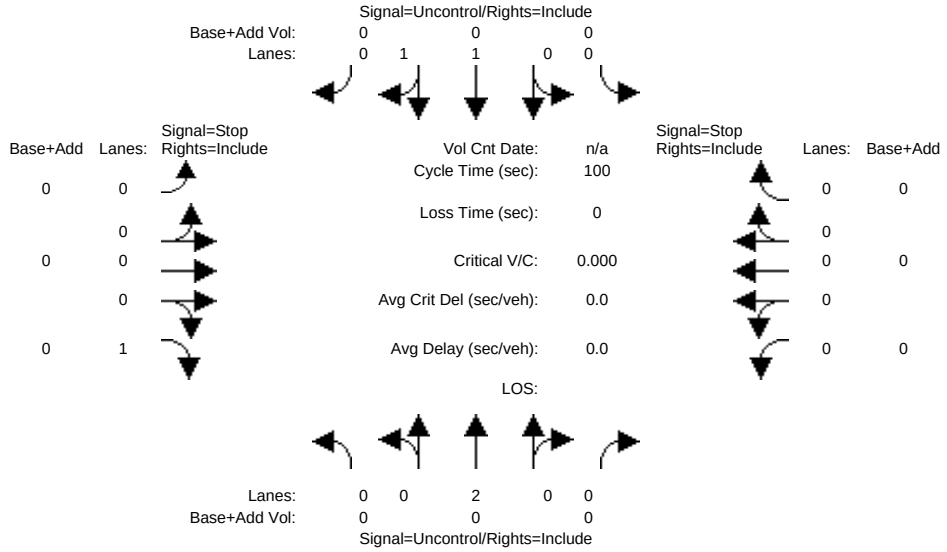
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #22: Los Gatos Blvd & C1 St



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 number of cars per lane.

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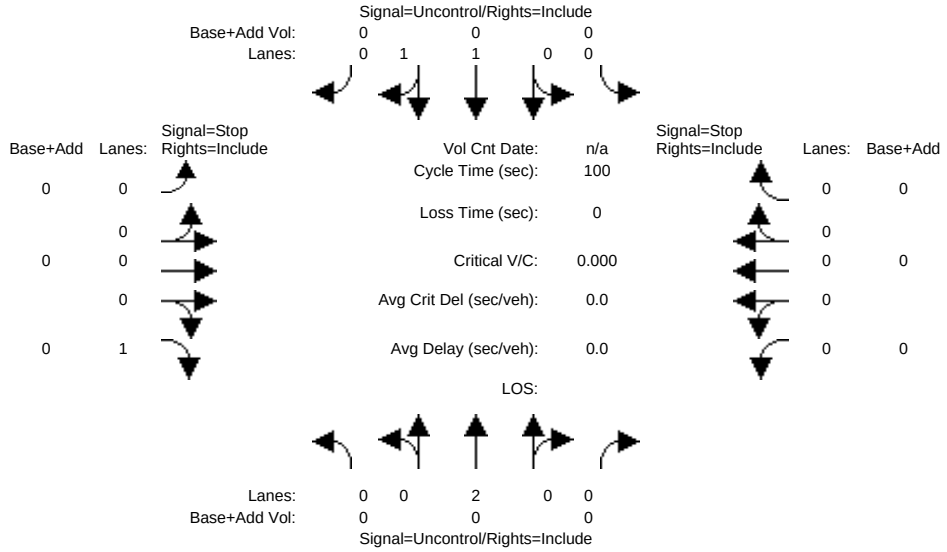
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #22: Los Gatos Blvd & C1 St



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 number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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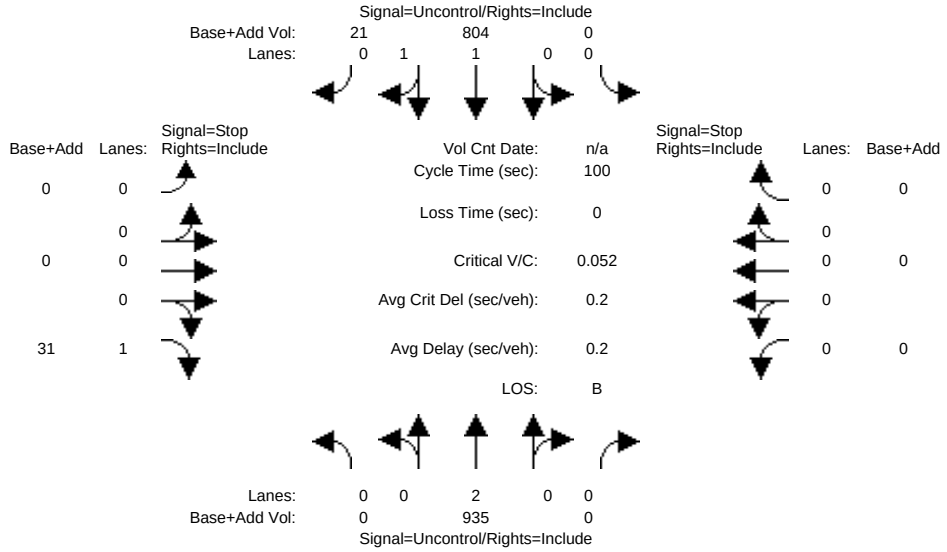
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project AM

Intersection #22: Los Gatos Blvd & C1 St



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	935	0	0	804	21	0	0	31	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	935	0	0	804	21	0	0	31	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	935	0	0	804	21	0	0	31	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	935	0	0	804	21	0	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	935	0	0	804	21	0	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	413	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	594	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	594	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	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:	xxxxxx			xxxxxx			11.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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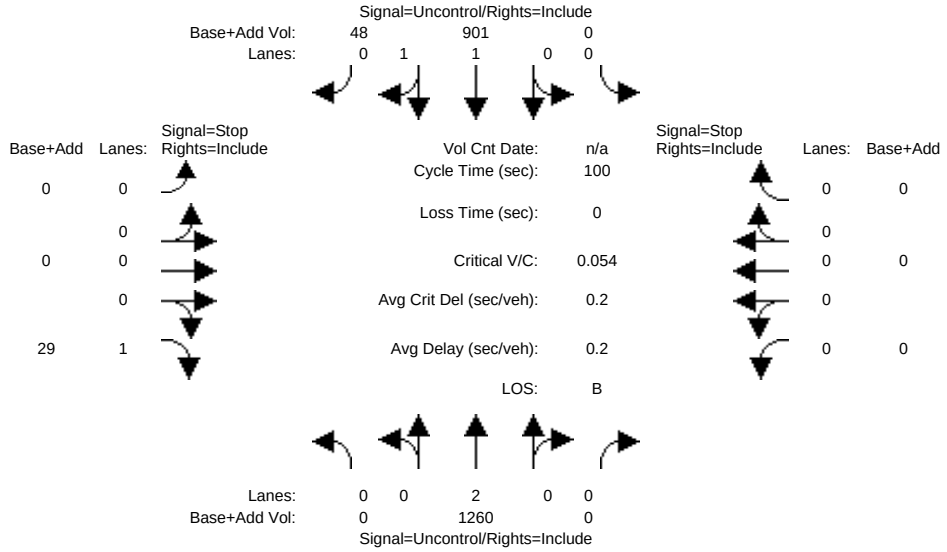
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #22: Los Gatos Blvd & C1 St



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	1260	0	0	901	48	0	0	29	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	1260	0	0	901	48	0	0	29	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	1260	0	0	901	48	0	0	29	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	1260	0	0	901	48	0	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1260	0	0	901	48	0	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	475	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	542	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	542	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0	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:	xxxxxx			xxxxxx			12.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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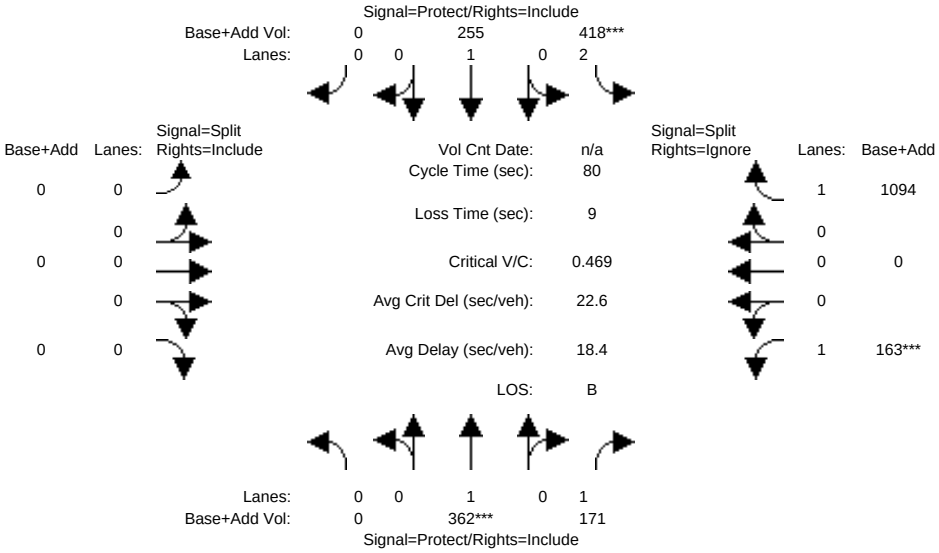
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	171	418	255	0	0	0	0	163	0	1094
Growth Adj:	1.00	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	362	171	418	255	0	0	0	0	163	0	1094
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	362	171	418	255	0	0	0	0	163	0	1094
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	171	418	255	0	0	0	0	163	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	171	418	255	0	0	0	0	163	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	171	418	255	0	0	0	0	163	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.10	0.13	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.5	32.5	22.6	55.1	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Volume/Cap:	0.00	0.47	0.24	0.47	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	17.9	15.8	24.1	4.5	0.0	0.0	0.0	0.0	29.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	15.8	24.1	4.5	0.0	0.0	0.0	0.0	29.3	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	5	2	0	0	0	0	4	0	0

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

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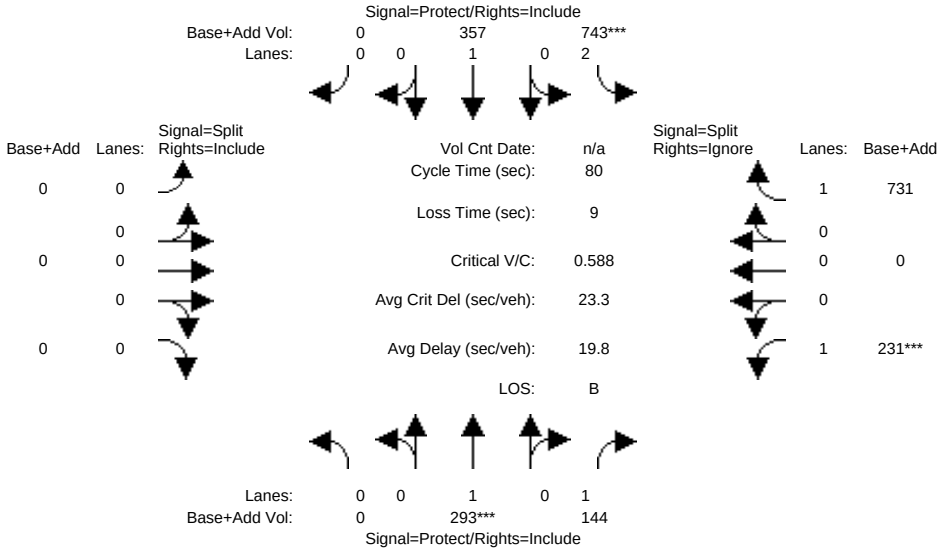
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	144	743	357	0	0	0	0	231	0	731
Growth Adj:	1.00	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	293	144	743	357	0	0	0	0	231	0	731
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	293	144	743	357	0	0	0	0	231	0	731
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	144	743	357	0	0	0	0	231	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	144	743	357	0	0	0	0	231	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	144	743	357	0	0	0	0	231	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.24	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	21.0	21.0	32.1	53.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.31	0.59	0.28	0.00	0.00	0.00	0.00	0.59	0.00	0.00
Delay/Veh:	0.0	27.6	24.1	19.5	5.7	0.0	0.0	0.0	0.0	30.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	24.1	19.5	5.7	0.0	0.0	0.0	0.0	30.1	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	4	0	0	0	0	6	0	0

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

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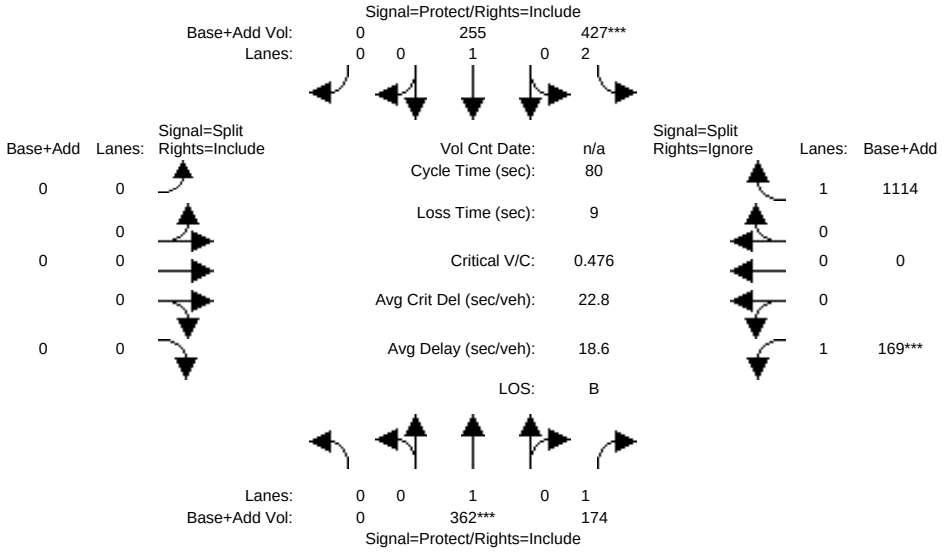
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	174	427	255	0	0	0	0	169	0	1114
Growth Adj:	1.00	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	362	174	427	255	0	0	0	0	169	0	1114
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	362	174	427	255	0	0	0	0	169	0	1114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	174	427	255	0	0	0	0	169	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	174	427	255	0	0	0	0	169	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	174	427	255	0	0	0	0	169	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.10	0.14	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.0	32.0	22.8	54.8	0.0	0.0	0.0	0.0	16.2	0.0	0.0
Volume/Cap:	0.00	0.48	0.25	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	18.3	16.2	24.1	4.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	16.2	24.1	4.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	6	2	0	0	0	0	4	0	0

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

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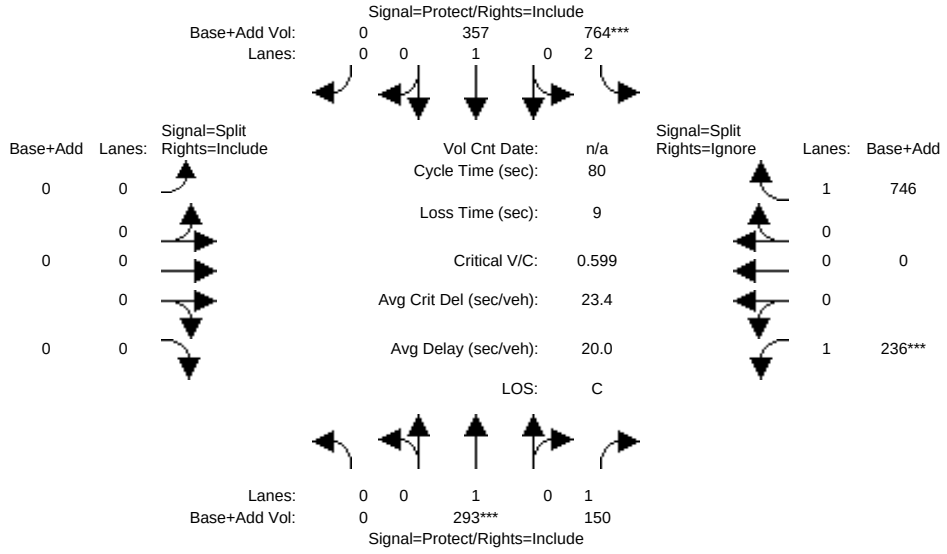
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	150	764	357	0	0	0	0	236	0	746
Growth Adj:	1.00	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	293	150	764	357	0	0	0	0	236	0	746
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	293	150	764	357	0	0	0	0	236	0	746
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	150	764	357	0	0	0	0	236	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	150	764	357	0	0	0	0	236	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	150	764	357	0	0	0	0	236	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.24	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	20.6	20.6	32.4	53.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.33	0.60	0.28	0.00	0.00	0.00	0.00	0.60	0.00	0.00
Delay/Veh:	0.0	28.1	24.6	19.5	5.7	0.0	0.0	0.0	0.0	30.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.1	24.6	19.5	5.7	0.0	0.0	0.0	0.0	30.3	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	4	0	0	0	0	7	0	0

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

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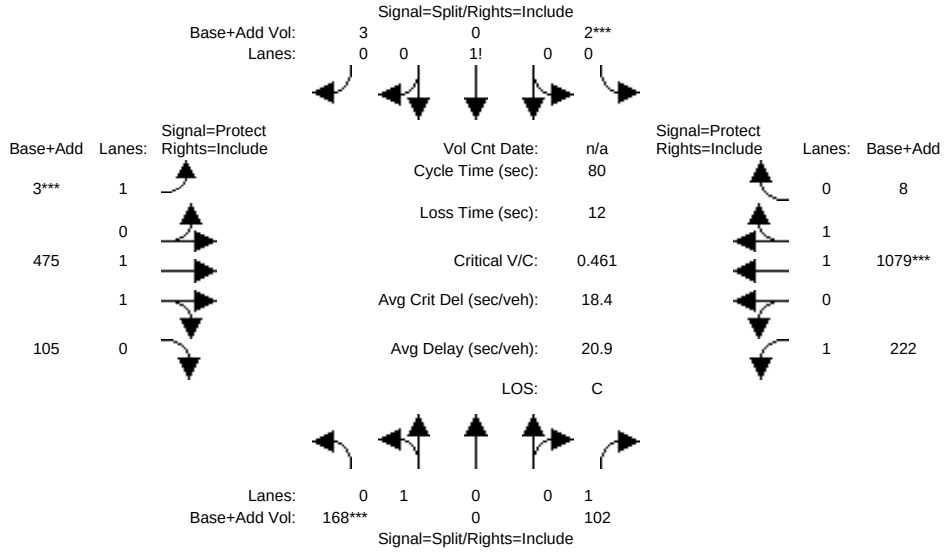
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	475	105	222	1079	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	475	105	222	1079	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	475	105	222	1079	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	475	105	222	1079	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	475	105	222	1079	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	475	105	222	1079	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1800	0	1750	700	0	1050	1750	3030	670	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.29	0.29
Crit Moves:	****			****			****				****	
Green Time:	12.3	0.0	12.3	10.0	0.0	10.0	7.0	25.3	25.3	20.4	38.7	38.7
Volume/Cap:	0.61	0.00	0.38	0.02	0.00	0.02	0.02	0.50	0.50	0.50	0.61	0.61
Delay/Veh:	35.5	0.0	31.3	30.8	0.0	30.8	33.4	22.5	22.5	26.3	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:	35.5	0.0	31.3	30.8	0.0	30.8	33.4	22.5	22.5	26.3	15.7	15.7
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	6	11	11

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

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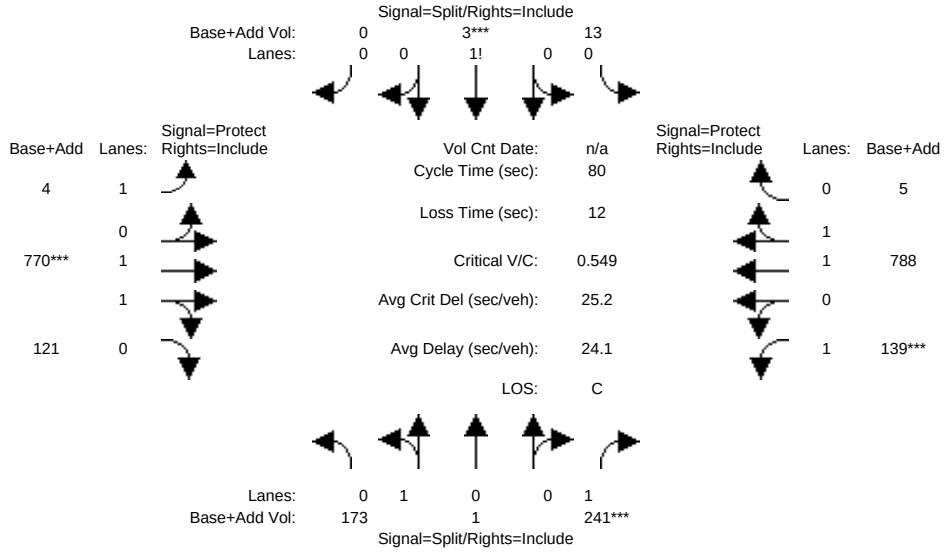
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	770	121	139	788	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	770	121	139	788	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	770	121	139	788	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	770	121	139	788	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	770	121	139	788	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	770	121	139	788	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.72	0.28	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3197	502	1750	3677	23
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.24	0.24	0.08	0.21	0.21
Crit Moves:			****		****			****		****		
Green Time:	17.4	17.4	17.4	10.0	10.0	0.0	11.8	30.5	30.5	10.1	28.8	28.8
Volume/Cap:	0.44	0.44	0.63	0.07	0.07	0.00	0.02	0.63	0.63	0.63	0.60	0.60
Delay/Veh:	27.9	27.9	31.8	31.0	31.0	0.0	29.2	21.1	21.1	39.0	21.6	21.6
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:	27.9	27.9	31.8	31.0	31.0	0.0	29.2	21.1	21.1	39.0	21.6	21.6
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

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

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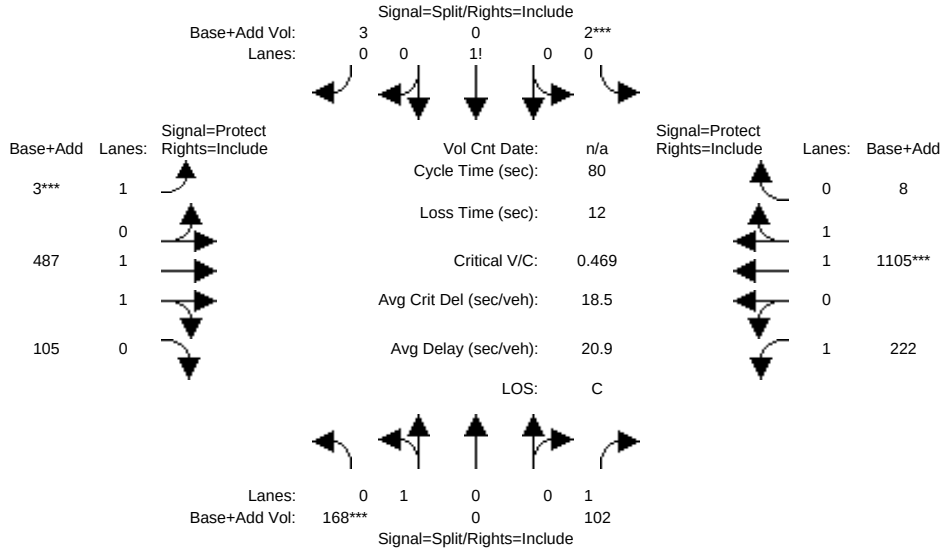
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	487	105	222	1105	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	487	105	222	1105	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	487	105	222	1105	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	487	105	222	1105	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	487	105	222	1105	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	487	105	222	1105	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.64	0.36	1.00	1.99	0.01
Final Sat.:	1800	0	1750	700	0	1050	1750	3043	656	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	12.1	0.0	12.1	10.0	0.0	10.0	7.0	25.6	25.6	20.3	38.9	38.9
Volume/Cap:	0.62	0.00	0.39	0.02	0.00	0.02	0.02	0.50	0.50	0.50	0.62	0.62
Delay/Veh:	36.1	0.0	31.6	30.8	0.0	30.8	33.4	22.3	22.3	26.4	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:	36.1	0.0	31.6	30.8	0.0	30.8	33.4	22.3	22.3	26.4	15.7	15.7
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	6	11	11

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

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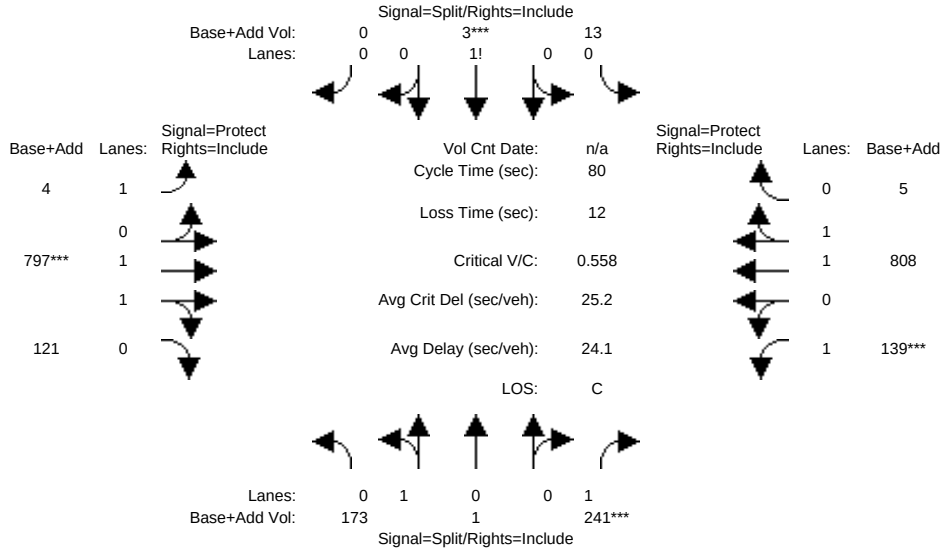
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	797	121	139	808	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	797	121	139	808	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	797	121	139	808	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	797	121	139	808	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	797	121	139	808	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	797	121	139	808	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3212	488	1750	3677	23
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.25	0.25	0.08	0.22	0.22
Crit Moves:			****		****			****		****		
Green Time:	17.2	17.2	17.2	10.0	10.0	0.0	11.6	30.9	30.9	9.9	29.2	29.2
Volume/Cap:	0.45	0.45	0.64	0.07	0.07	0.00	0.02	0.64	0.64	0.64	0.60	0.60
Delay/Veh:	28.2	28.2	32.4	31.0	31.0	0.0	29.3	21.0	21.0	39.8	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	32.4	31.0	31.0	0.0	29.3	21.0	21.0	39.8	21.4	21.4
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

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

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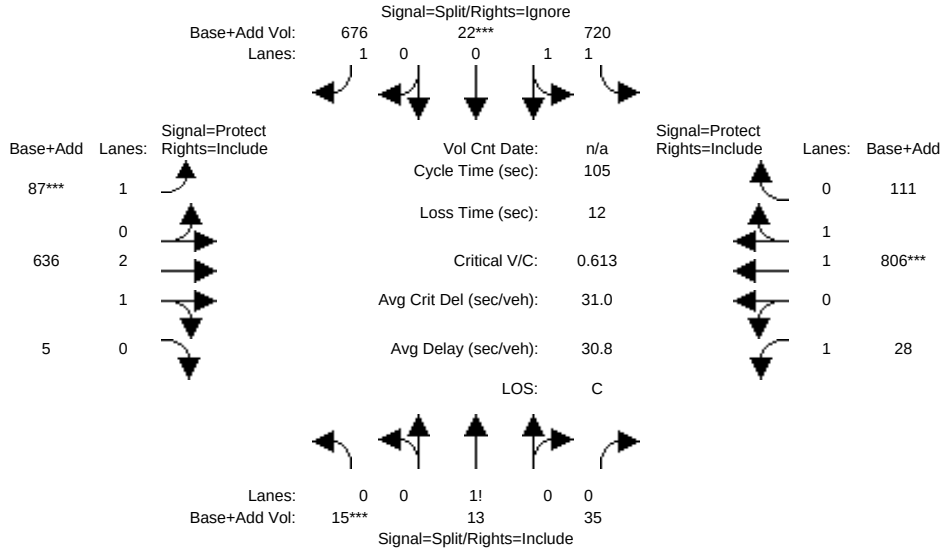
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	720	22	676	87	636	5	28	806	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	720	22	676	87	636	5	28	806	111
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:	15	13	35	720	22	676	87	636	5	28	806	111
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	720	22	0	87	636	5	28	806	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	720	22	0	87	636	5	28	806	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	720	22	0	87	636	5	28	806	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.98	0.02	1.00	1.75	0.25
Final Sat.:	417	361	972	3445	105	1750	1750	5556	44	1750	3252	448
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.21	0.21	0.00	0.05	0.11	0.11	0.02	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	34.2	34.2	0.0	8.1	30.8	30.8	17.9	40.6	40.6
Volume/Cap:	0.38	0.38	0.38	0.64	0.64	0.00	0.64	0.39	0.39	0.09	0.64	0.64
Delay/Veh:	46.0	46.0	46.0	31.4	31.4	0.0	56.9	29.8	29.8	36.8	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	31.4	31.4	0.0	56.9	29.8	29.8	36.8	27.2	27.2
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	4	6	6	1	13	13

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

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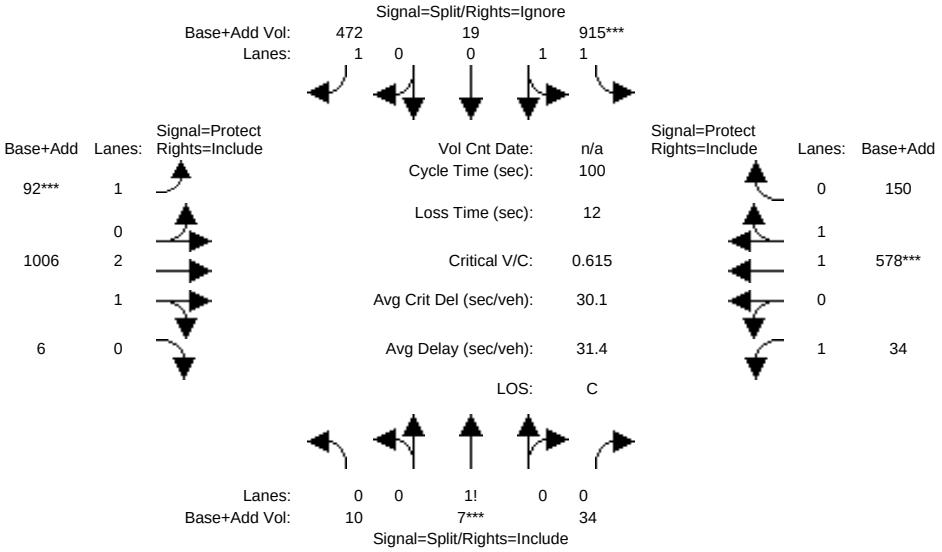
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	915	19	472	92	1006	6	34	578	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	915	19	472	92	1006	6	34	578	150
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:	10	7	34	915	19	472	92	1006	6	34	578	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	915	19	0	92	1006	6	34	578	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	915	19	0	92	1006	6	34	578	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	915	19	0	92	1006	6	34	578	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.58	0.42
Final Sat.:	343	240	1167	3478	72	1750	1750	5567	33	1750	2937	762
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.26	0.26	0.00	0.05	0.18	0.18	0.02	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	40.0	40.0	0.0	8.0	27.4	27.4	10.6	30.0	30.0
Volume/Cap:	0.29	0.29	0.29	0.66	0.66	0.00	0.66	0.66	0.66	0.18	0.66	0.66
Delay/Veh:	42.6	42.6	42.6	25.5	25.5	0.0	55.5	33.3	33.3	41.2	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	25.5	25.5	0.0	55.5	33.3	33.3	41.2	32.0	32.0
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	4	10	10	1	11	11

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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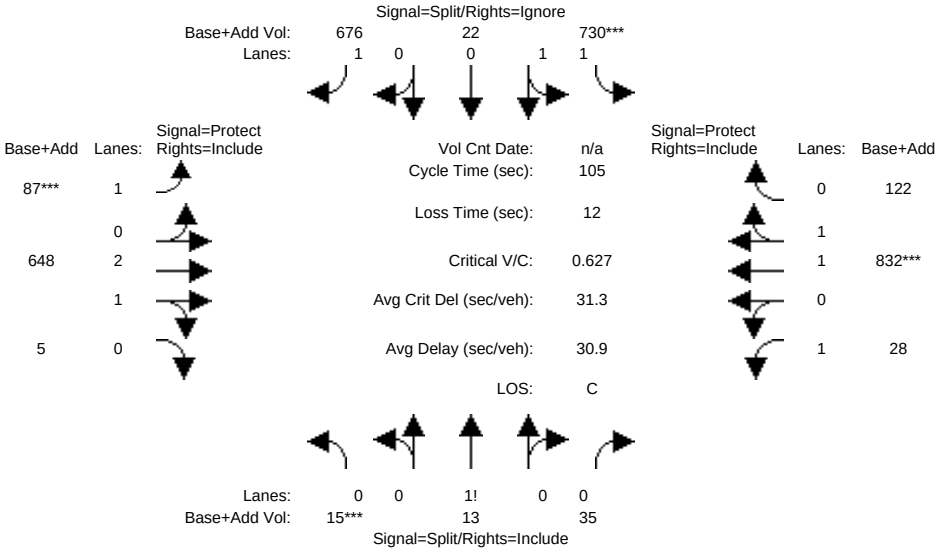
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	730	22	676	87	648	5	28	832	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	730	22	676	87	648	5	28	832	122
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:	15	13	35	730	22	676	87	648	5	28	832	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	730	22	0	87	648	5	28	832	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	730	22	0	87	648	5	28	832	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	730	22	0	87	648	5	28	832	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.98	0.02	1.00	1.74	0.26
Final Sat.:	417	361	972	3446	104	1750	1750	5557	43	1750	3226	473
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.21	0.21	0.00	0.05	0.12	0.12	0.02	0.26	0.26
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	33.8	33.8	0.0	7.9	31.3	31.3	17.9	41.2	41.2
Volume/Cap:	0.38	0.38	0.38	0.66	0.66	0.00	0.66	0.39	0.39	0.09	0.66	0.66
Delay/Veh:	46.0	46.0	46.0	32.0	32.0	0.0	58.6	29.5	29.5	36.9	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	32.0	32.0	0.0	58.6	29.5	29.5	36.9	27.2	27.2
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	4	6	6	1	14	14

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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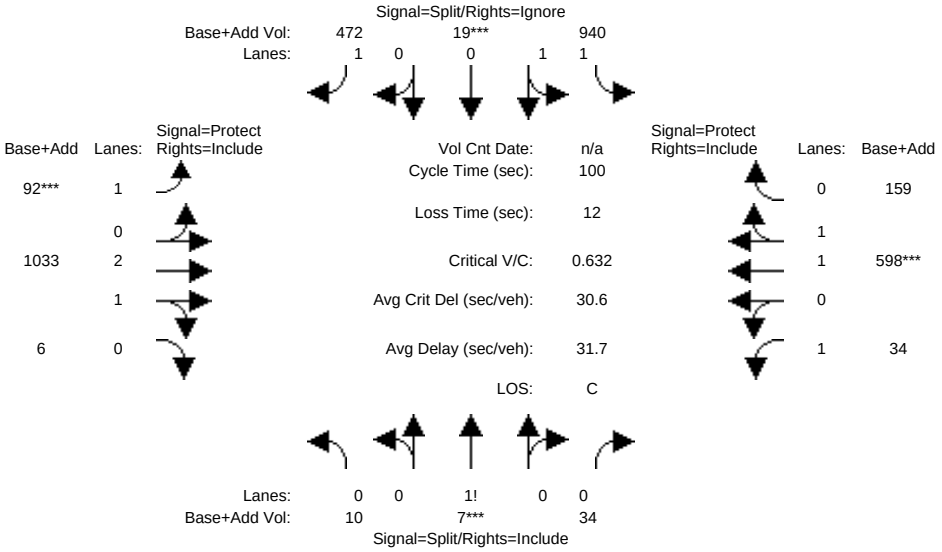
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	940	19	472	92	1033	6	34	598	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	940	19	472	92	1033	6	34	598	159
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:	10	7	34	940	19	472	92	1033	6	34	598	159
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	940	19	0	92	1033	6	34	598	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	940	19	0	92	1033	6	34	598	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	940	19	0	92	1033	6	34	598	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.57	0.43
Final Sat.:	343	240	1167	3480	70	1750	1750	5568	32	1750	2922	777
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.27	0.27	0.00	0.05	0.19	0.19	0.02	0.20	0.20
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	40.0	40.0	0.0	7.8	27.6	27.6	10.4	30.3	30.3
Volume/Cap:	0.29	0.29	0.29	0.68	0.68	0.00	0.68	0.67	0.67	0.19	0.68	0.68
Delay/Veh:	42.6	42.6	42.6	26.0	26.0	0.0	57.6	33.3	33.3	41.4	32.2	32.2
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:	42.6	42.6	42.6	26.0	26.0	0.0	57.6	33.3	33.3	41.4	32.2	32.2
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	4	11	11	1	11	11

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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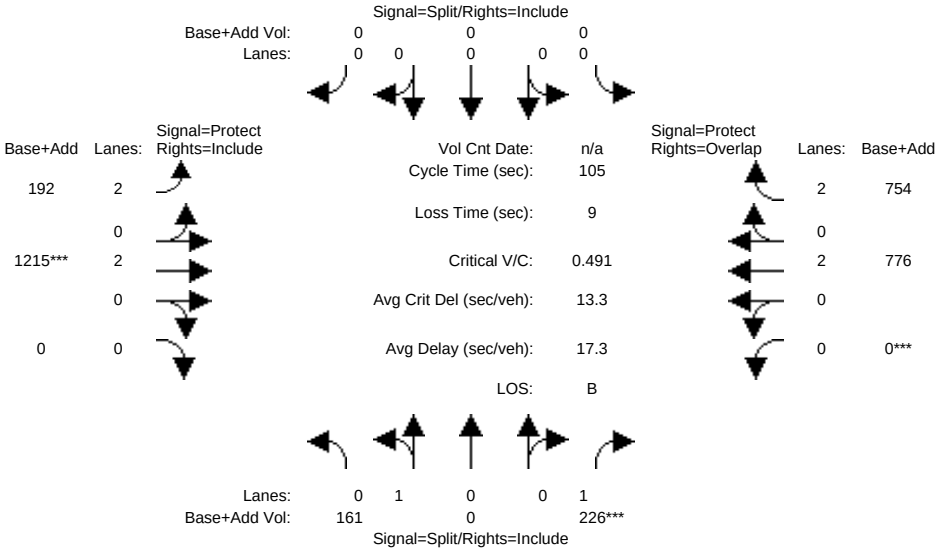
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	226	0	0	0	192	1215	0	0	776	754
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	226	0	0	0	192	1215	0	0	776	754
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:	161	0	226	0	0	0	192	1215	0	0	776	754
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	226	0	0	0	192	1215	0	0	776	754
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	226	0	0	0	192	1215	0	0	776	754
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	161	0	226	0	0	0	192	1215	0	0	776	754
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.06	0.32	0.00	0.00	0.20	0.24
Crit Moves:			****					****		****		
Green Time:	27.6	0.0	27.6	0.0	0.0	0.0	14.9	68.4	0.0	0.0	53.5	53.5
Volume/Cap:	0.34	0.00	0.49	0.00	0.00	0.00	0.43	0.49	0.00	0.00	0.40	0.47
Delay/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	41.8	9.5	0.0	0.0	16.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	41.8	9.5	0.0	0.0	16.0	16.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	5	0	7	0	0	0	4	10	0	0	8	9

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

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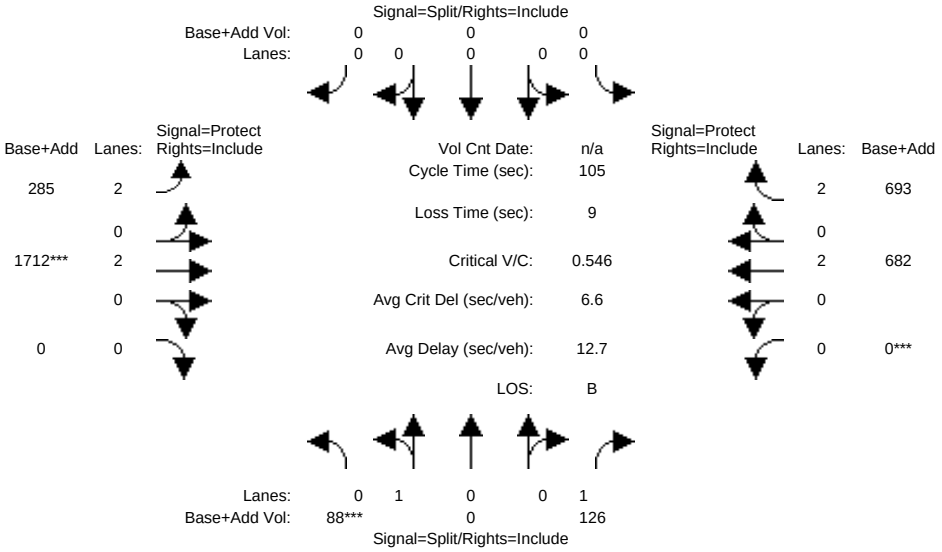
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	126	0	0	0	285	1712	0	0	682	693
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	126	0	0	0	285	1712	0	0	682	693
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	126	0	0	0	285	1712	0	0	682	693
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	126	0	0	0	285	1712	0	0	682	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	126	0	0	0	285	1712	0	0	682	693
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	126	0	0	0	285	1712	0	0	682	693
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.09	0.45	0.00	0.00	0.18	0.22
Crit Moves:	****							****		****		
Green Time:	13.8	0.0	13.8	0.0	0.0	0.0	23.9	82.2	0.0	0.0	58.2	58.2
Volume/Cap:	0.37	0.00	0.55	0.00	0.00	0.00	0.40	0.58	0.00	0.00	0.32	0.40
Delay/Veh:	42.6	0.0	45.4	0.0	0.0	0.0	34.8	4.8	0.0	0.0	12.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	0.0	45.4	0.0	0.0	0.0	34.8	4.8	0.0	0.0	12.8	13.5
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	5	0	0	0	5	11	0	0	6	8

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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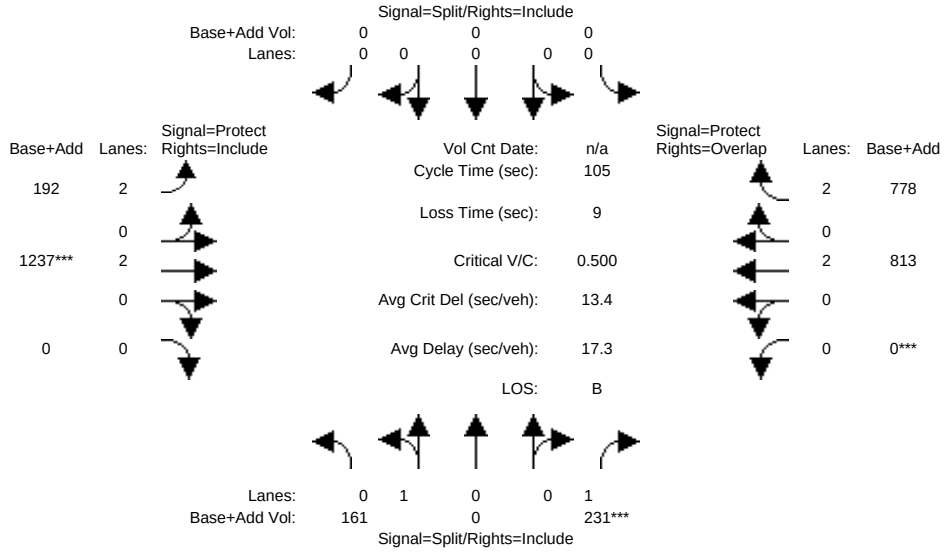
Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	231	0	0	0	192	1237	0	0	813	778
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	231	0	0	0	192	1237	0	0	813	778
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:	161	0	231	0	0	0	192	1237	0	0	813	778
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	231	0	0	0	192	1237	0	0	813	778
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	231	0	0	0	192	1237	0	0	813	778
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	161	0	231	0	0	0	192	1237	0	0	813	778
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.06	0.33	0.00	0.00	0.21	0.25
Crit Moves:			****					****		****		
Green Time:	27.7	0.0	27.7	0.0	0.0	0.0	14.5	68.3	0.0	0.0	53.8	53.8
Volume/Cap:	0.34	0.00	0.50	0.00	0.00	0.00	0.44	0.50	0.00	0.00	0.42	0.48
Delay/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	42.2	9.7	0.0	0.0	16.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	42.2	9.7	0.0	0.0	16.0	16.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	5	0	7	0	0	0	4	10	0	0	8	10

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

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Hexagon Transportation Consultants, Inc.

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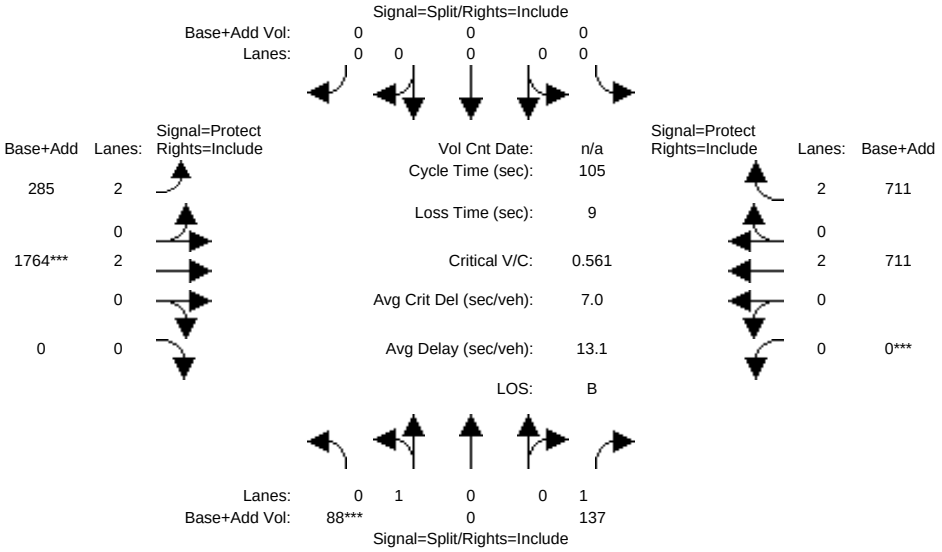
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	137	0	0	0	285	1764	0	0	711	711
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	137	0	0	0	285	1764	0	0	711	711
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	137	0	0	0	285	1764	0	0	711	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	137	0	0	0	285	1764	0	0	711	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	137	0	0	0	285	1764	0	0	711	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	137	0	0	0	285	1764	0	0	711	711
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.09	0.46	0.00	0.00	0.19	0.23
Crit Moves:	****							****		****		
Green Time:	14.6	0.0	14.6	0.0	0.0	0.0	23.3	81.4	0.0	0.0	58.1	58.1
Volume/Cap:	0.35	0.00	0.56	0.00	0.00	0.00	0.41	0.60	0.00	0.00	0.34	0.41
Delay/Veh:	41.7	0.0	45.1	0.0	0.0	0.0	35.4	5.3	0.0	0.0	13.0	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	0.0	45.1	0.0	0.0	0.0	35.4	5.3	0.0	0.0	13.0	13.7
LOS by Move:	D	A	D	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	0	5	0	0	0	5	12	0	0	6	8

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

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Hexagon Transportation Consultants, Inc.

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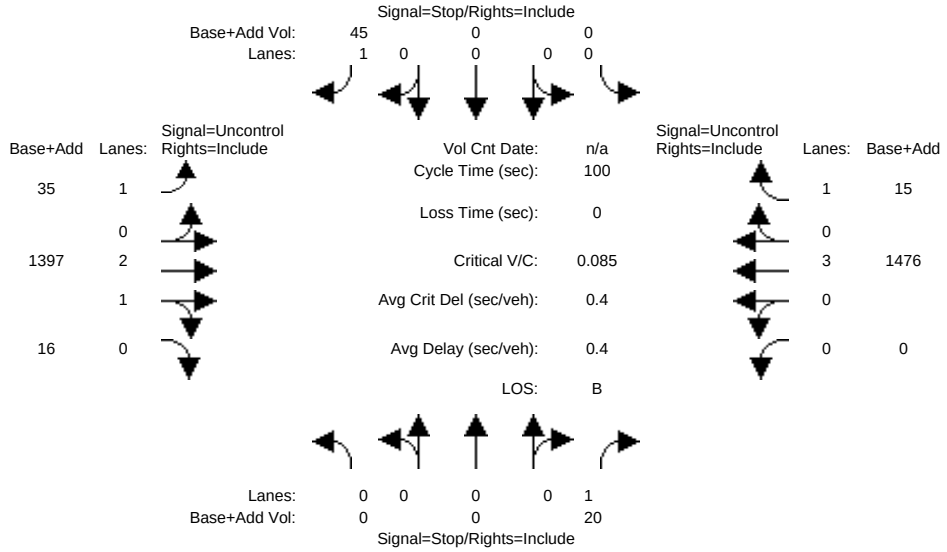
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	20	0	0	45	35	1397	16	0	1476	15
Growth Adj:	1.00	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	20	0	0	45	35	1397	16	0	1476	15
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	20	0	0	45	35	1397	16	0	1476	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	0	45	35	1397	16	0	1476	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1397	16	0	1476	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	474	xxxx	xxxx	492	1491	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	542	xxxx	xxxx	528	456	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	542	xxxx	xxxx	528	456	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.9	xxxxx	xxxx	12.5	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	11.9			12.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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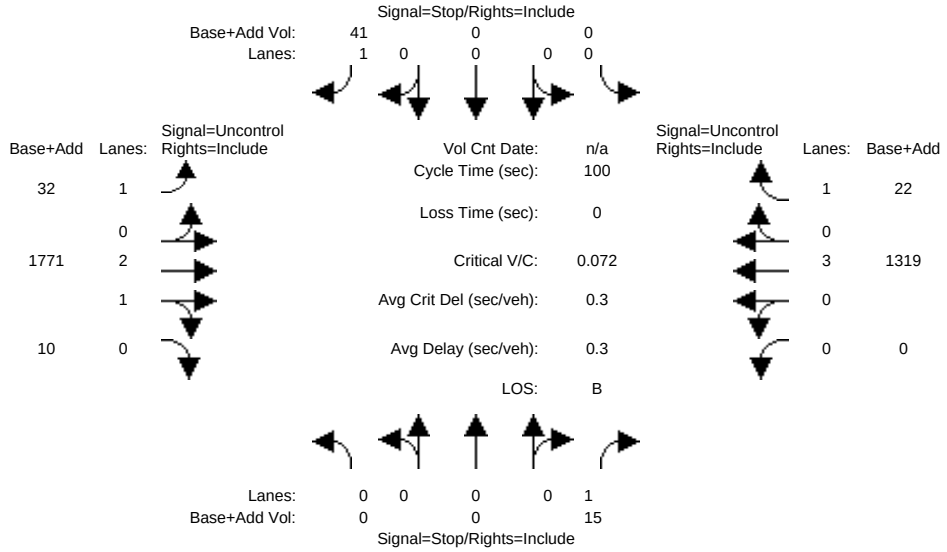
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	15	0	0	41	32	1771	10	0	1319	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1771	10	0	1319	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1771	10	0	1319	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1771	10	0	1319	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1771	10	0	1319	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	595	xxxx	xxxx	440	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	452	xxxx	xxxx	571	521	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	452	xxxx	xxxx	571	521	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.07	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	11.8	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	13.2			11.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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Hexagon Transportation Consultants, Inc.

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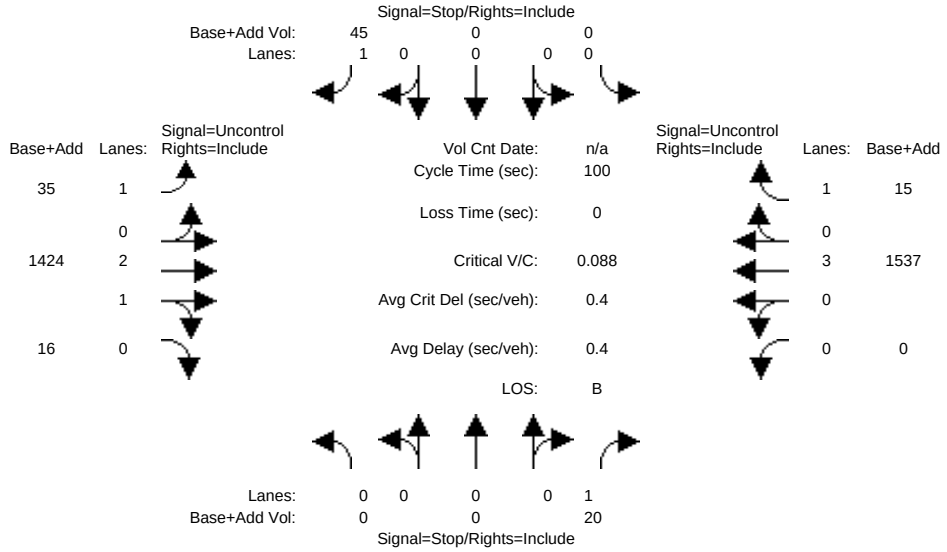
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	20	0	0	45	35	1424	16	0	1537	15
Growth Adj:	1.00	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	20	0	0	45	35	1424	16	0	1537	15
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	20	0	0	45	35	1424	16	0	1537	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	0	45	35	1424	16	0	1537	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1424	16	0	1537	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	483	xxxx	xxxx	512	1552	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	535	xxxx	xxxx	512	433	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	535	xxxx	xxxx	512	433	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.0	xxxxx	xxxx	12.7	14.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	12.0			12.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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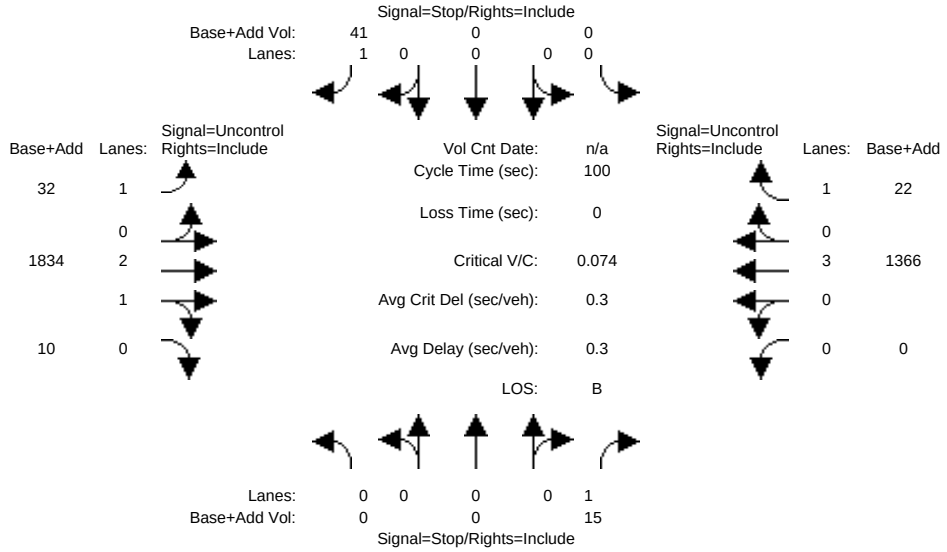
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	15	0	0	41	32	1834	10	0	1366	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1834	10	0	1366	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1834	10	0	1366	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1834	10	0	1366	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1834	10	0	1366	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	616	xxxx	xxxx	455	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	438	xxxx	xxxx	558	500	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	438	xxxx	xxxx	558	500	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.07	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	12.0	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	13.5			12.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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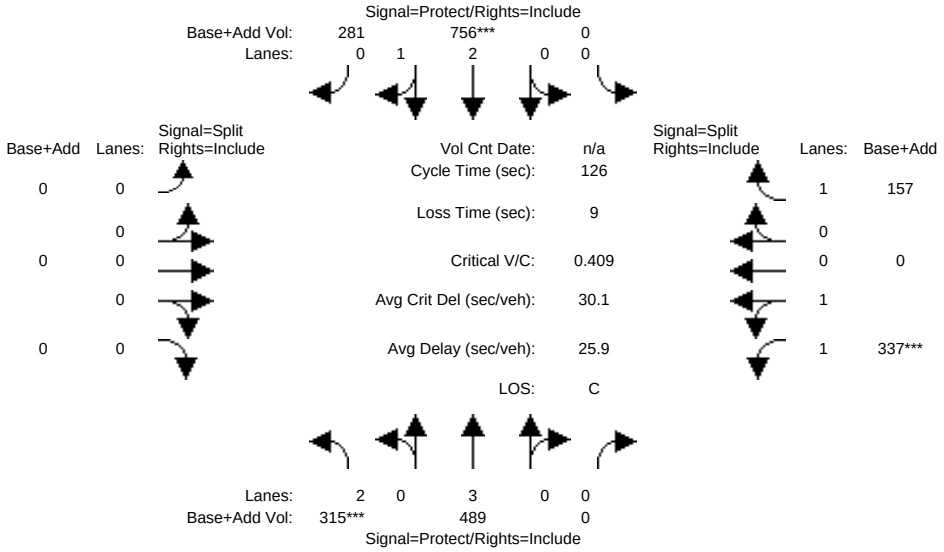
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	315	489	0	0	756	281	0	0	0	337	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	489	0	0	756	281	0	0	0	337	0	157
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:	315	489	0	0	756	281	0	0	0	337	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	489	0	0	756	281	0	0	0	337	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	489	0	0	756	281	0	0	0	337	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	315	489	0	0	756	281	0	0	0	337	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.16	0.84	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4081	1517	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	30.8	87.8	0.0	0.0	57.0	57.0	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.41	0.12	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.41	0.00	0.39
Delay/Veh:	40.3	6.4	0.0	0.0	23.3	23.3	0.0	0.0	0.0	41.4	0.0	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	6.4	0.0	0.0	23.3	23.3	0.0	0.0	0.0	41.4	0.0	41.5
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	2	0	0	9	9	0	0	0	6	0	6

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

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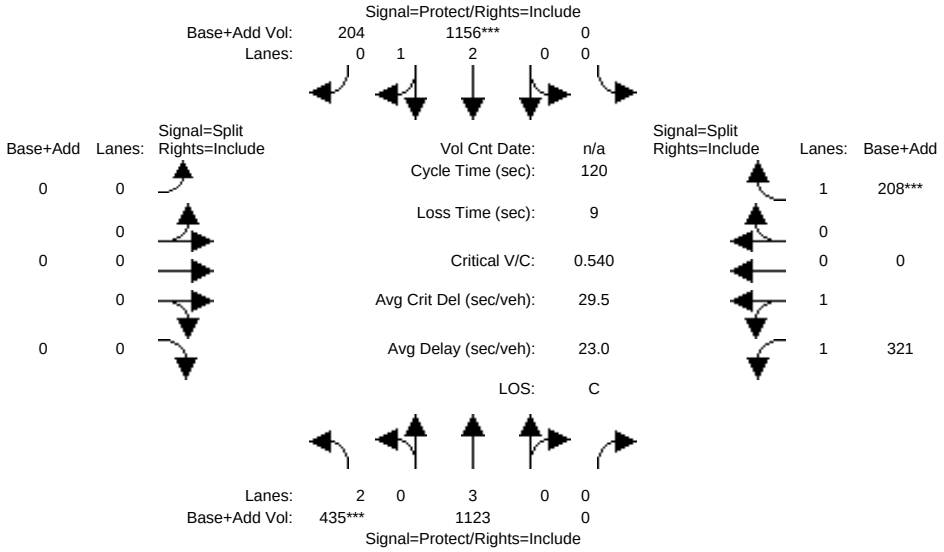
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	435	1123	0	0	1156	204	0	0	0	321	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1123	0	0	1156	204	0	0	0	321	0	208
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:	435	1123	0	0	1156	204	0	0	0	321	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1123	0	0	1156	204	0	0	0	321	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1123	0	0	1156	204	0	0	0	321	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	435	1123	0	0	1156	204	0	0	0	321	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.53	0.47	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4759	840	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****				****							****
Green Time:	30.7	84.6	0.0	0.0	53.9	53.9	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.54	0.28	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.41	0.00	0.54
Delay/Veh:	39.3	6.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	40.5	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	6.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	40.5	0.0	43.0
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	9	5	0	0	12	12	0	0	0	6	0	8

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

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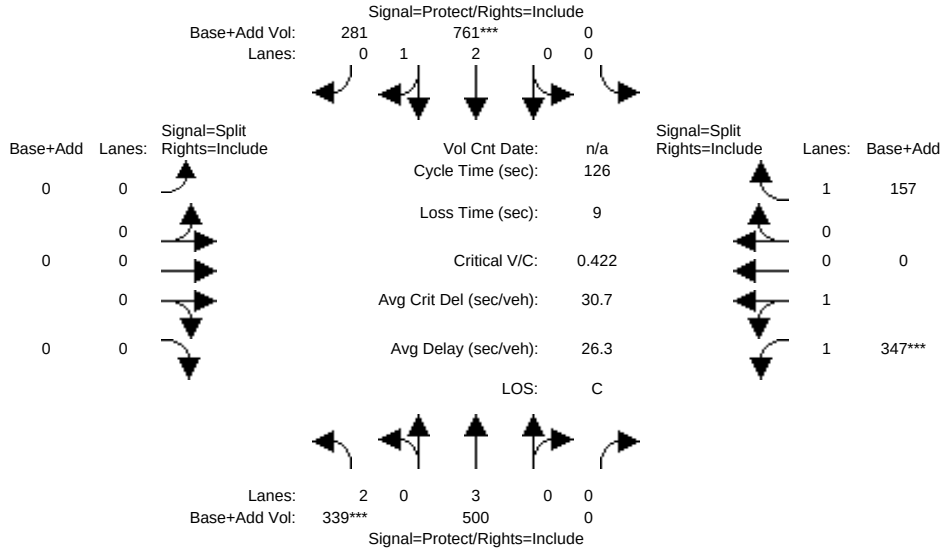
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	500	0	0	761	281	0	0	0	347	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	500	0	0	761	281	0	0	0	347	0	157
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:	339	500	0	0	761	281	0	0	0	347	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	500	0	0	761	281	0	0	0	347	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	500	0	0	761	281	0	0	0	347	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	339	500	0	0	761	281	0	0	0	347	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.16	0.84	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4088	1509	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	32.2	87.8	0.0	0.0	55.6	55.6	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.42	0.13	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.00	0.39
Delay/Veh:	39.5	6.4	0.0	0.0	24.3	24.3	0.0	0.0	0.0	41.6	0.0	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	6.4	0.0	0.0	24.3	24.3	0.0	0.0	0.0	41.6	0.0	41.5
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	7	2	0	0	9	9	0	0	0	6	0	6

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

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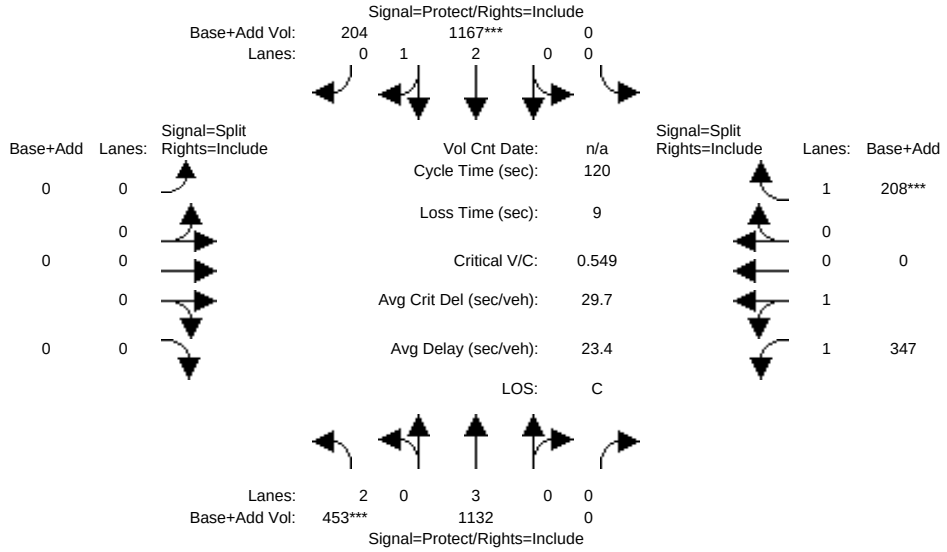
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	453	1132	0	0	1167	204	0	0	0	347	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	1132	0	0	1167	204	0	0	0	347	0	208
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:	453	1132	0	0	1167	204	0	0	0	347	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1132	0	0	1167	204	0	0	0	347	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1132	0	0	1167	204	0	0	0	347	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	453	1132	0	0	1167	204	0	0	0	347	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.54	0.46	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4766	833	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.10	0.00	0.12
Crit Moves:	****				****							****
Green Time:	31.5	85.0	0.0	0.0	53.6	53.6	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.55	0.28	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.45	0.00	0.55
Delay/Veh:	38.9	6.4	0.0	0.0	24.6	24.6	0.0	0.0	0.0	41.2	0.0	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	6.4	0.0	0.0	24.6	24.6	0.0	0.0	0.0	41.2	0.0	43.5
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	9	5	0	0	13	13	0	0	0	6	0	8

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

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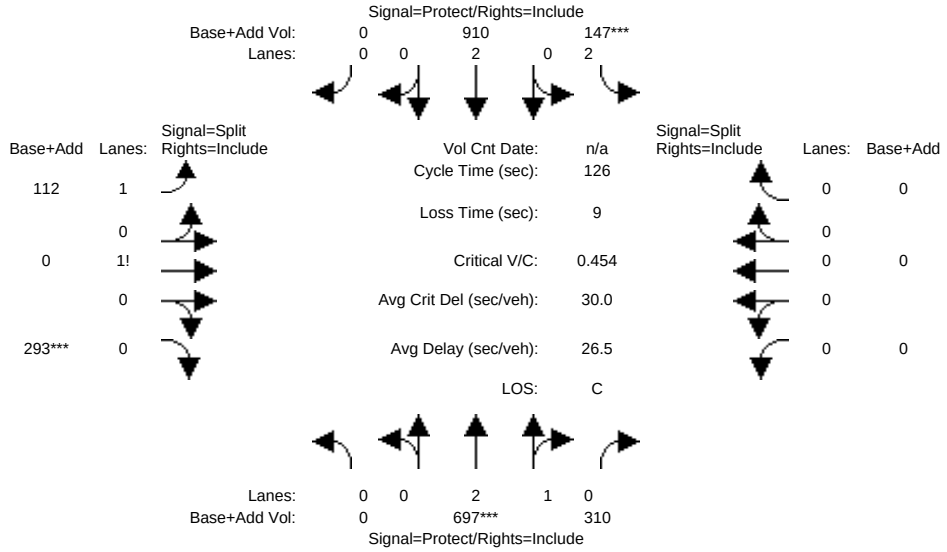
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	697	310	147	910	0	112	0	293	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	697	310	147	910	0	112	0	293	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	697	310	147	910	0	112	0	293	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	697	310	147	910	0	112	0	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	310	147	910	0	112	0	293	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	697	310	147	910	0	112	0	293	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.04	0.96	2.00	2.00	0.00	1.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	0	3874	1723	3150	3800	0	2038	0	1504	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.24	0.00	0.05	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	50.0	50.0	13.0	62.9	0.0	54.1	0.0	54.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	0.45	0.45	0.48	0.00	0.13	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	28.1	28.1	54.2	21.0	0.0	21.7	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.1	28.1	54.2	21.0	0.0	21.7	0.0	25.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	10	4	11	0	2	0	10	0	0	0

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

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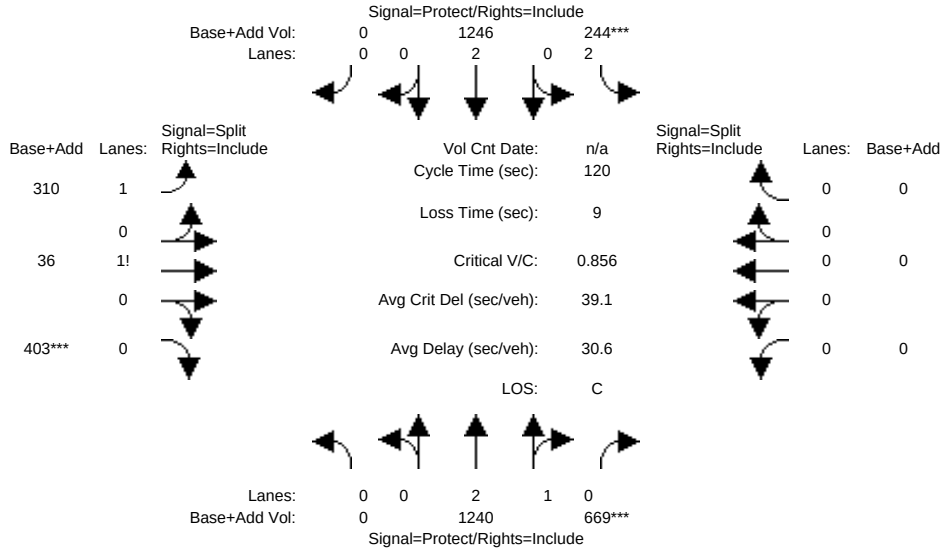
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1240	669	244	1246	0	310	36	403	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	1240	669	244	1246	0	310	36	403	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	1240	669	244	1246	0	310	36	403	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	1240	669	244	1246	0	310	36	403	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	669	244	1246	0	310	36	403	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1240	669	244	1246	0	310	36	403	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.27	0.06	0.67	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2216	108	1212	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.38	0.08	0.33	0.00	0.14	0.33	0.33	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	53.6	53.6	10.9	64.4	0.0	46.6	46.6	46.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.86	0.86	0.61	0.00	0.36	0.86	0.86	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	33.3	75.5	19.7	0.0	26.2	42.0	42.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.4	33.3	75.5	19.7	0.0	26.2	42.0	42.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	19	26	8	16	0	7	24	24	0	0	0

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

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Los Gatos, CA
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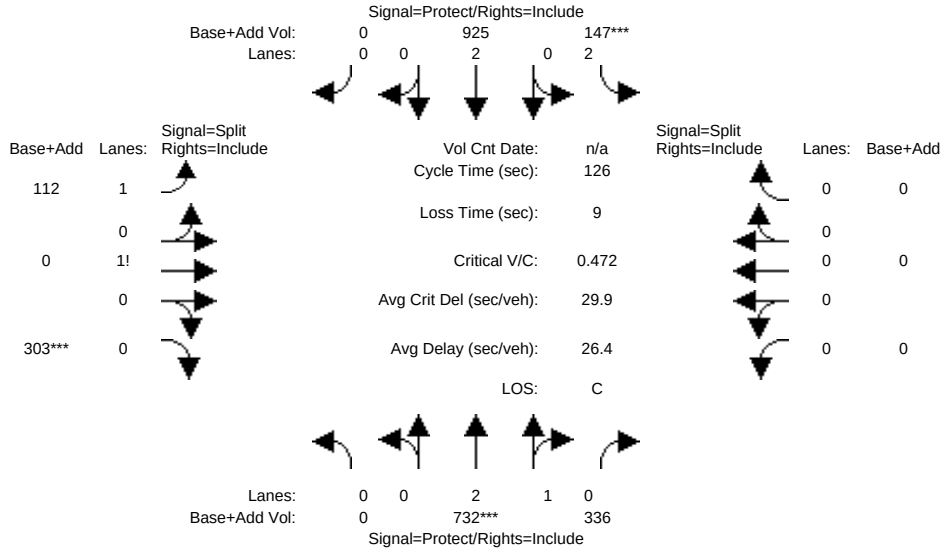
Bckg+Prj AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	732	336	147	925	0	112	0	303	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	732	336	147	925	0	112	0	303	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	732	336	147	925	0	112	0	303	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	732	336	147	925	0	112	0	303	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	732	336	147	925	0	112	0	303	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	732	336	147	925	0	112	0	303	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.02	0.98	2.00	2.00	0.00	1.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	0	3836	1761	3150	3800	0	2030	0	1512	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.05	0.24	0.00	0.06	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	51.0	51.0	12.5	63.5	0.0	53.5	0.0	53.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.47	0.47	0.48	0.00	0.13	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	27.7	27.7	54.8	20.7	0.0	22.1	0.0	26.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	27.7	54.8	20.7	0.0	22.1	0.0	26.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	10	4	12	0	2	0	10	0	0	0

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

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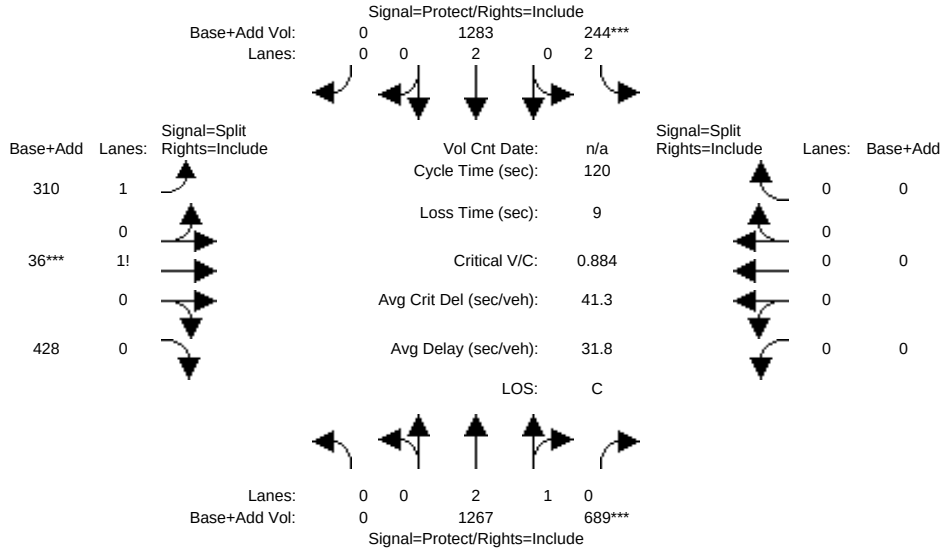
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1267	689	244	1283	0	310	36	428	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	1267	689	244	1283	0	310	36	428	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	1267	689	244	1283	0	310	36	428	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	1267	689	244	1283	0	310	36	428	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1267	689	244	1283	0	310	36	428	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1267	689	244	1283	0	310	36	428	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.25	0.06	0.69	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2198	104	1236	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.39	0.08	0.34	0.00	0.14	0.35	0.35	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	53.5	53.5	10.5	64.0	0.0	47.0	47.0	47.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.88	0.88	0.63	0.00	0.36	0.88	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	28.9	35.1	80.9	20.4	0.0	25.9	44.5	44.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	35.1	80.9	20.4	0.0	25.9	44.5	44.5	0.0	0.0	0.0
LOS by Move:	A	C	D	F	C	A	C	D	D	A	A	A
HCM2kAvgQ:	0	20	28	8	17	0	7	26	26	0	0	0

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

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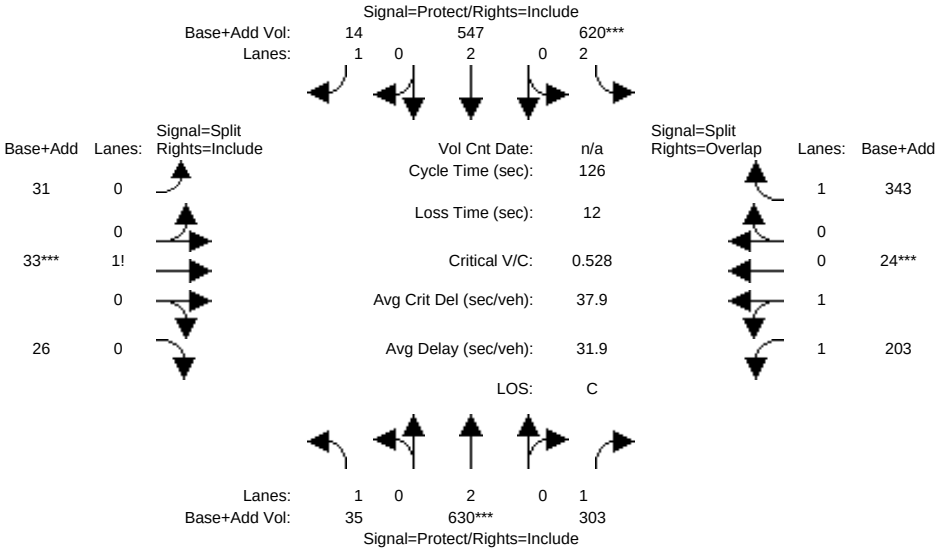
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	630	303	620	547	14	31	33	26	203	24	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	630	303	620	547	14	31	33	26	203	24	343
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:	35	630	303	620	547	14	31	33	26	203	24	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	630	303	620	547	14	31	33	26	203	24	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	630	303	620	547	14	31	33	26	203	24	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	35	630	303	620	547	14	31	33	26	203	24	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.79	0.21	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3175	375	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.20	0.14	0.01	0.05	0.05	0.05	0.06	0.06	0.20
Crit Moves:		****		****				****			****	
Green Time:	24.1	39.5	39.5	46.9	62.4	62.4	12.3	12.3	12.3	15.3	15.3	62.2
Volume/Cap:	0.10	0.53	0.55	0.53	0.29	0.02	0.53	0.53	0.53	0.53	0.53	0.40
Delay/Veh:	42.2	36.0	37.1	31.3	18.8	16.2	57.2	57.2	57.2	53.2	53.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	36.0	37.1	31.3	18.8	16.2	57.2	57.2	57.2	53.2	53.2	20.4
LOS by Move:	D	D	D	C	B	B	E	E	E	D	D	C
HCM2kAvgQ:	1	10	11	11	6	0	4	4	4	5	5	9

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

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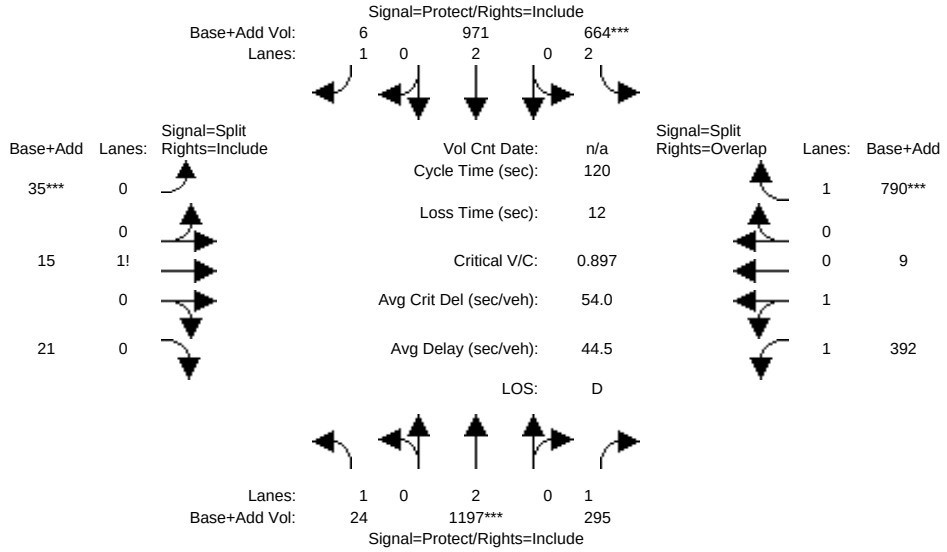
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1197	295	664	971	6	35	15	21	392	9	790
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1197	295	664	971	6	35	15	21	392	9	790
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:	24	1197	295	664	971	6	35	15	21	392	9	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1197	295	664	971	6	35	15	21	392	9	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1197	295	664	971	6	35	15	21	392	9	790
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	24	1197	295	664	971	6	35	15	21	392	9	790
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.96	0.04	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3470	80	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.17	0.21	0.26	0.00	0.04	0.04	0.04	0.11	0.11	0.45
Crit Moves:		****		****			****					****
Green Time:	12.5	40.3	40.3	27.0	54.7	54.7	10.0	10.0	10.0	30.8	30.8	57.7
Volume/Cap:	0.13	0.94	0.50	0.94	0.56	0.01	0.49	0.49	0.49	0.44	0.44	0.94
Delay/Veh:	49.2	51.8	32.5	65.9	24.3	17.8	55.1	55.1	55.1	37.7	37.7	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	51.8	32.5	65.9	24.3	17.8	55.1	55.1	55.1	37.7	37.7	47.3
LOS by Move:	D	D	C	E	C	B	E	E	E	D	D	D
HCM2kAvgQ:	1	26	10	19	13	0	3	3	3	7	7	34

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

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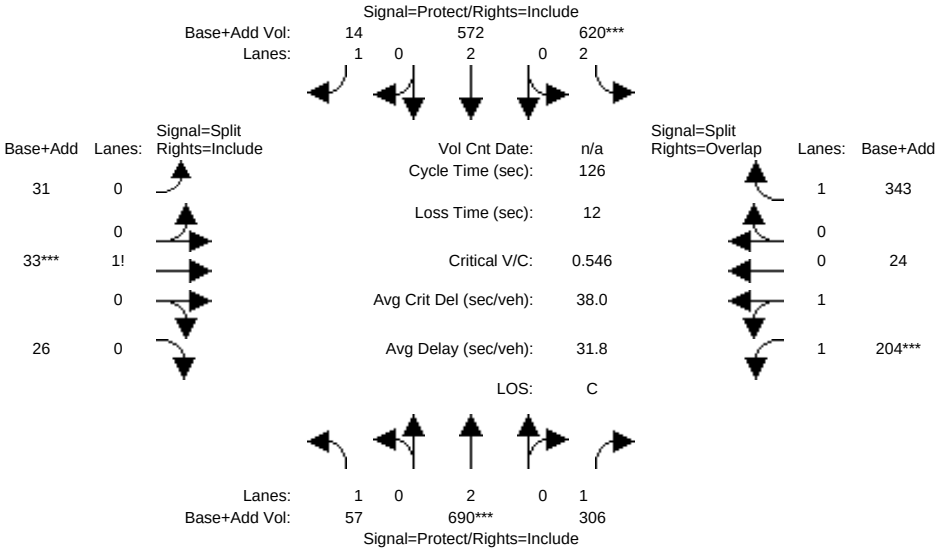
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	690	306	620	572	14	31	33	26	204	24	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	690	306	620	572	14	31	33	26	204	24	343
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:	57	690	306	620	572	14	31	33	26	204	24	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	690	306	620	572	14	31	33	26	204	24	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	690	306	620	572	14	31	33	26	204	24	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	57	690	306	620	572	14	31	33	26	204	24	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.79	0.21	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3176	374	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.17	0.20	0.15	0.01	0.05	0.05	0.05	0.06	0.06	0.20
Crit Moves:		****		****				****		****		
Green Time:	23.5	41.9	41.9	45.4	63.8	63.8	11.9	11.9	11.9	14.8	14.8	60.2
Volume/Cap:	0.17	0.55	0.53	0.55	0.30	0.02	0.55	0.55	0.55	0.55	0.55	0.41
Delay/Veh:	43.3	34.8	34.9	32.6	18.2	15.5	58.3	58.3	58.3	53.9	53.9	21.7
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:	43.3	34.8	34.9	32.6	18.2	15.5	58.3	58.3	58.3	53.9	53.9	21.7
LOS by Move:	D	C	C	C	B	B	E	E	E	D	D	C
HCM2kAvgQ:	2	11	10	12	6	0	4	4	4	5	5	9

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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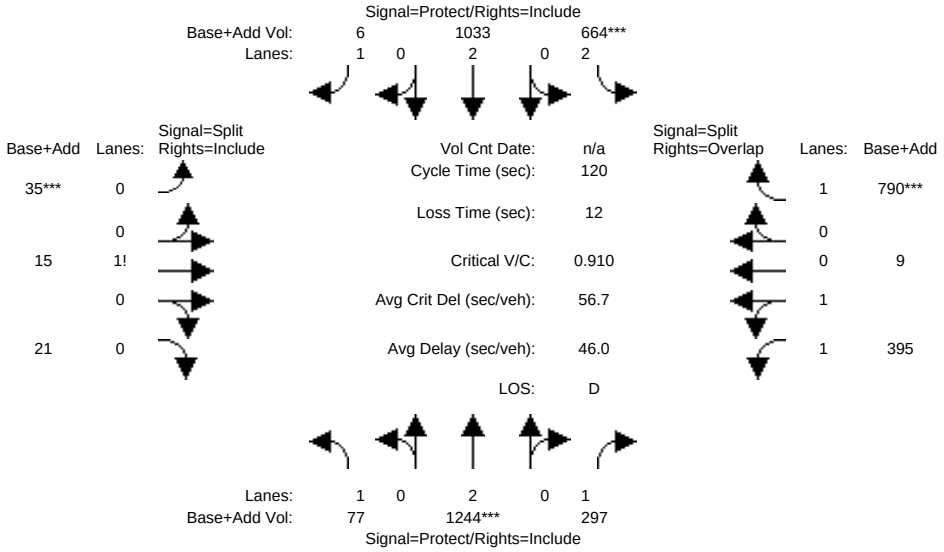
Bckg+Prj PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1244	297	664	1033	6	35	15	21	395	9	790
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1244	297	664	1033	6	35	15	21	395	9	790
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1244	297	664	1033	6	35	15	21	395	9	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1244	297	664	1033	6	35	15	21	395	9	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1244	297	664	1033	6	35	15	21	395	9	790
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	77	1244	297	664	1033	6	35	15	21	395	9	790
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.96	0.04	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3471	79	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.17	0.21	0.27	0.00	0.04	0.04	0.04	0.11	0.11	0.45
Crit Moves:		****		****			****					****
Green Time:	12.0	41.2	41.2	26.5	55.8	55.8	10.0	10.0	10.0	30.3	30.3	56.8
Volume/Cap:	0.44	0.95	0.49	0.95	0.59	0.01	0.49	0.49	0.49	0.45	0.45	0.95
Delay/Veh:	52.7	53.7	31.8	69.4	24.1	17.3	55.1	55.1	55.1	38.2	38.2	51.1
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:	52.7	53.7	31.8	69.4	24.1	17.3	55.1	55.1	55.1	38.2	38.2	51.1
LOS by Move:	D	D	C	E	C	B	E	E	E	D	D	D
HCM2kAvgQ:	3	27	9	19	14	0	3	3	3	7	7	36

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

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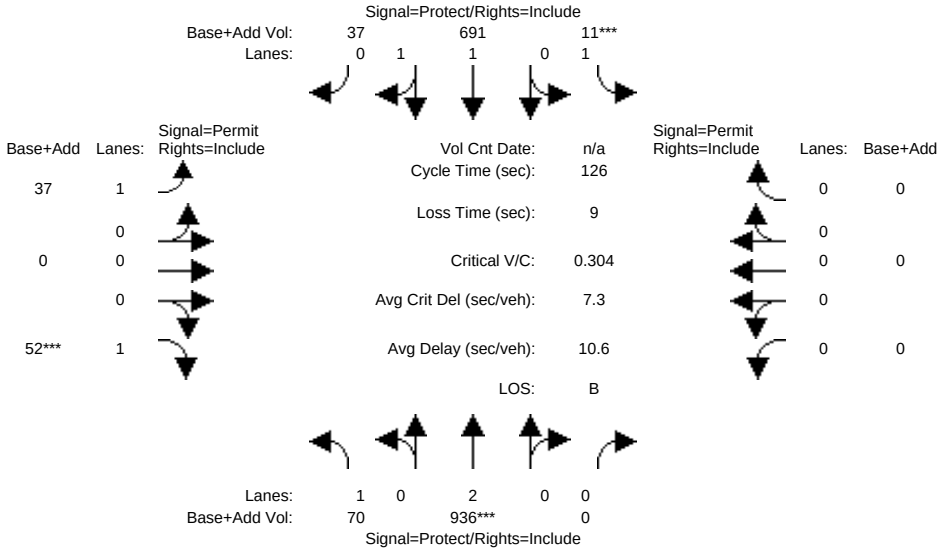
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	936	0	11	691	37	37	0	52	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:	70	936	0	11	691	37	37	0	52	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:	70	936	0	11	691	37	37	0	52	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:	70	936	0	11	691	37	37	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	936	0	11	691	37	37	0	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	936	0	11	691	37	37	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3512	188	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.00	0.01	0.20	0.20	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	23.2	98.2	0.0	7.0	82.0	82.0	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.22	0.32	0.00	0.11	0.30	0.30	0.22	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	44.1	4.1	0.0	57.1	9.6	9.6	53.5	0.0	54.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	4.1	0.0	57.1	9.6	9.6	53.5	0.0	54.4	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	5	0	1	6	6	2	0	2	0	0	0

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

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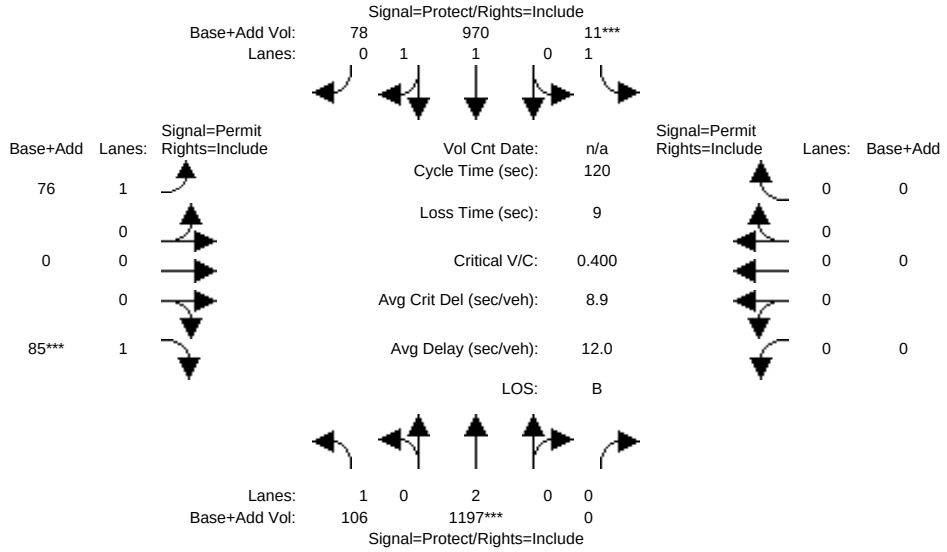
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	1197	0	11	970	78	76	0	85	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:	106	1197	0	11	970	78	76	0	85	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:	106	1197	0	11	970	78	76	0	85	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:	106	1197	0	11	970	78	76	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1197	0	11	970	78	76	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1197	0	11	970	78	76	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3424	275	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.01	0.28	0.28	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	17.1	90.1	0.0	7.0	80.0	80.0	13.9	0.0	13.9	0.0	0.0	0.0
Volume/Cap:	0.42	0.42	0.00	0.11	0.42	0.42	0.38	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	48.1	5.5	0.0	54.0	9.4	9.4	50.2	0.0	50.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	5.5	0.0	54.0	9.4	9.4	50.2	0.0	50.7	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	8	0	0	9	9	3	0	4	0	0	0

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

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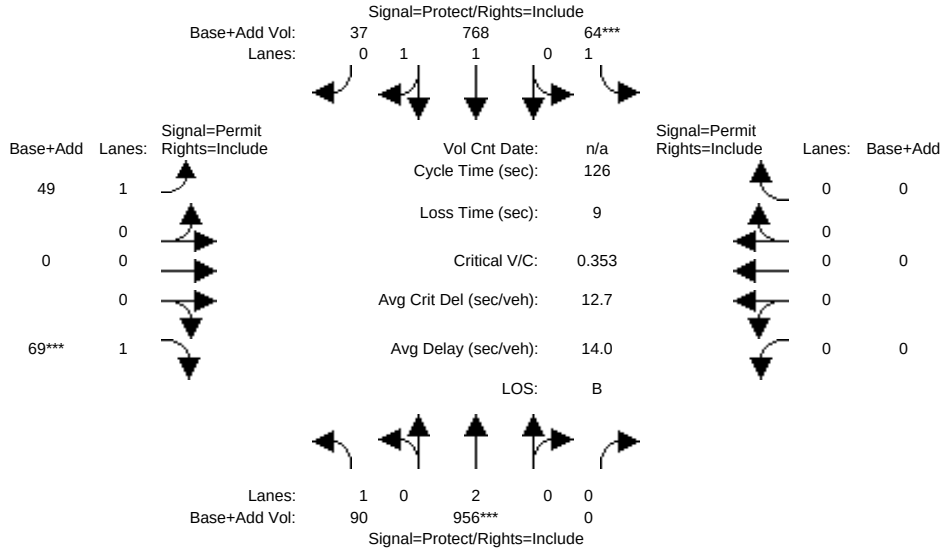
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	956	0	64	768	37	49	0	69	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:	90	956	0	64	768	37	49	0	69	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:	90	956	0	64	768	37	49	0	69	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:	90	956	0	64	768	37	49	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	956	0	64	768	37	49	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	956	0	64	768	37	49	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3530	170	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.04	0.22	0.22	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	20.9	89.9	0.0	13.1	82.0	82.0	14.1	0.0	14.1	0.0	0.0	0.0
Volume/Cap:	0.31	0.35	0.00	0.35	0.33	0.33	0.25	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	46.8	7.0	0.0	53.7	9.9	9.9	51.8	0.0	52.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	7.0	0.0	53.7	9.9	9.9	51.8	0.0	52.8	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	7	0	3	7	7	2	0	3	0	0	0

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

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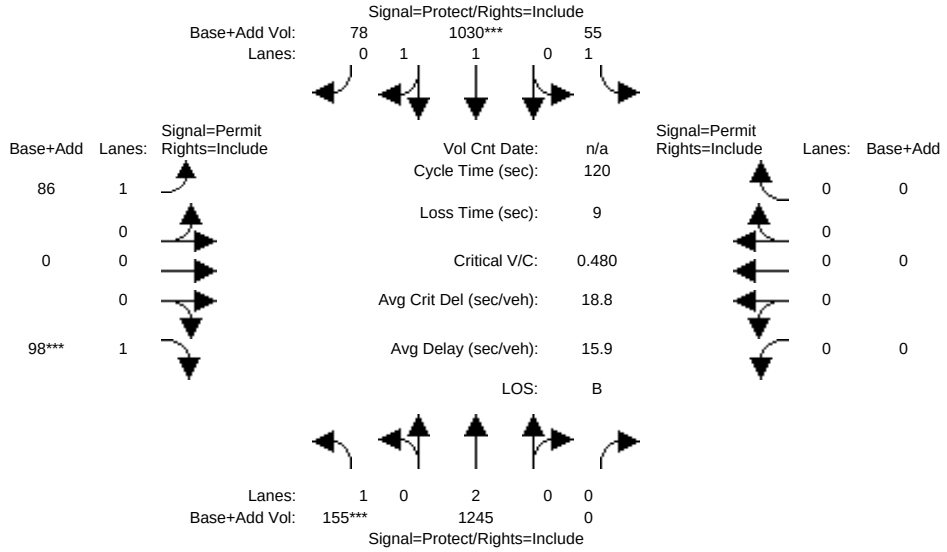
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	1245	0	55	1030	78	86	0	98	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:	155	1245	0	55	1030	78	86	0	98	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:	155	1245	0	55	1030	78	86	0	98	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:	155	1245	0	55	1030	78	86	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1245	0	55	1030	78	86	0	98	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1245	0	55	1030	78	86	0	98	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3439	260	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.00	0.03	0.30	0.30	0.05	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.1	82.3	0.0	14.7	74.9	74.9	14.0	0.0	14.0	0.0	0.0	0.0
Volume/Cap:	0.48	0.48	0.00	0.26	0.48	0.48	0.42	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	44.9	8.9	0.0	48.4	12.3	12.3	50.6	0.0	51.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	8.9	0.0	48.4	12.3	12.3	50.6	0.0	51.4	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D	A	D	A	A	A
HCM2kAvgQ:	6	11	0	2	11	11	4	0	4	0	0	0

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

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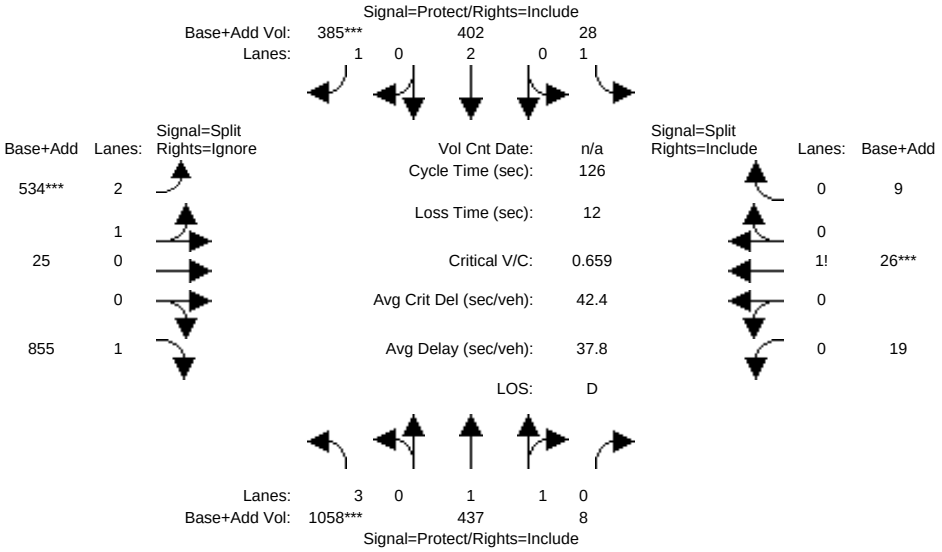
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1058	437	8	28	402	385	534	25	855	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	437	8	28	402	385	534	25	855	19	26	9
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:	1058	437	8	28	402	385	534	25	855	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1058	437	8	28	402	385	534	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	437	8	28	402	385	534	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1058	437	8	28	402	385	534	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.88	0.12	1.00	0.35	0.48	0.17
Final Sat.:	4551	3633	67	1750	3800	1750	4727	221	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.12	0.12	0.02	0.11	0.22	0.11	0.11	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	42.8	56.9	56.9	26.3	40.5	40.5	20.8	20.8	0.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.27	0.27	0.08	0.33	0.69	0.69	0.69	0.00	0.39	0.39	0.39
Delay/Veh:	37.1	21.6	21.6	40.2	32.6	40.7	52.0	52.0	0.0	56.9	56.9	56.9
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:	37.1	21.6	21.6	40.2	32.6	40.7	52.0	52.0	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	15	5	5	1	6	15	9	9	0	3	3	3

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

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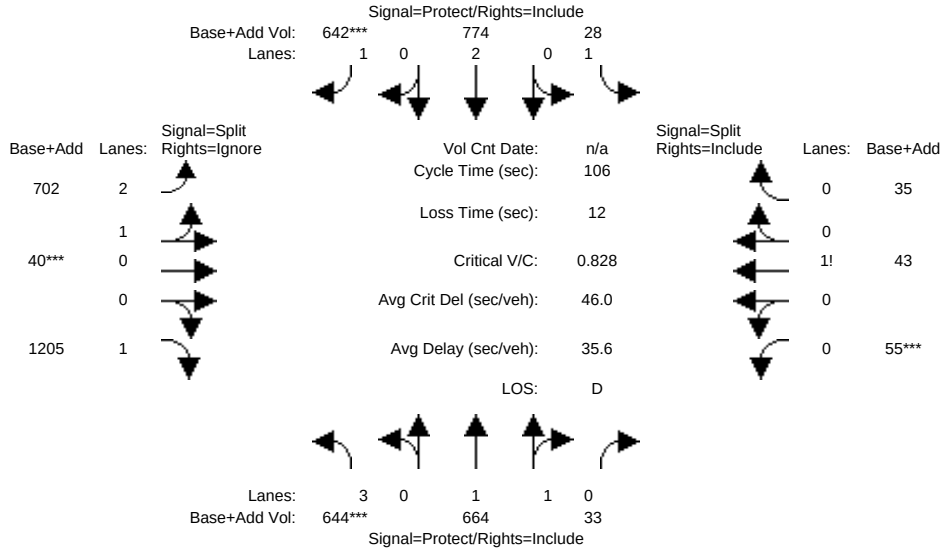
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	664	33	28	774	642	702	40	1205	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	664	33	28	774	642	702	40	1205	55	43	35
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:	644	664	33	28	774	642	702	40	1205	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	644	664	33	28	774	642	702	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	664	33	28	774	642	702	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	644	664	33	28	774	642	702	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.90	0.10	1.00	2.00	1.00	2.85	0.15	1.00	0.42	0.32	0.26
Final Sat.:	4551	3525	175	1750	3800	1750	4681	267	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.02	0.20	0.37	0.15	0.15	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	18.1	48.0	48.0	16.8	46.8	46.8	19.1	19.1	0.0	10.0	10.0	10.0
Volume/Cap:	0.83	0.42	0.42	0.10	0.46	0.83	0.83	0.83	0.00	0.81	0.81	0.81
Delay/Veh:	50.1	19.7	19.7	38.3	21.0	33.7	48.5	48.5	0.0	71.4	71.4	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	19.7	19.7	38.3	21.0	33.7	48.5	48.5	0.0	71.4	71.4	71.4
LOS by Move:	D	B	B	D	C	C	D	D	A	E	E	E
HCM2kAvgQ:	11	8	8	1	9	22	11	11	0	7	7	7

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

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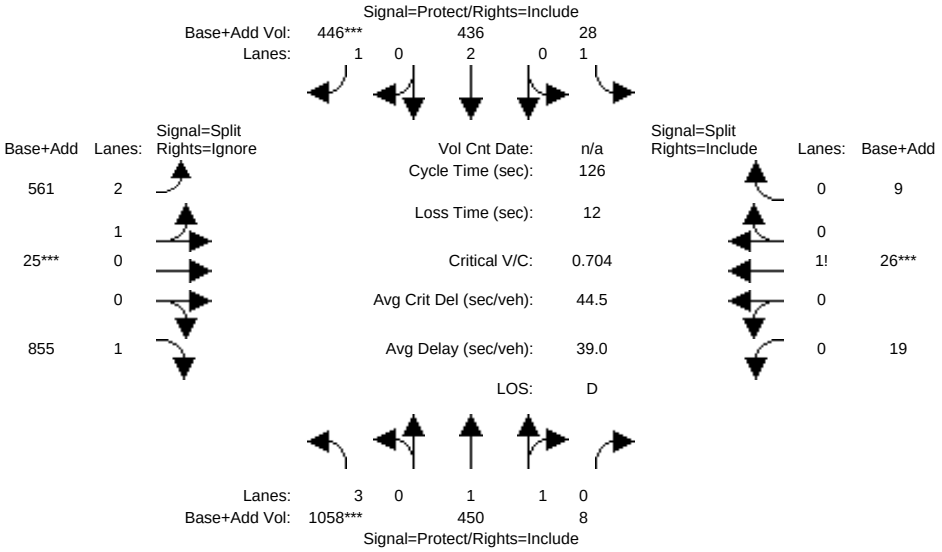
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1058	450	8	28	436	446	561	25	855	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	450	8	28	436	446	561	25	855	19	26	9
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:	1058	450	8	28	436	446	561	25	855	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1058	450	8	28	436	446	561	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	450	8	28	436	446	561	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1058	450	8	28	436	446	561	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.88	0.12	1.00	0.35	0.48	0.17
Final Sat.:	4551	3635	65	1750	3800	1750	4737	211	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.12	0.12	0.02	0.11	0.25	0.12	0.12	0.00	0.03	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	39.9	57.7	57.7	25.9	43.8	43.8	20.3	20.3	0.0	10.0	10.0	10.0
Volume/Cap:	0.73	0.27	0.27	0.08	0.33	0.73	0.73	0.73	0.00	0.39	0.39	0.39
Delay/Veh:	40.3	21.2	21.2	40.5	30.5	40.6	53.8	53.8	0.0	56.9	56.9	56.9
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:	40.3	21.2	21.2	40.5	30.5	40.6	53.8	53.8	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	16	5	5	1	6	17	10	10	0	3	3	3

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

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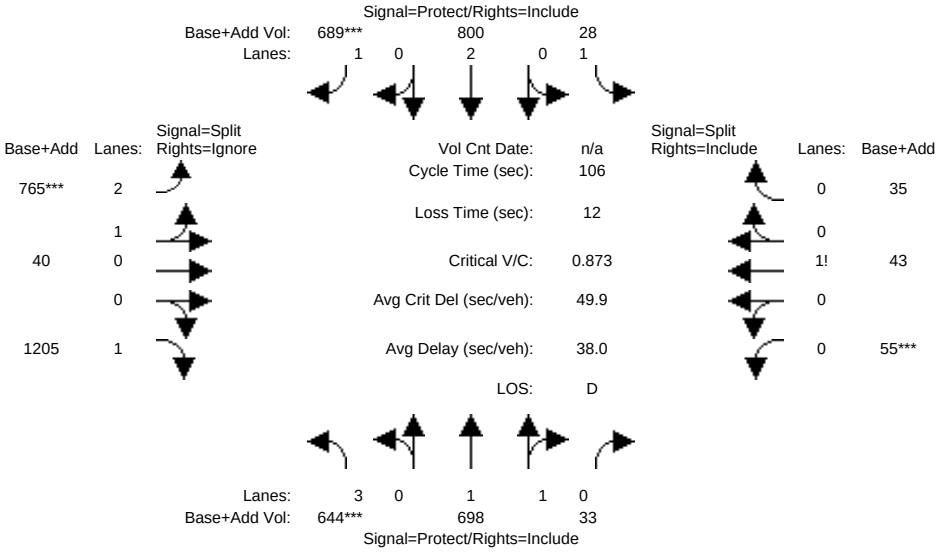
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	698	33	28	800	689	765	40	1205	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	698	33	28	800	689	765	40	1205	55	43	35
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:	644	698	33	28	800	689	765	40	1205	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	644	698	33	28	800	689	765	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	698	33	28	800	689	765	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	644	698	33	28	800	689	765	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.91	0.09	1.00	2.00	1.00	2.86	0.14	1.00	0.42	0.32	0.26
Final Sat.:	4551	3533	167	1750	3800	1750	4702	246	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.02	0.21	0.39	0.16	0.16	0.00	0.08	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	17.0	48.3	48.3	16.1	47.4	47.4	19.6	19.6	0.0	10.0	10.0	10.0
Volume/Cap:	0.88	0.43	0.43	0.11	0.47	0.88	0.88	0.88	0.00	0.81	0.81	0.81
Delay/Veh:	55.5	19.8	19.8	38.9	20.7	38.1	52.0	52.0	0.0	71.4	71.4	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	19.8	19.8	38.9	20.7	38.1	52.0	52.0	0.0	71.4	71.4	71.4
LOS by Move:	E	B	B	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	12	8	8	1	9	25	13	13	0	7	7	7

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

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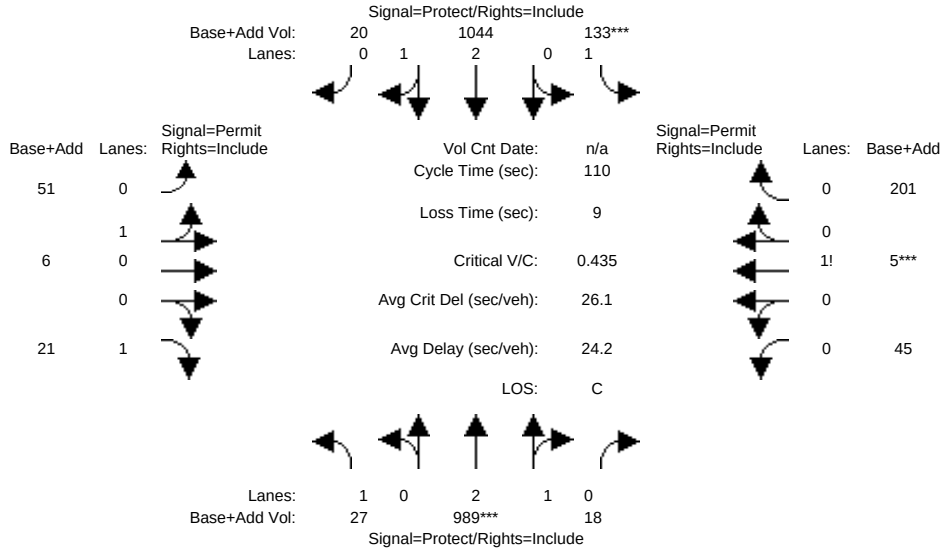
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	989	18	133	1044	20	51	6	21	45	5	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	989	18	133	1044	20	51	6	21	45	5	201
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:	27	989	18	133	1044	20	51	6	21	45	5	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	989	18	133	1044	20	51	6	21	45	5	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	989	18	133	1044	20	51	6	21	45	5	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	27	989	18	133	1044	20	51	6	21	45	5	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.18	0.02	0.80
Final Sat.:	1750	5500	100	1750	5495	105	1611	189	1750	314	35	1401
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.08	0.19	0.19	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.2	45.5	45.5	19.2	48.5	48.5	36.3	36.3	36.3	36.3	36.3	36.3
Volume/Cap:	0.10	0.43	0.43	0.43	0.43	0.43	0.10	0.10	0.04	0.43	0.43	0.43
Delay/Veh:	40.8	23.2	23.2	41.5	21.4	21.4	25.6	25.6	25.0	29.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	23.2	23.2	41.5	21.4	21.4	25.6	25.6	25.0	29.4	29.4	29.4
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	8	8	1	1	1	7	7	7

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

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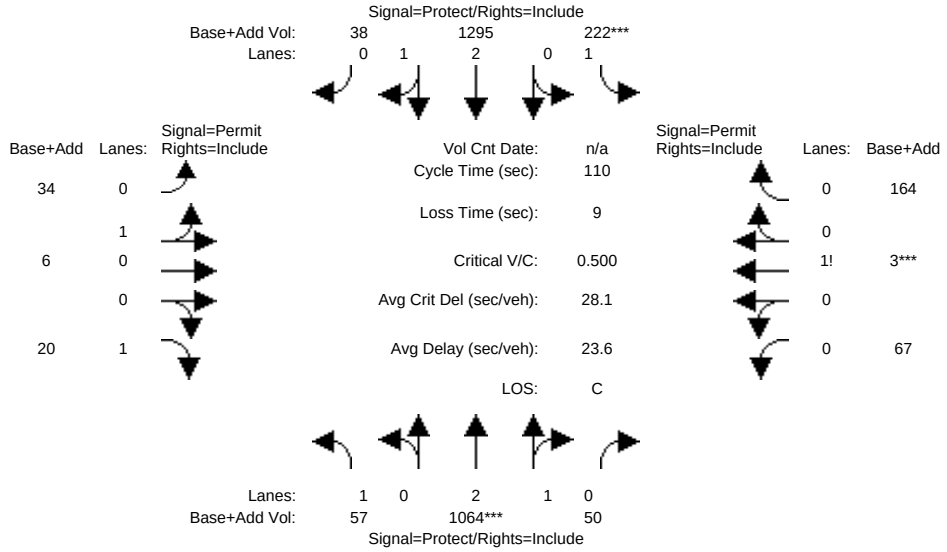
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1064	50	222	1295	38	34	6	20	67	3	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1064	50	222	1295	38	34	6	20	67	3	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1064	50	222	1295	38	34	6	20	67	3	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1064	50	222	1295	38	34	6	20	67	3	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1064	50	222	1295	38	34	6	20	67	3	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1064	50	222	1295	38	34	6	20	67	3	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.91	0.09	0.85	0.15	1.00	0.29	0.01	0.70
Final Sat.:	1750	5348	251	1750	5440	160	1530	270	1750	501	22	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.13	0.24	0.24	0.02	0.02	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	15.1	43.7	43.7	27.9	56.5	56.5	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.24	0.50	0.50	0.50	0.46	0.46	0.08	0.08	0.04	0.50	0.50	0.50
Delay/Veh:	42.8	25.1	25.1	36.0	17.2	17.2	30.3	30.3	29.9	34.9	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	25.1	25.1	36.0	17.2	17.2	30.3	30.3	29.9	34.9	34.9	34.9
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	10	10	7	10	10	1	1	1	8	8	8

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

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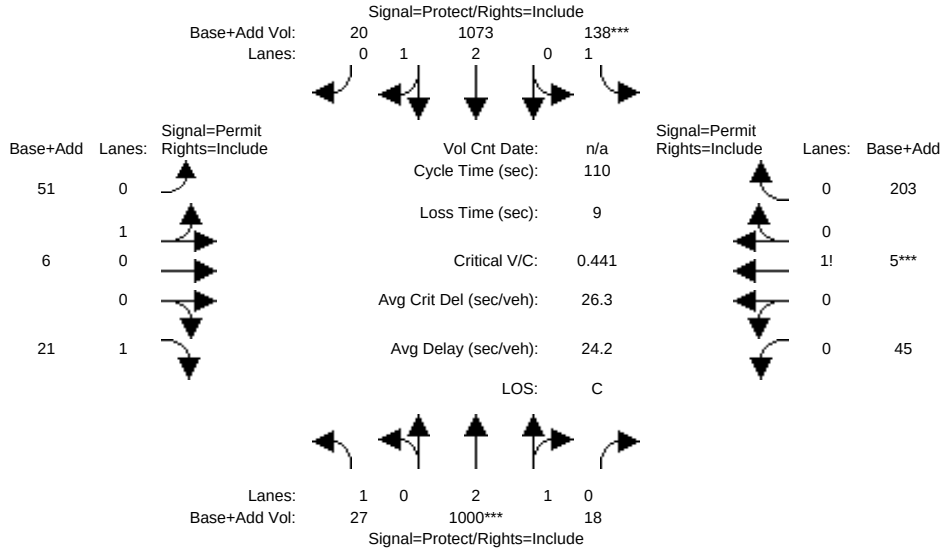
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	1000	18	138	1073	20	51	6	21	45	5	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1000	18	138	1073	20	51	6	21	45	5	203
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:	27	1000	18	138	1073	20	51	6	21	45	5	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1000	18	138	1073	20	51	6	21	45	5	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1000	18	138	1073	20	51	6	21	45	5	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	27	1000	18	138	1073	20	51	6	21	45	5	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.18	0.02	0.80
Final Sat.:	1750	5501	99	1750	5497	102	1611	189	1750	311	35	1404
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.08	0.20	0.20	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.0	45.3	45.3	19.7	49.0	49.0	36.0	36.0	36.0	36.0	36.0	36.0
Volume/Cap:	0.11	0.44	0.44	0.44	0.44	0.44	0.10	0.10	0.04	0.44	0.44	0.44
Delay/Veh:	41.0	23.4	23.4	41.3	21.1	21.1	25.8	25.8	25.2	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	23.4	23.4	41.3	21.1	21.1	25.8	25.8	25.2	29.6	29.6	29.6
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	9	9	1	1	1	7	7	7

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

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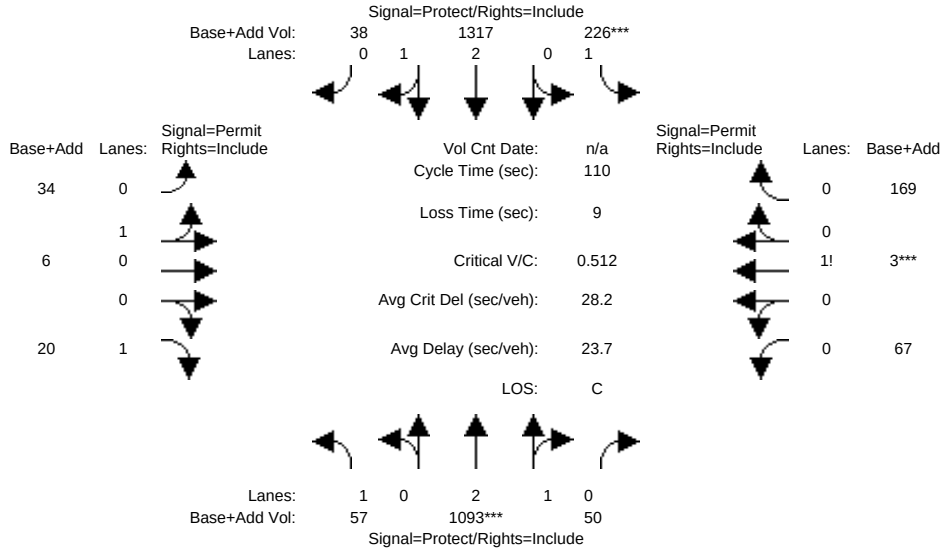
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1093	50	226	1317	38	34	6	20	67	3	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1093	50	226	1317	38	34	6	20	67	3	169
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:	57	1093	50	226	1317	38	34	6	20	67	3	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1093	50	226	1317	38	34	6	20	67	3	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1093	50	226	1317	38	34	6	20	67	3	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	57	1093	50	226	1317	38	34	6	20	67	3	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.91	0.09	0.85	0.15	1.00	0.28	0.01	0.71
Final Sat.:	1750	5355	245	1750	5443	157	1530	270	1750	491	22	1237
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.13	0.24	0.24	0.02	0.02	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	14.9	43.9	43.9	27.8	56.7	56.7	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.24	0.51	0.51	0.51	0.47	0.47	0.08	0.08	0.04	0.51	0.51	0.51
Delay/Veh:	43.0	25.2	25.2	36.3	17.1	17.1	30.3	30.3	29.9	35.2	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	25.2	25.2	36.3	17.1	17.1	30.3	30.3	29.9	35.2	35.2	35.2
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	2	10	10	7	10	10	1	1	1	8	8	8

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

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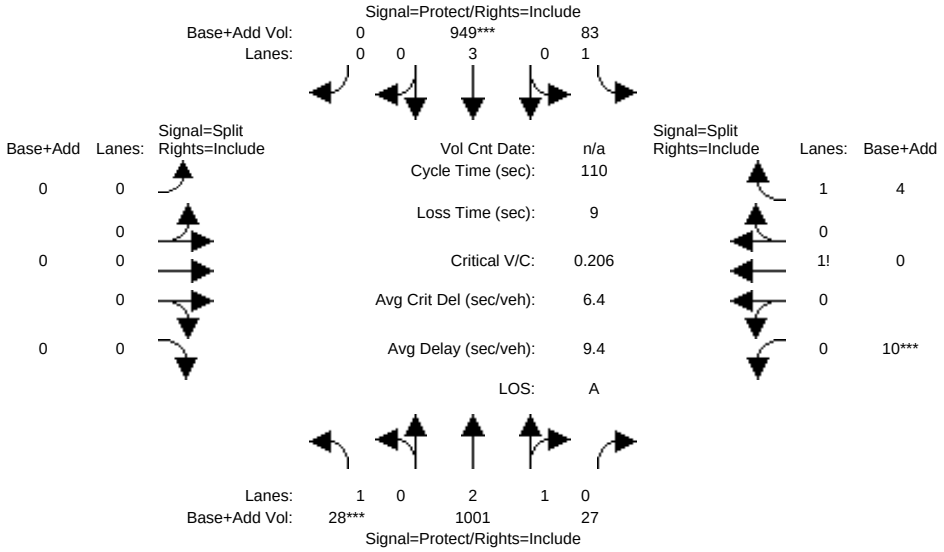
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1001	27	83	949	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1001	27	83	949	0	0	0	0	10	0	4
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:	28	1001	27	83	949	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1001	27	83	949	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1001	27	83	949	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	1001	27	83	949	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5453	147	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.05	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	67.6	67.6	23.4	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.30	0.30	0.22	0.23	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.1	10.1	36.1	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.1	10.1	36.1	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	5	5	3	3	0	0	0	0	0	0	0

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

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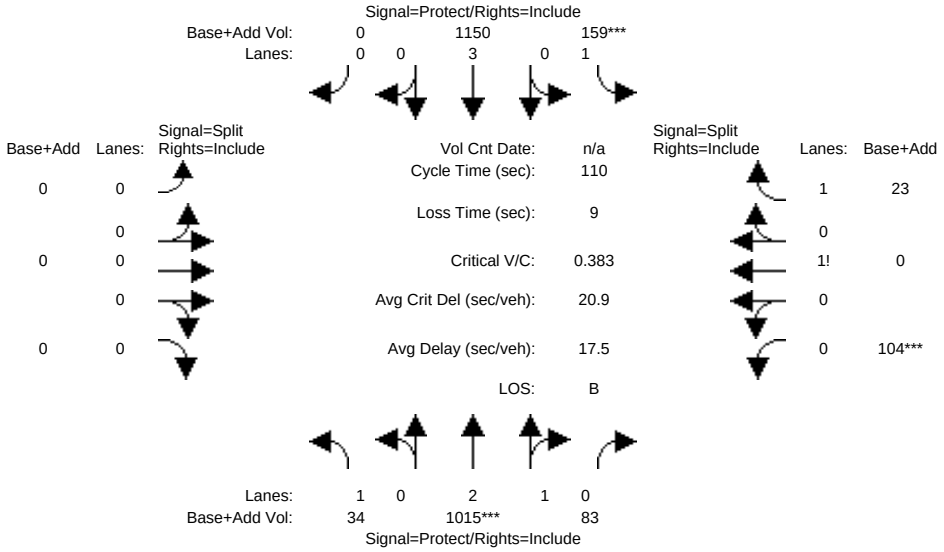
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1015	83	159	1150	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1015	83	159	1150	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1015	83	159	1150	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1015	83	159	1150	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1015	83	159	1150	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1015	83	159	1150	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.76	0.24	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5176	423	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.09	0.20	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	19.8	56.4	56.4	26.1	62.7	0.0	0.0	0.0	0.0	18.5	0.0	18.5
Volume/Cap:	0.11	0.38	0.38	0.38	0.35	0.00	0.00	0.00	0.00	0.38	0.00	0.07
Delay/Veh:	37.9	16.3	16.3	35.8	12.8	0.0	0.0	0.0	0.0	41.4	0.0	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	16.3	16.3	35.8	12.8	0.0	0.0	0.0	0.0	41.4	0.0	38.5
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

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

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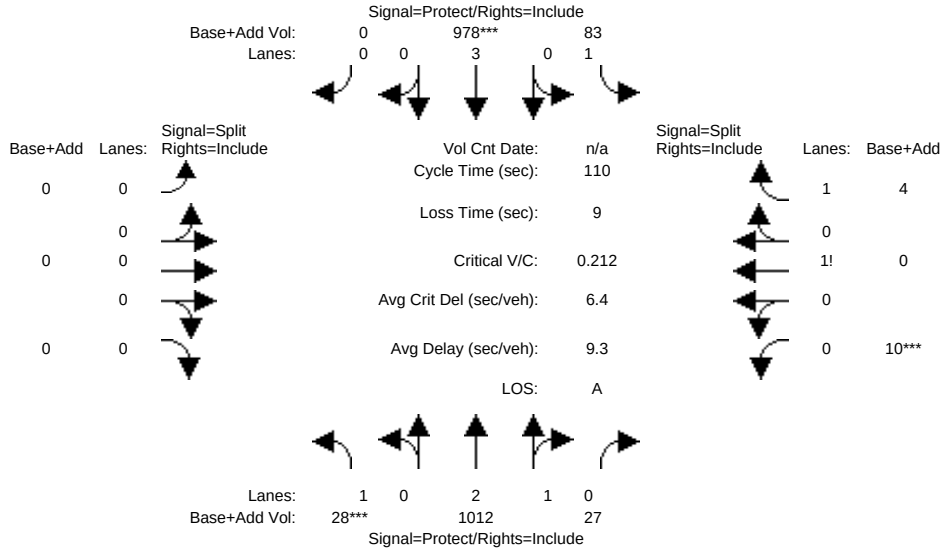
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1012	27	83	978	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1012	27	83	978	0	0	0	0	10	0	4
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:	28	1012	27	83	978	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1012	27	83	978	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1012	27	83	978	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	1012	27	83	978	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5454	146	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	67.8	67.8	23.2	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.30	0.30	0.22	0.23	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.0	10.0	36.2	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.0	10.0	36.2	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	6	3	3	0	0	0	0	0	0	0

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

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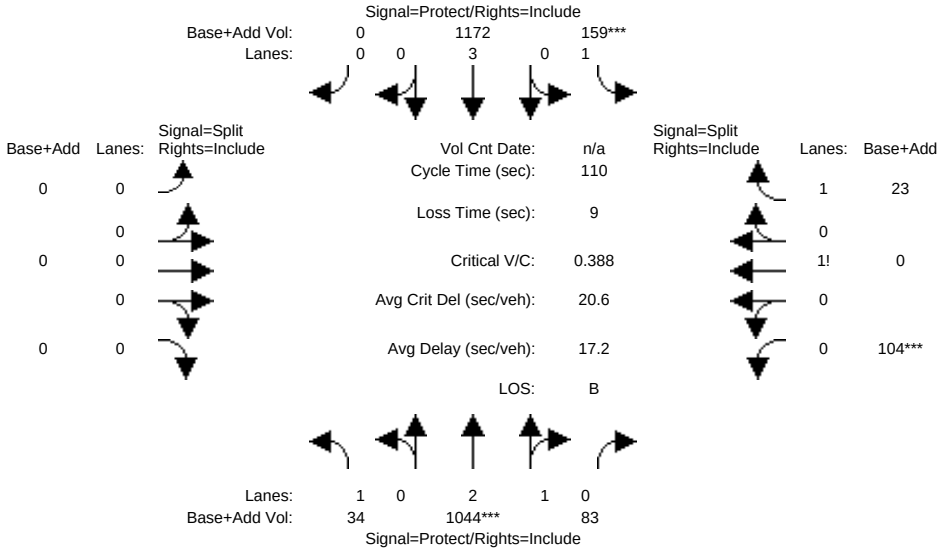
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1044	83	159	1172	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1044	83	159	1172	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1044	83	159	1172	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1044	83	159	1172	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1044	83	159	1172	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1044	83	159	1172	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5187	412	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.09	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	19.6	57.0	57.0	25.7	63.2	0.0	0.0	0.0	0.0	18.2	0.0	18.2
Volume/Cap:	0.11	0.39	0.39	0.39	0.36	0.00	0.00	0.00	0.00	0.39	0.00	0.07
Delay/Veh:	38.1	16.1	16.1	36.1	12.6	0.0	0.0	0.0	0.0	41.7	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	16.1	16.1	36.1	12.6	0.0	0.0	0.0	0.0	41.7	0.0	38.8
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

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

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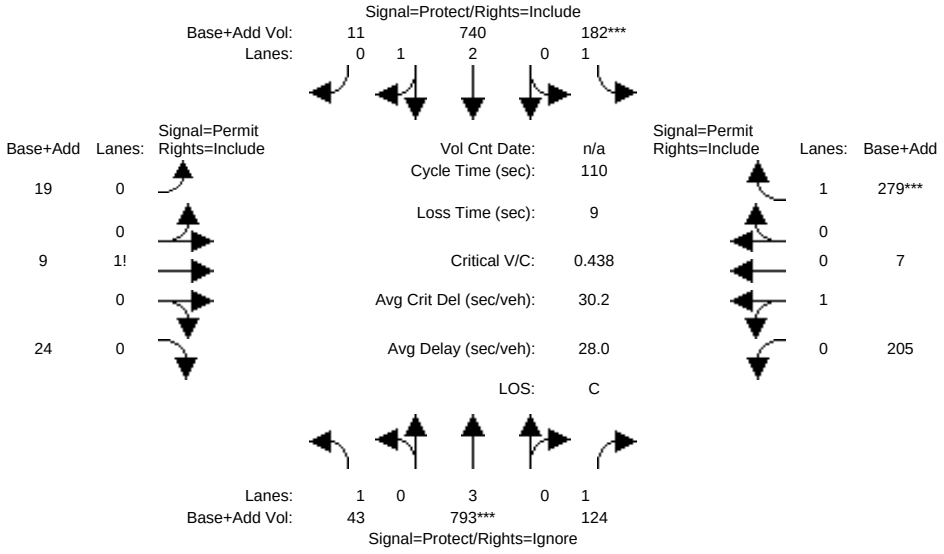
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	793	124	182	740	11	19	9	24	205	7	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	793	124	182	740	11	19	9	24	205	7	279
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:	43	793	124	182	740	11	19	9	24	205	7	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	793	0	182	740	11	19	9	24	205	7	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	793	0	182	740	11	19	9	24	205	7	279
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	793	0	182	740	11	19	9	24	205	7	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5518	82	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.10	0.13	0.13	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.6	34.9	0.0	26.1	41.4	41.4	40.0	40.0	40.0	40.0	40.0	40.0
Volume/Cap:	0.14	0.44	0.00	0.44	0.36	0.36	0.08	0.08	0.08	0.32	0.32	0.44
Delay/Veh:	38.3	29.9	0.0	36.5	24.8	24.8	23.0	23.0	23.0	25.5	25.5	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	29.9	0.0	36.5	24.8	24.8	23.0	23.0	23.0	25.5	25.5	27.0
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	6	6	6	1	1	1	5	5	8

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

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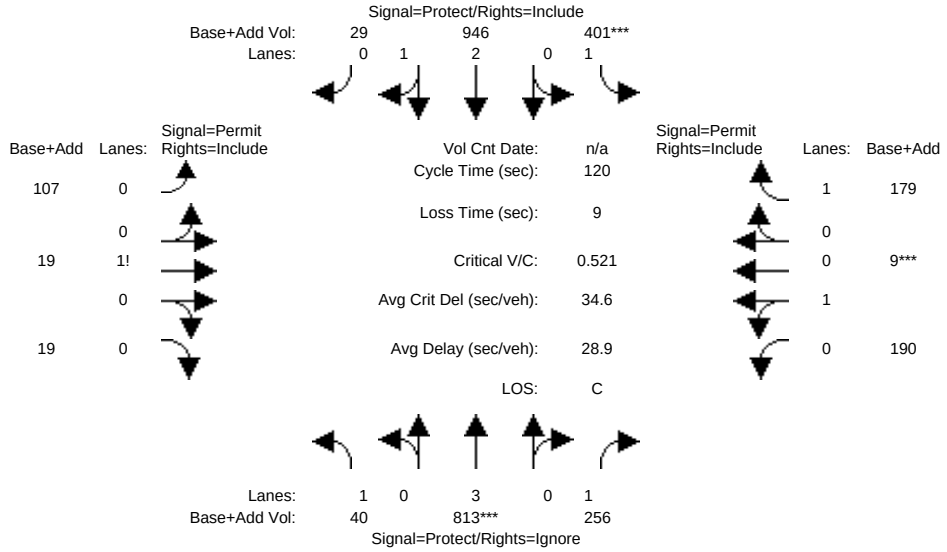
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	813	256	401	946	29	107	19	19	190	9	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	813	256	401	946	29	107	19	19	190	9	179
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:	40	813	256	401	946	29	107	19	19	190	9	179
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	813	0	401	946	29	107	19	19	190	9	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	813	0	401	946	29	107	19	19	190	9	179
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	813	0	401	946	29	107	19	19	190	9	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5433	167	1291	229	229	1719	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.23	0.17	0.17	0.08	0.08	0.08	0.11	0.11	0.10
Crit Moves:		****		****							****	
Green Time:	21.5	32.8	0.0	52.7	64.1	64.1	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.13	0.52	0.00	0.52	0.33	0.33	0.39	0.39	0.39	0.52	0.52	0.48
Delay/Veh:	41.6	37.3	0.0	25.1	15.8	15.8	41.3	41.3	41.3	43.2	43.2	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	37.3	0.0	25.1	15.8	15.8	41.3	41.3	41.3	43.2	43.2	42.5
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	12	7	7	5	5	5	7	7	7

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

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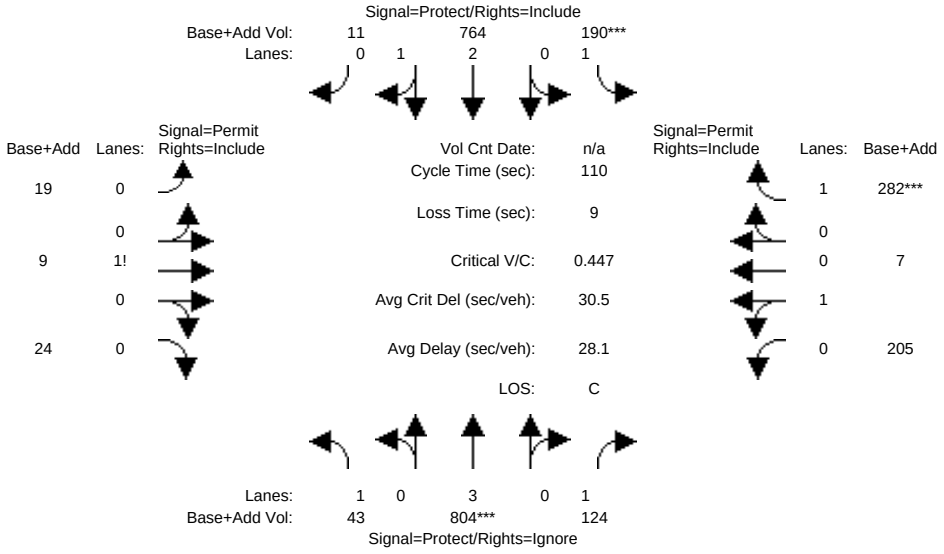
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	804	124	190	764	11	19	9	24	205	7	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	804	124	190	764	11	19	9	24	205	7	282
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:	43	804	124	190	764	11	19	9	24	205	7	282
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	804	0	190	764	11	19	9	24	205	7	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	804	0	190	764	11	19	9	24	205	7	282
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	804	0	190	764	11	19	9	24	205	7	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5520	79	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.11	0.14	0.14	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.3	34.7	0.0	26.7	42.0	42.0	39.6	39.6	39.6	39.6	39.6	39.6
Volume/Cap:	0.14	0.45	0.00	0.45	0.36	0.36	0.08	0.08	0.08	0.33	0.33	0.45
Delay/Veh:	38.5	30.2	0.0	36.1	24.5	24.5	23.3	23.3	23.3	25.8	25.8	27.3
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:	38.5	30.2	0.0	36.1	24.5	24.5	23.3	23.3	23.3	25.8	25.8	27.3
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	6	6	6	1	1	1	5	5	8

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

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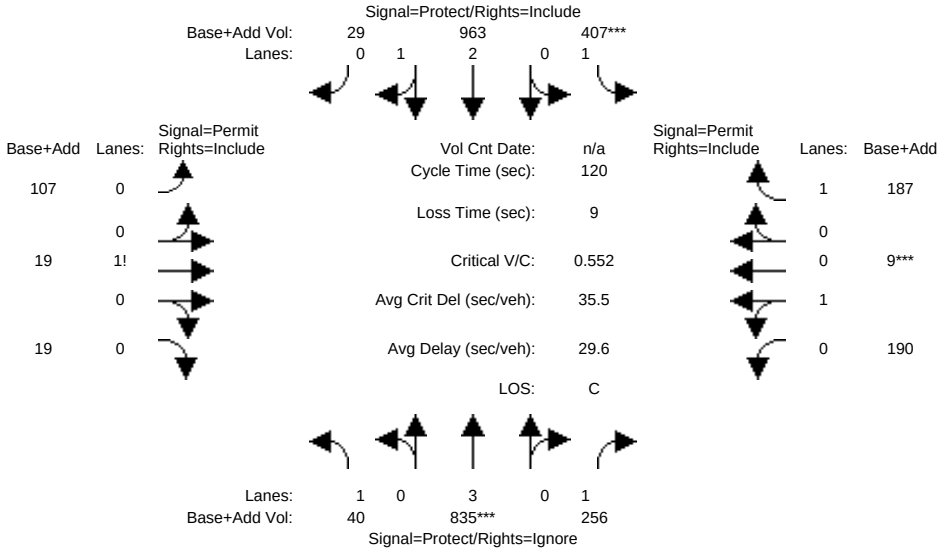
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	835	256	407	963	29	107	19	19	190	9	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	835	256	407	963	29	107	19	19	190	9	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	-16	0	0	0	0	22	0	0
Initial Fut:	40	835	256	423	947	29	107	19	19	212	9	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	835	0	423	947	29	107	19	19	212	9	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	835	0	423	947	29	107	19	19	212	9	187
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	835	0	423	947	29	107	19	19	212	9	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5433	166	1291	229	229	1727	73	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.24	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.11
Crit Moves:		****		****							****	
Green Time:	21.1	31.8	0.0	52.5	63.2	63.2	26.7	26.7	26.7	26.7	26.7	26.7
Volume/Cap:	0.13	0.55	0.00	0.55	0.33	0.33	0.37	0.37	0.37	0.55	0.55	0.48
Delay/Veh:	41.9	38.4	0.0	25.9	16.4	16.4	40.2	40.2	40.2	43.0	43.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	38.4	0.0	25.9	16.4	16.4	40.2	40.2	40.2	43.0	43.0	41.6
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	13	7	7	5	5	5	8	8	7

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

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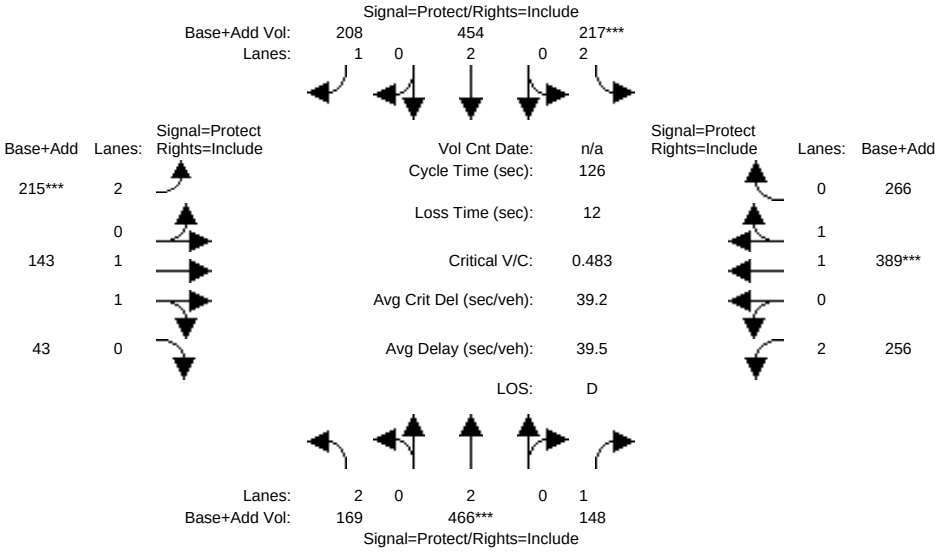
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	466	148	217	454	208	215	143	43	256	389	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	466	148	217	454	208	215	143	43	256	389	266
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:	169	466	148	217	454	208	215	143	43	256	389	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	466	148	217	454	208	215	143	43	256	389	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	466	148	217	454	208	215	143	43	256	389	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	466	148	217	454	208	215	143	43	256	389	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.17	0.83
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2196	1502
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.08	0.07	0.12	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.9	32.0	32.0	18.0	34.1	34.1	17.8	31.6	31.6	32.4	46.2	46.2
Volume/Cap:	0.43	0.48	0.33	0.48	0.44	0.44	0.48	0.20	0.20	0.32	0.48	0.48
Delay/Veh:	51.6	40.3	38.7	50.6	38.4	38.7	50.7	37.3	37.3	38.1	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	40.3	38.7	50.6	38.4	38.7	50.7	37.3	37.3	38.1	31.0	31.0
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	5	7	7	5	3	3	5	10	10

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

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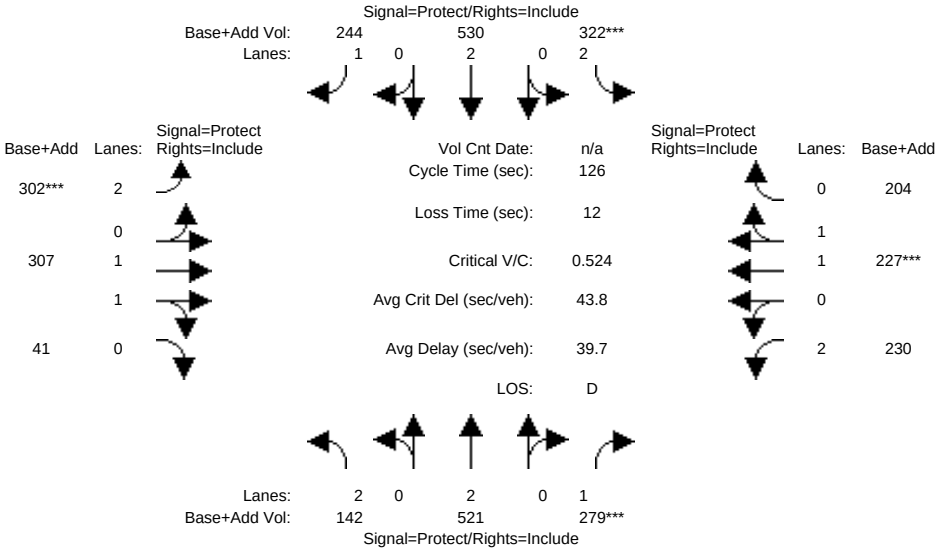
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	521	279	322	530	244	302	307	41	230	227	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	521	279	322	530	244	302	307	41	230	227	204
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:	142	521	279	322	530	244	302	307	41	230	227	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	521	279	322	530	244	302	307	41	230	227	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	521	279	322	530	244	302	307	41	230	227	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	142	521	279	322	530	244	302	307	41	230	227	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.03	0.97
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1947	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.10	0.14	0.14	0.10	0.09	0.09	0.07	0.12	0.12
Crit Moves:			****	****			****				****	
Green Time:	17.9	38.3	38.3	24.6	45.0	45.0	23.1	28.8	28.8	22.3	28.0	28.0
Volume/Cap:	0.32	0.45	0.52	0.52	0.39	0.39	0.52	0.41	0.41	0.41	0.52	0.52
Delay/Veh:	48.9	35.6	37.2	46.3	30.4	30.7	47.4	41.7	41.7	46.5	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	35.6	37.2	46.3	30.4	30.7	47.4	41.7	41.7	46.5	43.7	43.7
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	8	10	7	8	8	7	6	6	5	8	8

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

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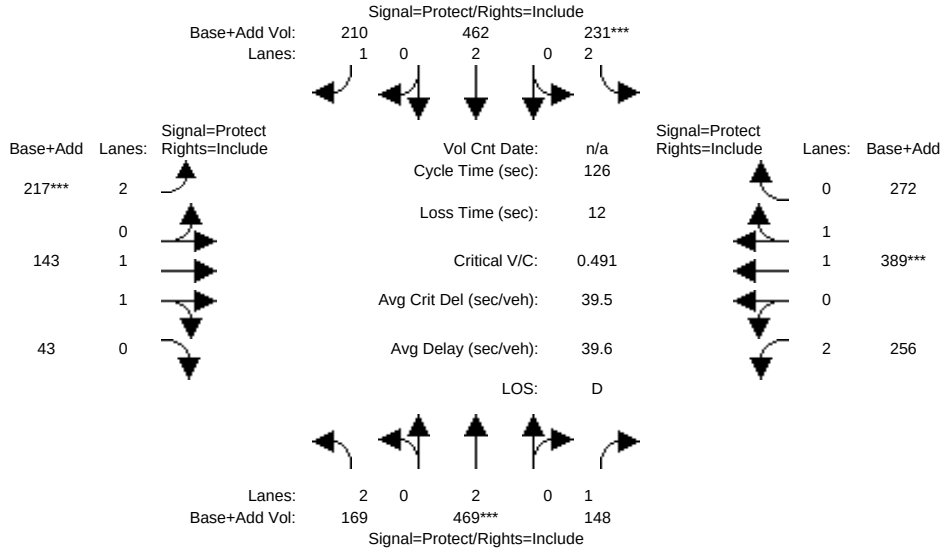
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	469	148	231	462	210	217	143	43	256	389	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	469	148	231	462	210	217	143	43	256	389	272
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:	169	469	148	231	462	210	217	143	43	256	389	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	469	148	231	462	210	217	143	43	256	389	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	469	148	231	462	210	217	143	43	256	389	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	469	148	231	462	210	217	143	43	256	389	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2176	1522
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.08	0.07	0.12	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	31.7	31.7	18.8	34.6	34.6	17.7	31.4	31.4	32.1	45.9	45.9
Volume/Cap:	0.43	0.49	0.34	0.49	0.44	0.44	0.49	0.20	0.20	0.32	0.49	0.49
Delay/Veh:	51.6	40.7	39.0	50.0	38.0	38.3	50.9	37.5	37.5	38.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	40.7	39.0	50.0	38.0	38.3	50.9	37.5	37.5	38.3	31.3	31.3
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	5	7	7	5	3	3	5	10	10

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

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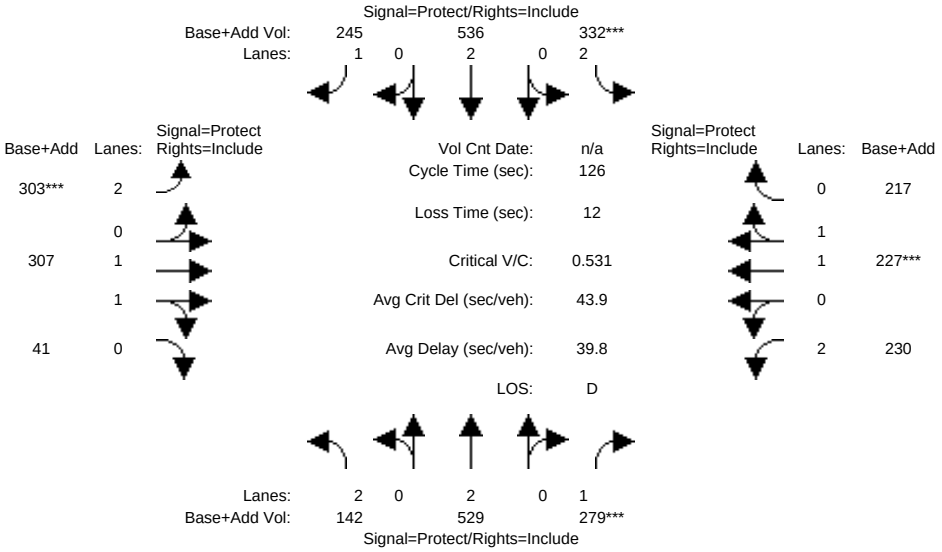
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	529	279	332	536	245	303	307	41	230	227	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	529	279	332	536	245	303	307	41	230	227	217
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:	142	529	279	332	536	245	303	307	41	230	227	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	529	279	332	536	245	303	307	41	230	227	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	529	279	332	536	245	303	307	41	230	227	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	142	529	279	332	536	245	303	307	41	230	227	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.11	0.14	0.14	0.10	0.09	0.09	0.07	0.12	0.12
Crit Moves:			****	****			****				****	
Green Time:	17.7	37.8	37.8	25.0	45.1	45.1	22.8	28.8	28.8	22.4	28.4	28.4
Volume/Cap:	0.32	0.46	0.53	0.53	0.39	0.39	0.53	0.41	0.41	0.41	0.53	0.54
Delay/Veh:	49.1	36.2	37.8	46.1	30.5	30.6	47.7	41.7	41.7	46.5	43.6	43.7
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:	49.1	36.2	37.8	46.1	30.5	30.6	47.7	41.7	41.7	46.5	43.6	43.7
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	8	10	7	8	8	7	6	6	5	8	8

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

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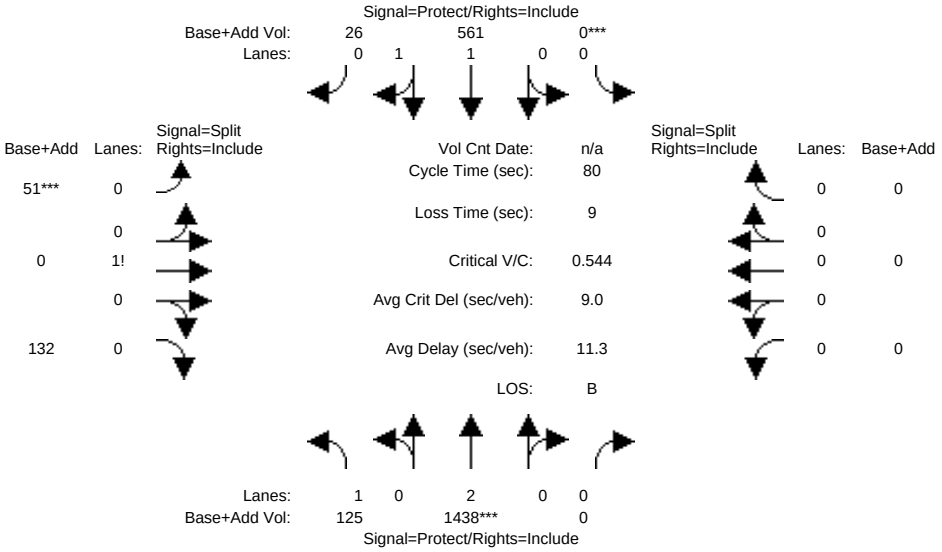
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1438	0	0	561	26	51	0	132	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:	125	1438	0	0	561	26	51	0	132	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:	125	1438	0	0	561	26	51	0	132	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:	125	1438	0	0	561	26	51	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1438	0	0	561	26	51	0	132	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1438	0	0	561	26	51	0	132	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3536	164	488	0	1262	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.00	0.16	0.16	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.8	55.6	0.0	0.0	35.9	35.9	15.4	0.0	15.4	0.0	0.0	0.0
Volume/Cap:	0.29	0.54	0.00	0.00	0.35	0.35	0.54	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	24.8	6.2	0.0	0.0	14.6	14.6	31.0	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	6.2	0.0	0.0	14.6	14.6	31.0	0.0	31.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

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

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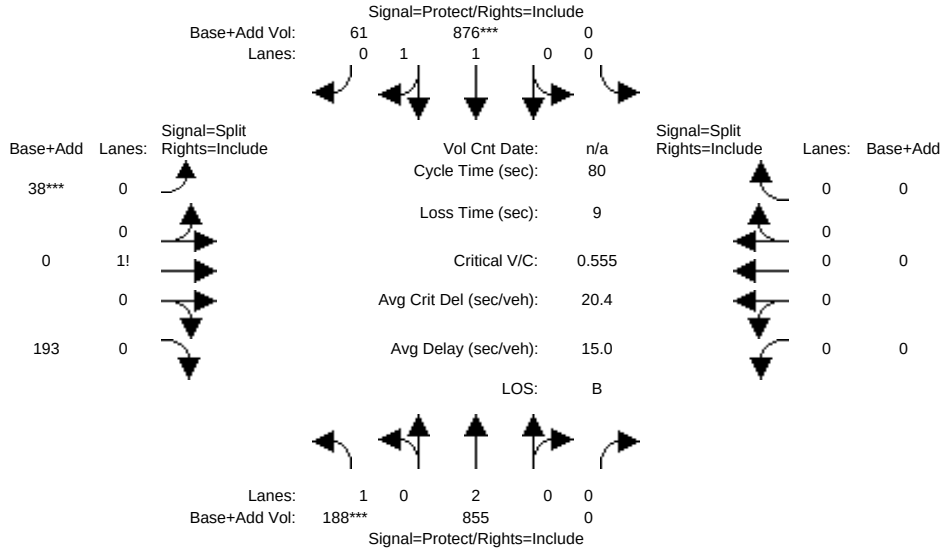
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	855	0	0	876	61	38	0	193	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:	188	855	0	0	876	61	38	0	193	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:	188	855	0	0	876	61	38	0	193	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:	188	855	0	0	876	61	38	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	855	0	0	876	61	38	0	193	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	855	0	0	876	61	38	0	193	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3459	241	288	0	1462	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.25	0.25	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.5	52.0	0.0	0.0	36.5	36.5	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	31.2	6.4	0.0	0.0	16.2	16.2	28.4	0.0	28.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	6.4	0.0	0.0	16.2	16.2	28.4	0.0	28.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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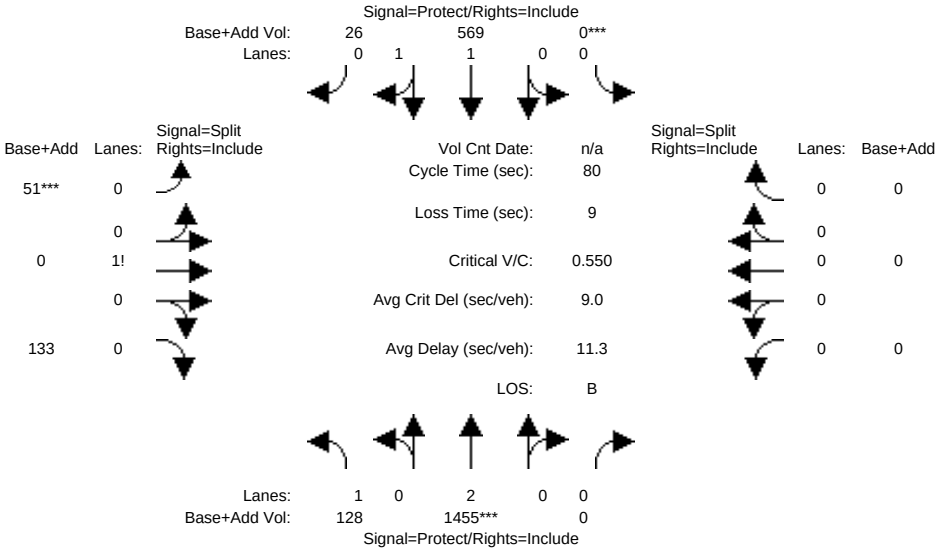
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	1455	0	0	569	26	51	0	133	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:	128	1455	0	0	569	26	51	0	133	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:	128	1455	0	0	569	26	51	0	133	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:	128	1455	0	0	569	26	51	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1455	0	0	569	26	51	0	133	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1455	0	0	569	26	51	0	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3538	162	485	0	1265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.00	0.16	0.16	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.6	55.7	0.0	0.0	36.1	36.1	15.3	0.0	15.3	0.0	0.0	0.0
Volume/Cap:	0.30	0.55	0.00	0.00	0.36	0.36	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	25.0	6.2	0.0	0.0	14.5	14.5	31.2	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	6.2	0.0	0.0	14.5	14.5	31.2	0.0	31.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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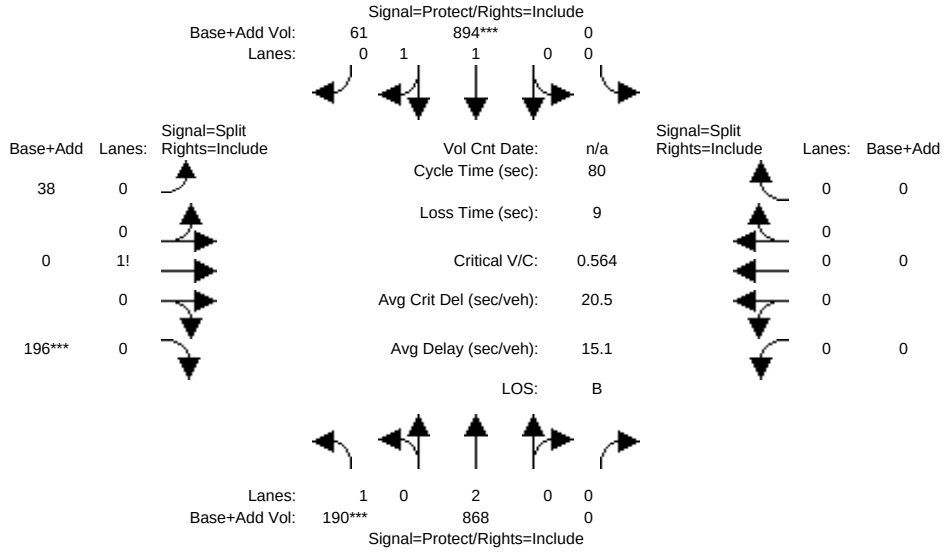
Bckg+Prj PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	868	0	0	894	61	38	0	196	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:	190	868	0	0	894	61	38	0	196	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:	190	868	0	0	894	61	38	0	196	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:	190	868	0	0	894	61	38	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	868	0	0	894	61	38	0	196	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	868	0	0	894	61	38	0	196	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3463	236	284	0	1466	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.4	52.0	0.0	0.0	36.6	36.6	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	31.5	6.4	0.0	0.0	16.3	16.3	28.7	0.0	28.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	6.4	0.0	0.0	16.3	16.3	28.7	0.0	28.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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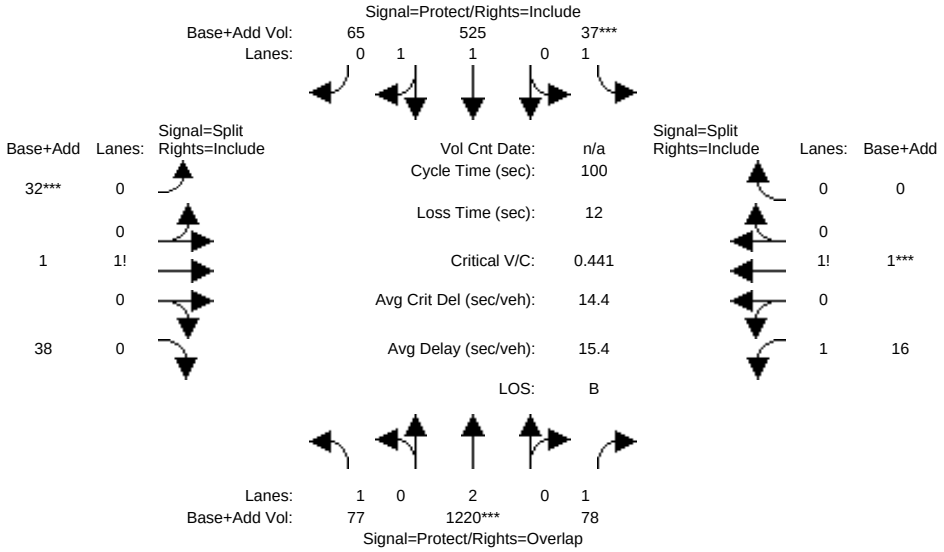
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1220	78	37	525	65	32	1	38	16	1	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:	77	1220	78	37	525	65	32	1	38	16	1	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:	77	1220	78	37	525	65	32	1	38	16	1	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:	77	1220	78	37	525	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1220	78	37	525	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1220	78	37	525	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3292	408	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.04	0.02	0.16	0.16	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.7	61.0	71.0	7.0	47.3	47.3	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.21	0.53	0.06	0.30	0.34	0.34	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.1	11.4	4.4	45.6	16.7	16.7	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	11.4	4.4	45.6	16.7	16.7	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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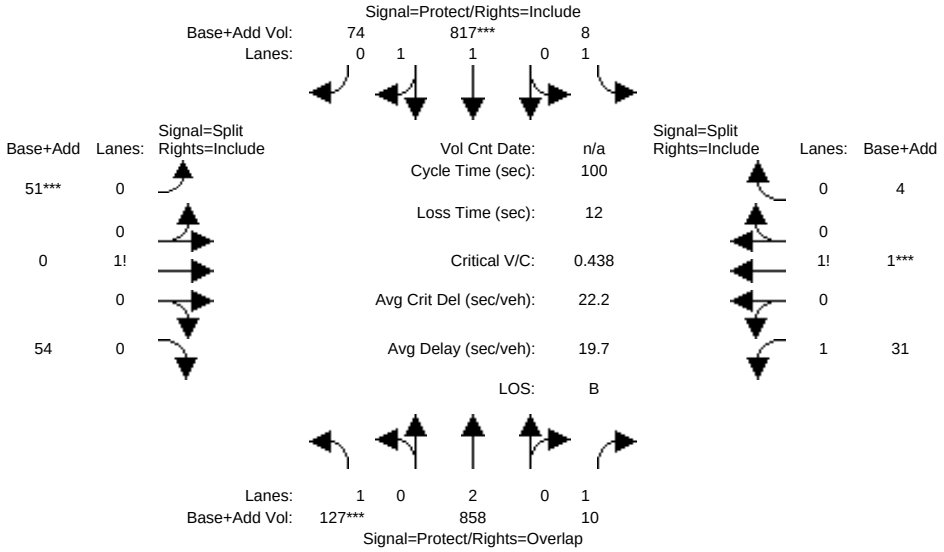
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	858	10	8	817	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	858	10	8	817	74	51	0	54	31	1	4
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:	127	858	10	8	817	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	858	10	8	817	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	858	10	8	817	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	858	10	8	817	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3392	307	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.24	0.24	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.2	50.0	60.0	15.5	50.3	50.3	12.5	0.0	12.5	10.0	10.0	10.0
Volume/Cap:	0.48	0.45	0.01	0.03	0.48	0.48	0.48	0.00	0.48	0.10	0.12	0.12
Delay/Veh:	40.2	16.3	8.1	35.9	16.5	16.5	42.3	0.0	42.3	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	16.3	8.1	35.9	16.5	16.5	42.3	0.0	42.3	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	9	9	4	0	4	1	1	1

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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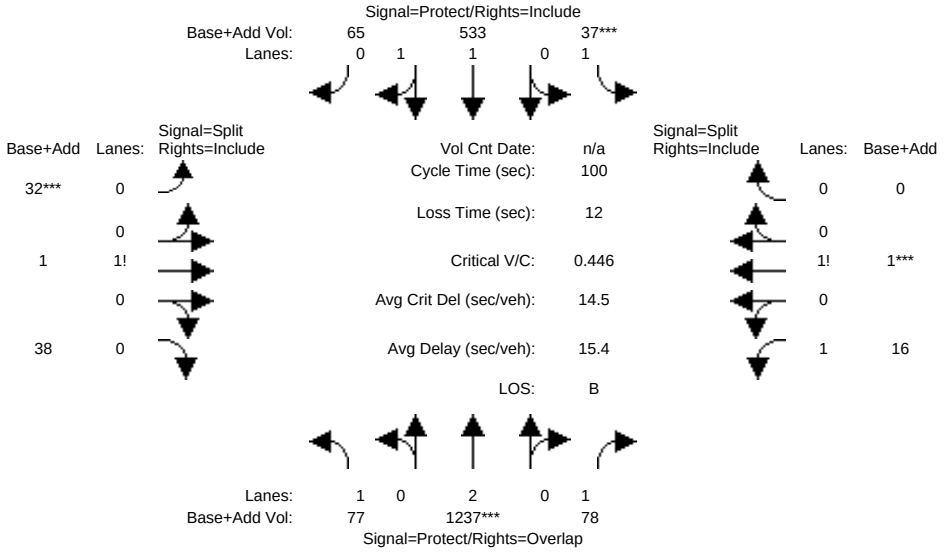
Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1237	78	37	533	65	32	1	38	16	1	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:	77	1237	78	37	533	65	32	1	38	16	1	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:	77	1237	78	37	533	65	32	1	38	16	1	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:	77	1237	78	37	533	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1237	78	37	533	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1237	78	37	533	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3298	402	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.04	0.02	0.16	0.16	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.5	61.0	71.0	7.0	47.5	47.5	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.21	0.53	0.06	0.30	0.34	0.34	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.3	11.5	4.4	45.6	16.6	16.6	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	11.5	4.4	45.6	16.6	16.6	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

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

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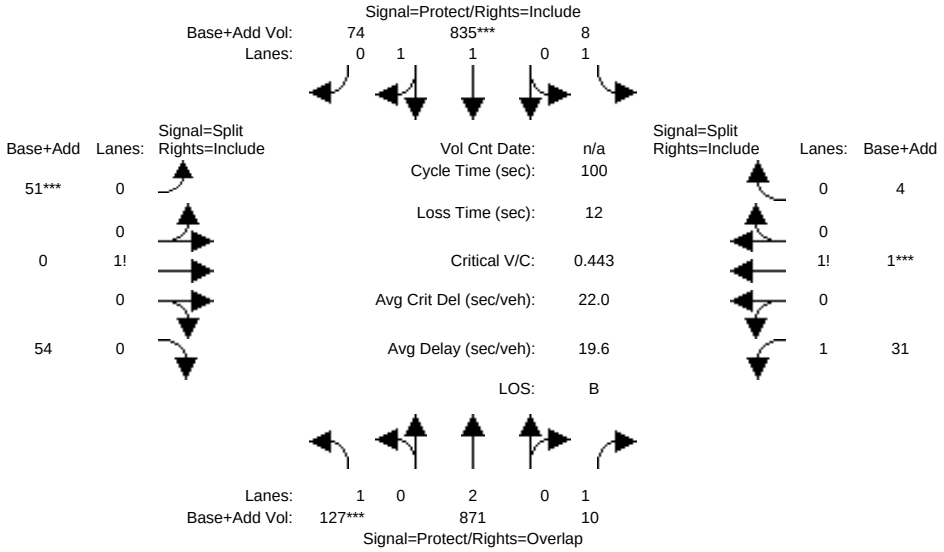
Bckg+Prj PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	871	10	8	835	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	871	10	8	835	74	51	0	54	31	1	4
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:	127	871	10	8	835	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	871	10	8	835	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	871	10	8	835	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	871	10	8	835	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3399	301	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.25	0.25	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.0	50.3	60.3	15.4	50.7	50.7	12.4	0.0	12.4	10.0	10.0	10.0
Volume/Cap:	0.48	0.46	0.01	0.03	0.48	0.48	0.48	0.00	0.48	0.10	0.12	0.12
Delay/Veh:	40.4	16.2	7.9	36.0	16.3	16.3	42.6	0.0	42.6	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	16.2	7.9	36.0	16.3	16.3	42.6	0.0	42.6	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	9	9	4	0	4	1	1	1

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

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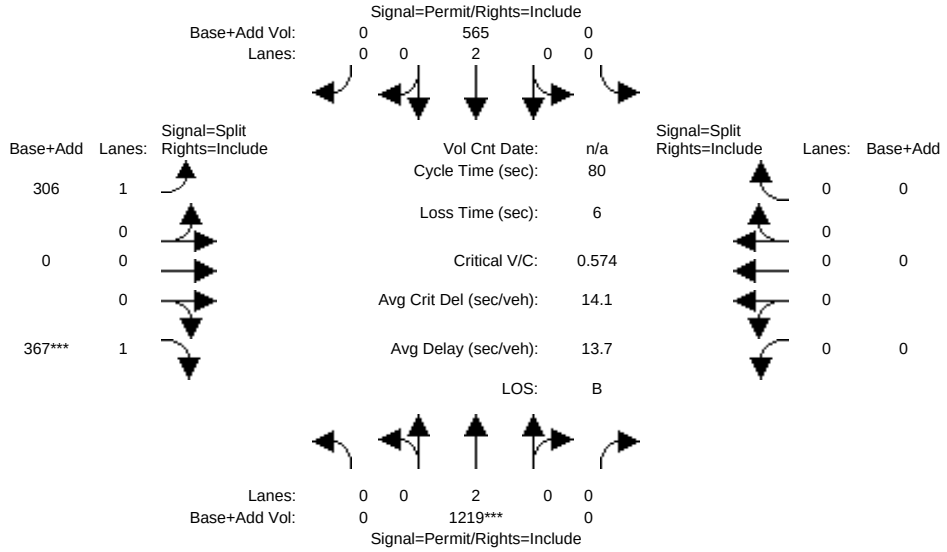
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1219	0	0	565	0	306	0	367	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	1219	0	0	565	0	306	0	367	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	1219	0	0	565	0	306	0	367	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	1219	0	0	565	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1219	0	0	565	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1219	0	0	565	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.7	0.0	0.0	44.7	0.0	29.3	0.0	29.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.00	0.00	0.27	0.00	0.48	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.1	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.1	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

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

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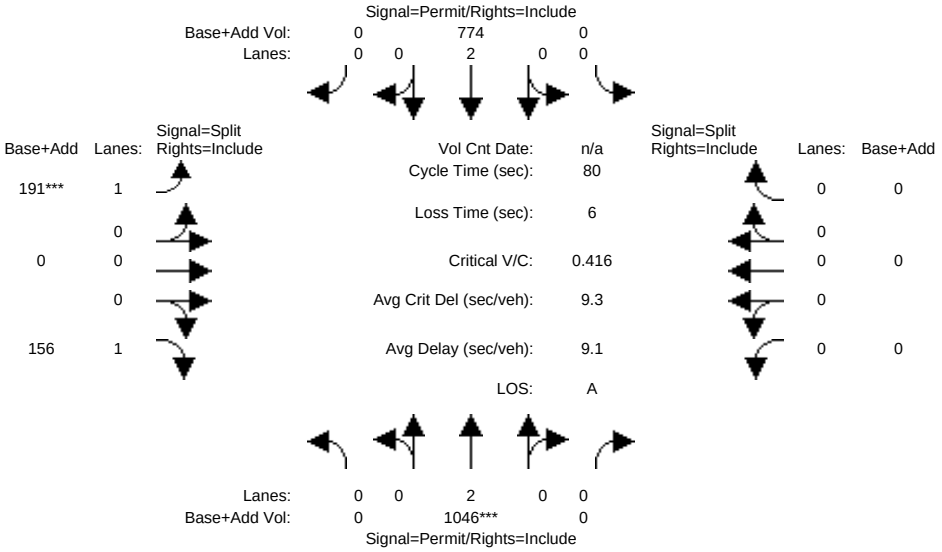
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1046	0	0	774	0	191	0	156	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	1046	0	0	774	0	191	0	156	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	1046	0	0	774	0	191	0	156	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	1046	0	0	774	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	0	0	774	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1046	0	0	774	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.20	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.0	0.0	0.0	53.0	0.0	21.0	0.0	21.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.31	0.00	0.42	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	6.4	0.0	0.0	5.8	0.0	25.0	0.0	24.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	5.8	0.0	25.0	0.0	24.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

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

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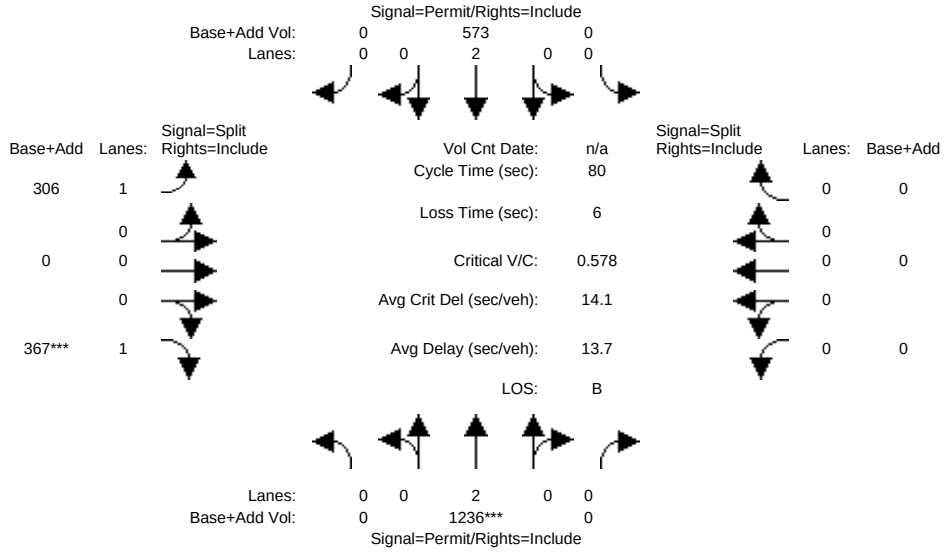
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1236	0	0	573	0	306	0	367	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	1236	0	0	573	0	306	0	367	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	1236	0	0	573	0	306	0	367	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	1236	0	0	573	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1236	0	0	573	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1236	0	0	573	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	45.0	0.0	0.0	45.0	0.0	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.27	0.00	0.48	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	0.0	0.0	9.1	0.0	20.3	0.0	21.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	9.1	0.0	20.3	0.0	21.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

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

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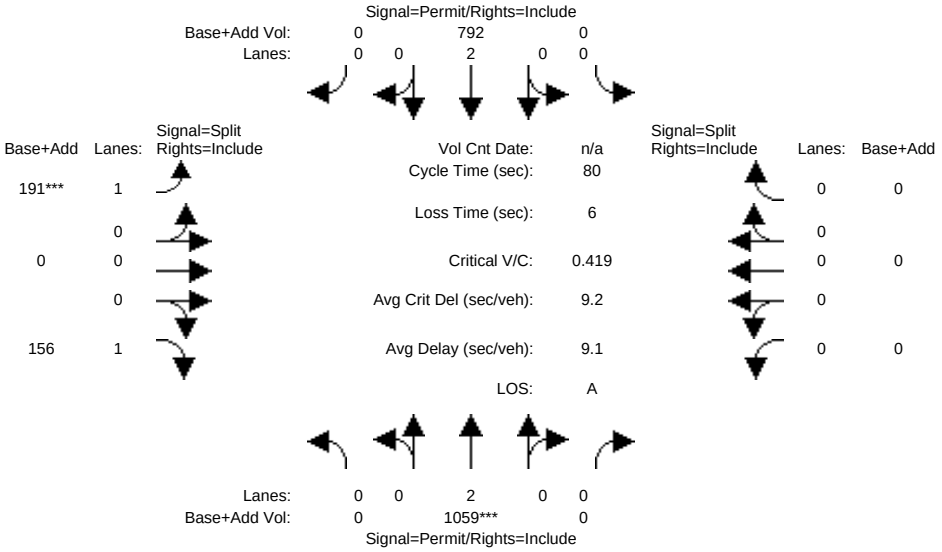
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1059	0	0	792	0	191	0	156	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	1059	0	0	792	0	191	0	156	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	1059	0	0	792	0	191	0	156	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	1059	0	0	792	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	0	0	792	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1059	0	0	792	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.21	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.2	0.0	0.0	53.2	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.31	0.00	0.42	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.8	0.0	25.2	0.0	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.8	0.0	25.2	0.0	24.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

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

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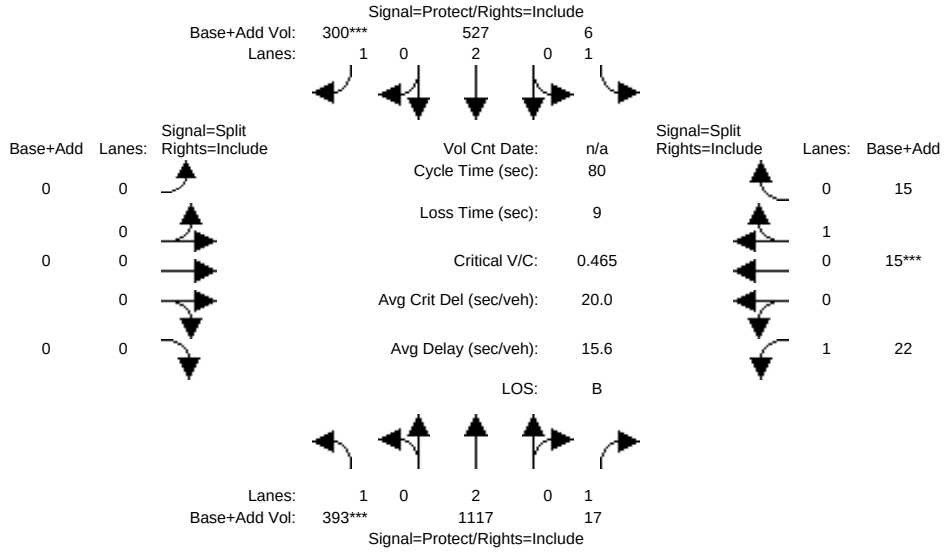
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1117	17	6	527	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1117	17	6	527	300	0	0	0	22	15	15
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:	393	1117	17	6	527	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1117	17	6	527	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1117	17	6	527	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	393	1117	17	6	527	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.29	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.0	47.0	14.0	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.50	0.02	0.02	0.42	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.9	27.4	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.9	27.4	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

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

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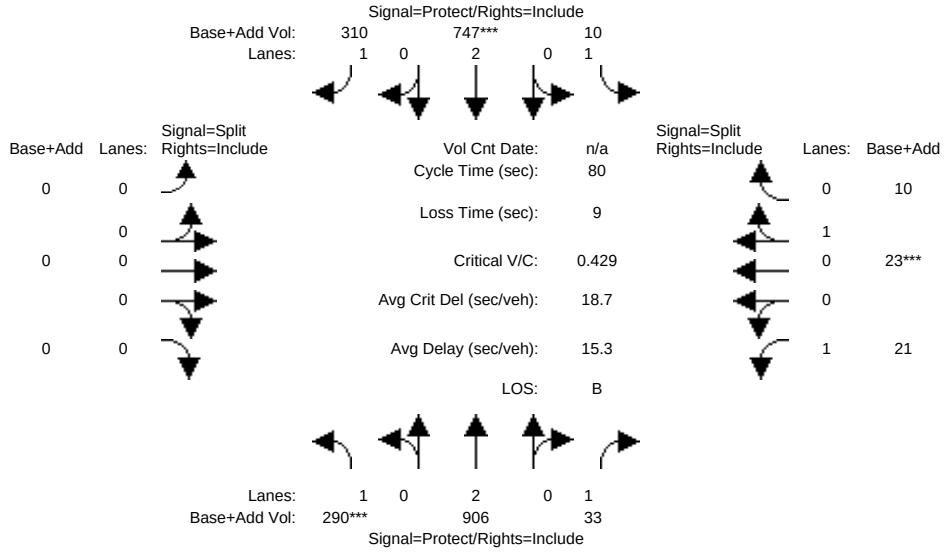
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	906	33	10	747	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	906	33	10	747	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	906	33	10	747	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	906	33	10	747	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	906	33	10	747	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	906	33	10	747	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.9	44.6	44.6	16.4	33.1	33.1	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.43	0.03	0.03	0.48	0.43	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	20.9	10.4	8.0	25.5	17.3	17.1	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	10.4	8.0	25.5	17.3	17.1	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

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

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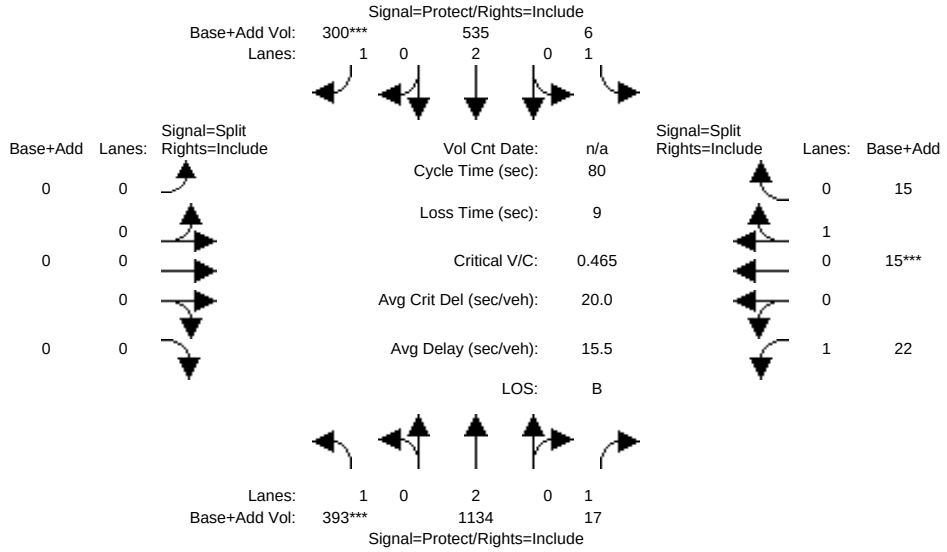
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1134	17	6	535	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1134	17	6	535	300	0	0	0	22	15	15
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:	393	1134	17	6	535	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1134	17	6	535	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1134	17	6	535	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	393	1134	17	6	535	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.2	47.2	13.8	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.51	0.02	0.02	0.43	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.8	27.5	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.8	27.5	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

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

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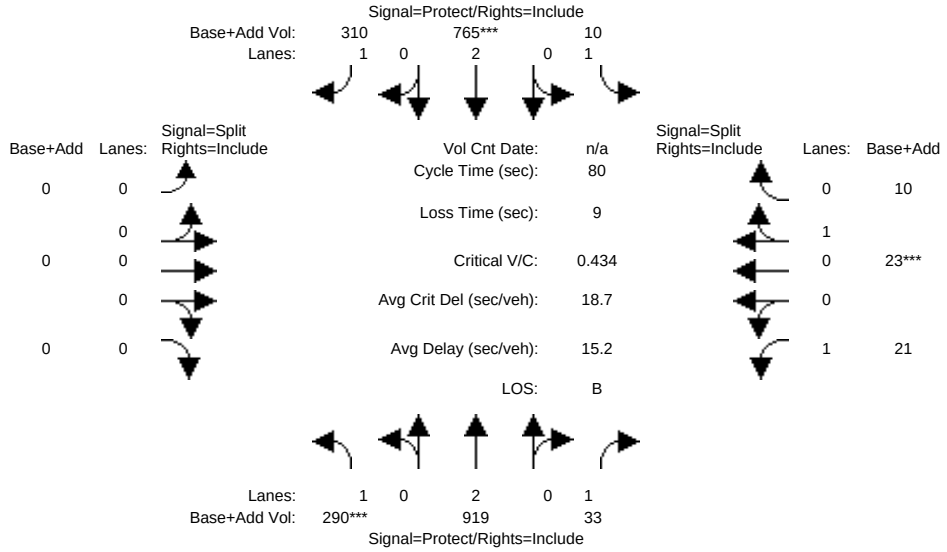
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	919	33	10	765	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	919	33	10	765	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	919	33	10	765	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	919	33	10	765	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	919	33	10	765	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	919	33	10	765	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.5	44.8	44.8	16.2	33.5	33.5	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.43	0.03	0.03	0.48	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	21.2	10.4	7.9	25.6	17.2	16.8	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	10.4	7.9	25.6	17.2	16.8	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

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

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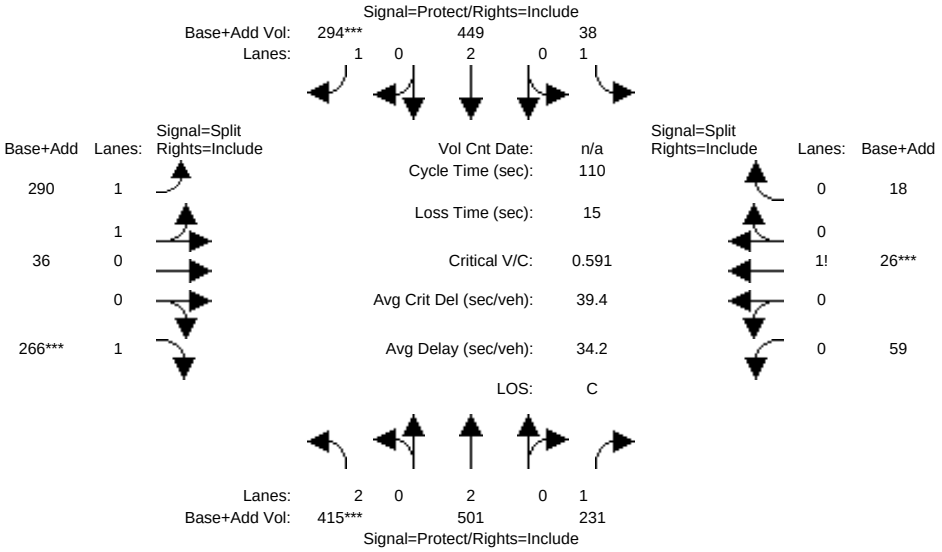
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	415	501	231	38	449	294	290	36	266	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	501	231	38	449	294	290	36	266	59	26	18
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:	415	501	231	38	449	294	290	36	266	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	501	231	38	449	294	290	36	266	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	501	231	38	449	294	290	36	266	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	501	231	38	449	294	290	36	266	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.02	0.12	0.17	0.09	0.09	0.15	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.5	37.6	37.6	18.1	31.3	31.3	28.3	28.3	28.3	11.0	11.0	11.0
Volume/Cap:	0.59	0.39	0.39	0.13	0.42	0.59	0.36	0.36	0.59	0.59	0.59	0.59
Delay/Veh:	39.6	27.6	27.8	39.4	32.2	35.8	33.7	33.7	37.9	52.7	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.6	27.8	39.4	32.2	35.8	33.7	33.7	37.9	52.7	52.7	52.7
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	6	6	1	6	10	5	5	9	5	5	5

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

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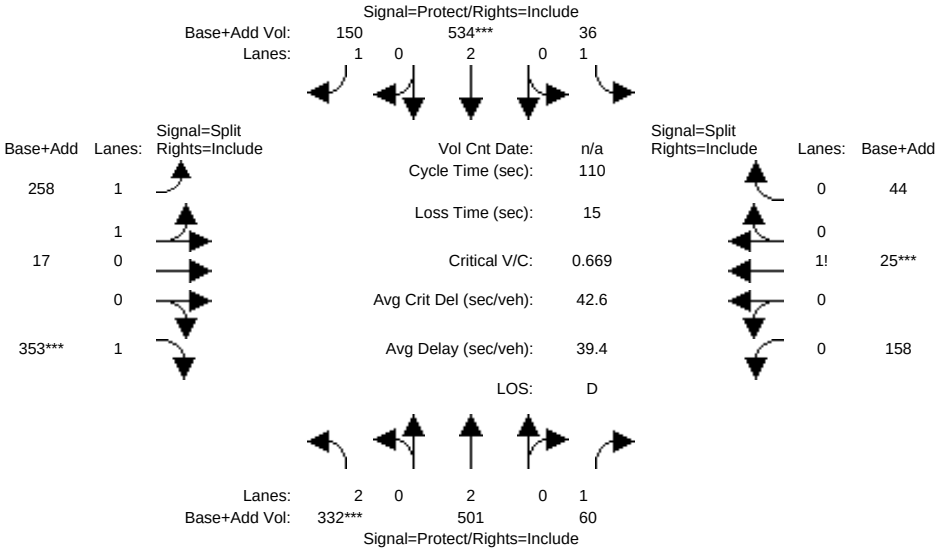
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	501	60	36	534	150	258	17	353	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	501	60	36	534	150	258	17	353	158	25	44
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:	332	501	60	36	534	150	258	17	353	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	501	60	36	534	150	258	17	353	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	501	60	36	534	150	258	17	353	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	501	60	36	534	150	258	17	353	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.20	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.3	27.3	27.3	13.2	23.1	23.1	33.2	33.2	33.2	21.3	21.3	21.3
Volume/Cap:	0.67	0.53	0.14	0.17	0.67	0.41	0.26	0.26	0.67	0.67	0.67	0.67
Delay/Veh:	47.1	36.4	32.3	43.9	42.1	38.3	29.2	29.2	36.9	46.1	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	36.4	32.3	43.9	42.1	38.3	29.2	29.2	36.9	46.1	46.1	46.1
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	9	5	4	4	12	9	9	9

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

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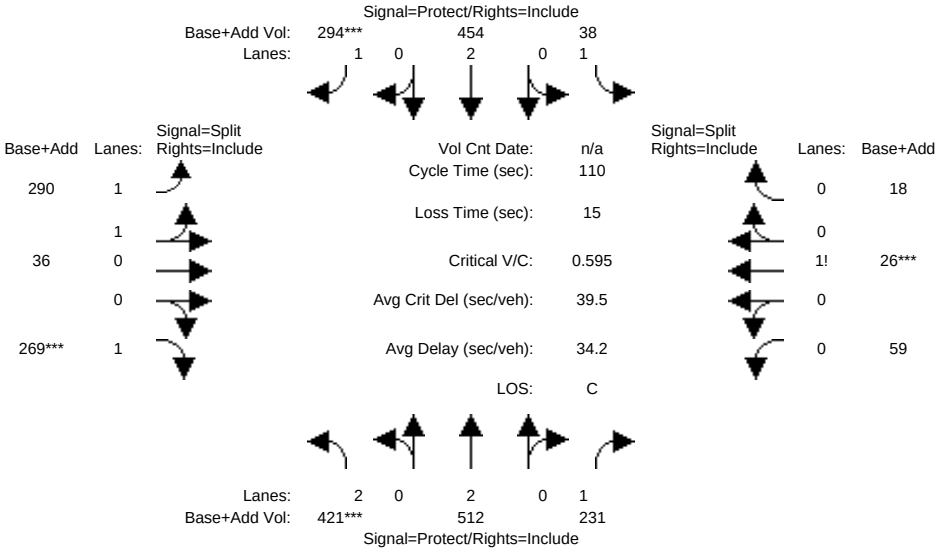
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	421	512	231	38	454	294	290	36	269	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	512	231	38	454	294	290	36	269	59	26	18
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:	421	512	231	38	454	294	290	36	269	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	512	231	38	454	294	290	36	269	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	512	231	38	454	294	290	36	269	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	512	231	38	454	294	290	36	269	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.02	0.12	0.17	0.09	0.09	0.15	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.7	37.9	37.9	17.9	31.0	31.0	28.4	28.4	28.4	10.9	10.9	10.9
Volume/Cap:	0.60	0.39	0.38	0.13	0.42	0.60	0.36	0.36	0.60	0.60	0.60	0.60
Delay/Veh:	39.6	27.5	27.7	39.6	32.5	36.0	33.6	33.6	37.9	53.0	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.5	27.7	39.6	32.5	36.0	33.6	33.6	37.9	53.0	53.0	53.0
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	7	6	1	6	10	5	5	9	5	5	5

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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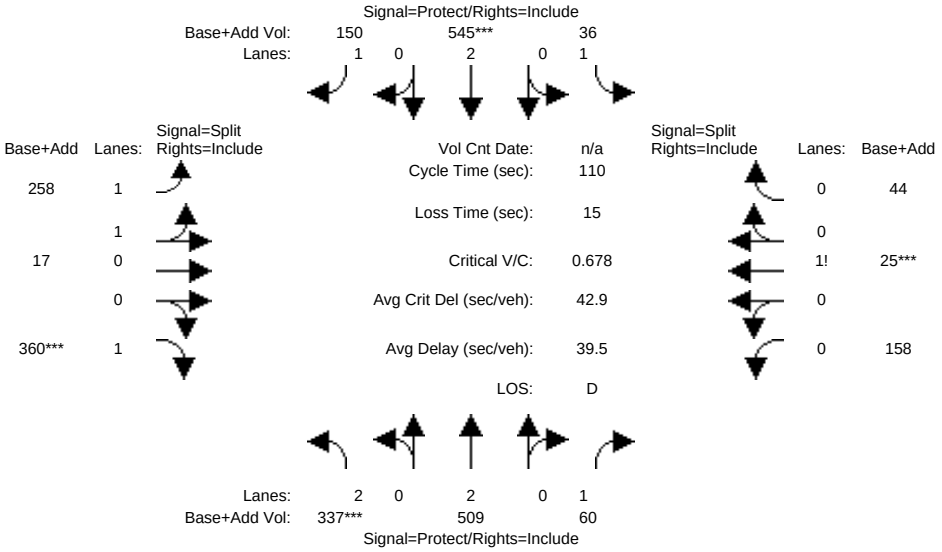
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	337	509	60	36	545	150	258	17	360	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	509	60	36	545	150	258	17	360	158	25	44
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:	337	509	60	36	545	150	258	17	360	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	509	60	36	545	150	258	17	360	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	509	60	36	545	150	258	17	360	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	509	60	36	545	150	258	17	360	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.21	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.3	27.5	27.5	13.1	23.3	23.3	33.4	33.4	33.4	21.0	21.0	21.0
Volume/Cap:	0.68	0.54	0.14	0.17	0.68	0.41	0.26	0.26	0.68	0.68	0.68	0.68
Delay/Veh:	47.5	36.3	32.2	44.0	42.3	38.1	29.1	29.1	37.1	46.9	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	36.3	32.2	44.0	42.3	38.1	29.1	29.1	37.1	46.9	46.9	46.9
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	10	5	4	4	12	9	9	9

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

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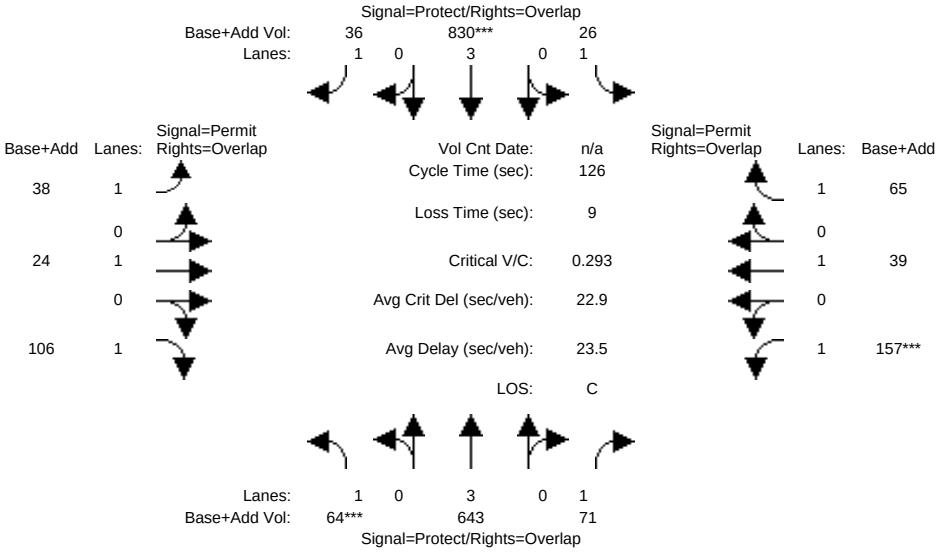
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	643	71	26	830	36	38	24	106	157	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	643	71	26	830	36	38	24	106	157	39	65
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:	64	643	71	26	830	36	38	24	106	157	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	643	71	26	830	36	38	24	106	157	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	643	71	26	830	36	38	24	106	157	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	643	71	26	830	36	38	24	106	157	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	15.7	52.5	52.5	25.9	62.7	62.7	38.6	38.6	54.3	38.6	38.6	64.5
Volume/Cap:	0.29	0.27	0.10	0.07	0.29	0.04	0.07	0.04	0.14	0.29	0.07	0.07
Delay/Veh:	50.8	24.2	22.4	40.5	18.7	16.3	31.0	30.7	21.8	33.6	31.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	24.2	22.4	40.5	18.7	16.3	31.0	30.7	21.8	33.6	31.0	15.6
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

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

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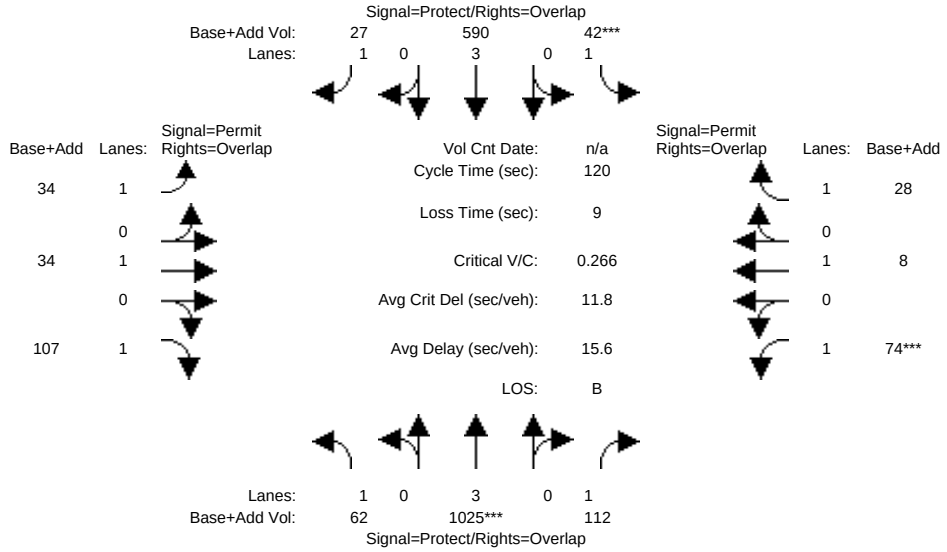
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1025	112	42	590	27	34	34	107	74	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1025	112	42	590	27	34	34	107	74	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1025	112	42	590	27	34	34	107	74	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1025	112	42	590	27	34	34	107	74	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1025	112	42	590	27	34	34	107	74	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	62	1025	112	42	590	27	34	34	107	74	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.02	0.10	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	33.1	81.1	81.1	10.8	58.8	58.8	19.1	19.1	52.2	19.1	19.1	29.9
Volume/Cap:	0.13	0.27	0.09	0.27	0.21	0.03	0.12	0.11	0.14	0.27	0.03	0.06
Delay/Veh:	32.7	7.7	6.8	51.8	17.4	15.9	43.5	43.4	20.5	44.8	42.7	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	7.7	6.8	51.8	17.4	15.9	43.5	43.4	20.5	44.8	42.7	34.4
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	2	3	0	1

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

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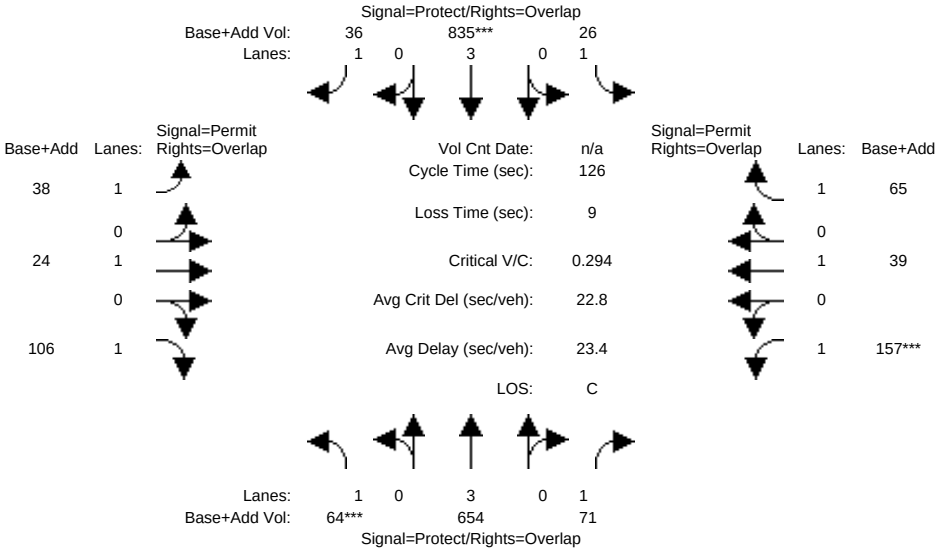
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	654	71	26	835	36	38	24	106	157	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	654	71	26	835	36	38	24	106	157	39	65
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:	64	654	71	26	835	36	38	24	106	157	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	654	71	26	835	36	38	24	106	157	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	654	71	26	835	36	38	24	106	157	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	654	71	26	835	36	38	24	106	157	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	15.7	52.9	52.9	25.6	62.8	62.8	38.5	38.5	54.2	38.5	38.5	64.1
Volume/Cap:	0.29	0.27	0.10	0.07	0.29	0.04	0.07	0.04	0.14	0.29	0.07	0.07
Delay/Veh:	50.9	24.0	22.2	40.7	18.6	16.2	31.1	30.8	21.9	33.7	31.1	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	24.0	22.2	40.7	18.6	16.2	31.1	30.8	21.9	33.7	31.1	15.8
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
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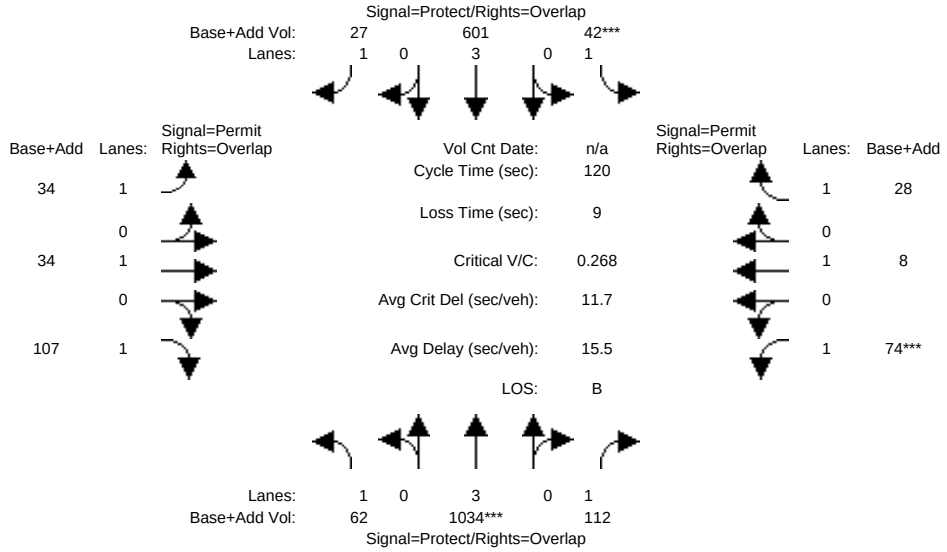
Bckg+Prj PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1034	112	42	601	27	34	34	107	74	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1034	112	42	601	27	34	34	107	74	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1034	112	42	601	27	34	34	107	74	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1034	112	42	601	27	34	34	107	74	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1034	112	42	601	27	34	34	107	74	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	62	1034	112	42	601	27	34	34	107	74	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.02	0.11	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.8	81.3	81.3	10.8	59.3	59.3	19.0	19.0	51.7	19.0	19.0	29.7
Volume/Cap:	0.13	0.27	0.09	0.27	0.21	0.03	0.12	0.11	0.14	0.27	0.03	0.06
Delay/Veh:	33.0	7.7	6.7	51.9	17.2	15.6	43.6	43.5	20.8	44.9	42.8	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	7.7	6.7	51.9	17.2	15.6	43.6	43.5	20.8	44.9	42.8	34.6
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	3	3	0	1

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

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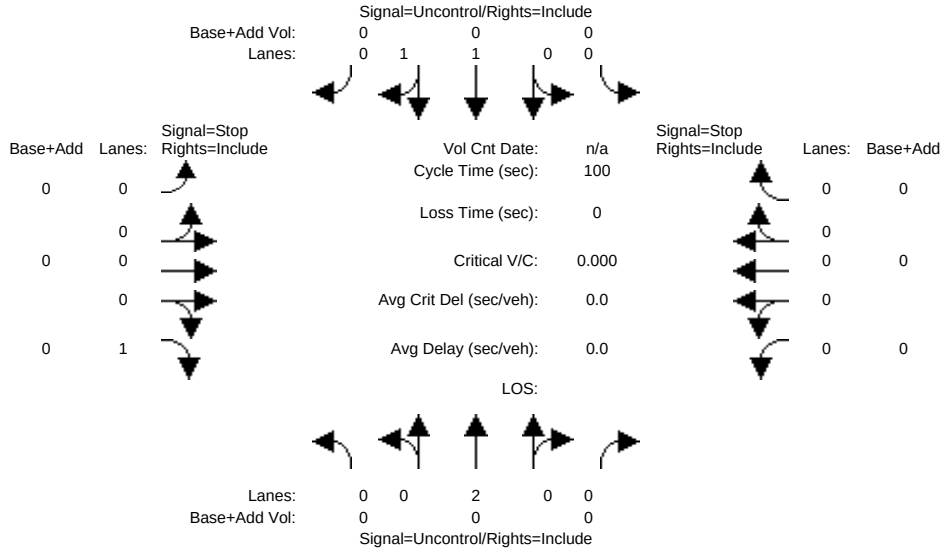
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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 number of cars per lane.

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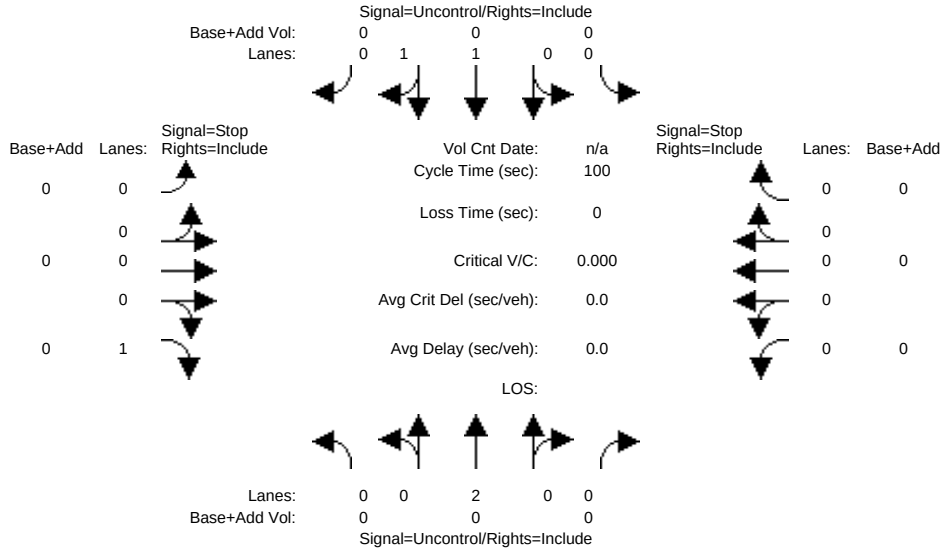
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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 number of cars per lane.

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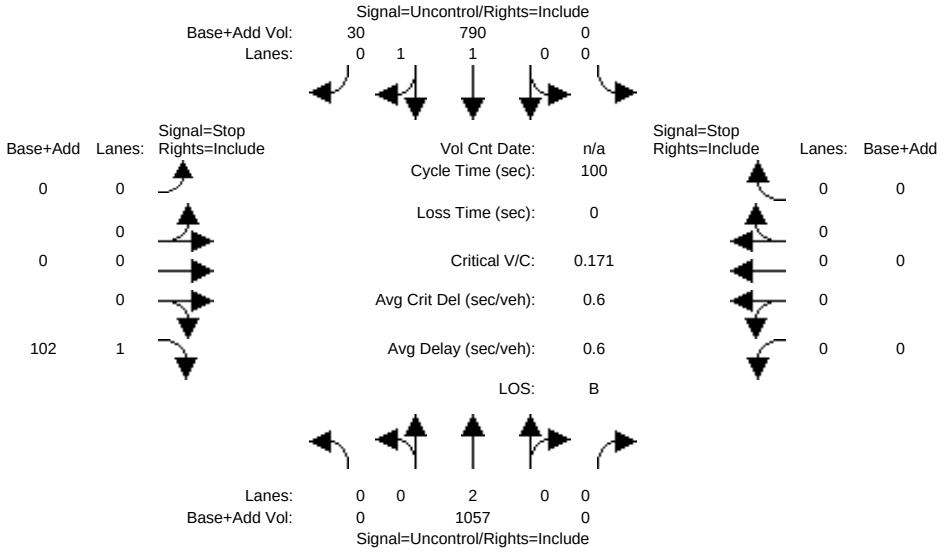
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj AM

Intersection #21: Los Gatos Blvd & C5 St



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	1057	0	0	790	30	0	0	102	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	1057	0	0	790	30	0	0	102	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	1057	0	0	790	30	0	0	102	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	1057	0	0	790	30	0	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1057	0	0	790	30	0	0	102	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	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:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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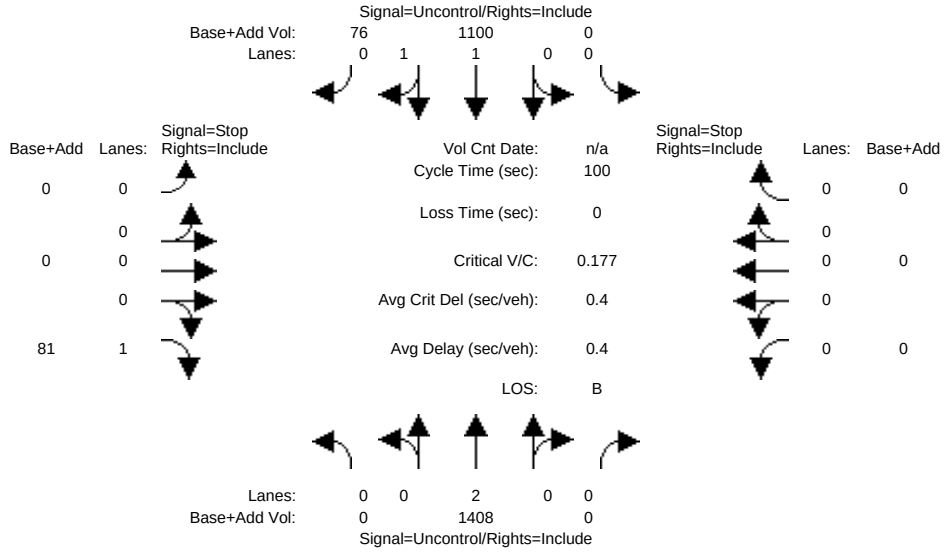
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj PM

Intersection #21: Los Gatos Blvd & C5 St



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	1408	0	0	1100	76	0	0	81	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	1408	0	0	1100	76	0	0	81	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	1408	0	0	1100	76	0	0	81	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	1408	0	0	1100	76	0	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1100	76	0	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	588	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.6	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:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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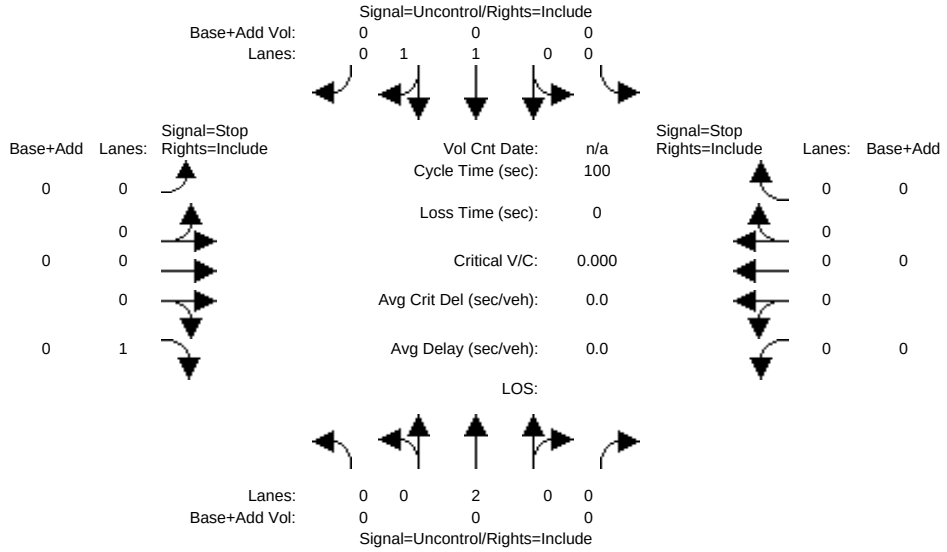
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #22: Los Gatos Blvd & C1 St



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 number of cars per lane.

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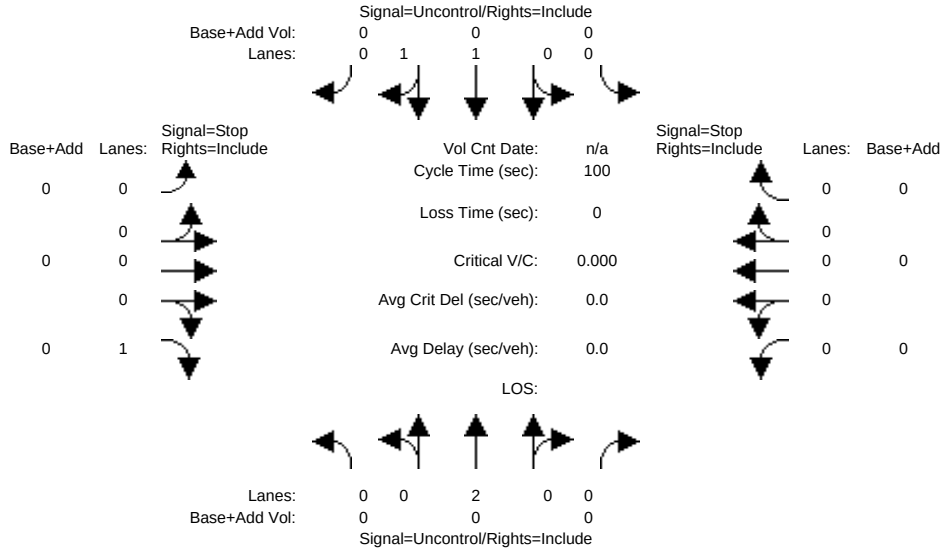
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #22: Los Gatos Blvd & C1 St



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 number of cars per lane.

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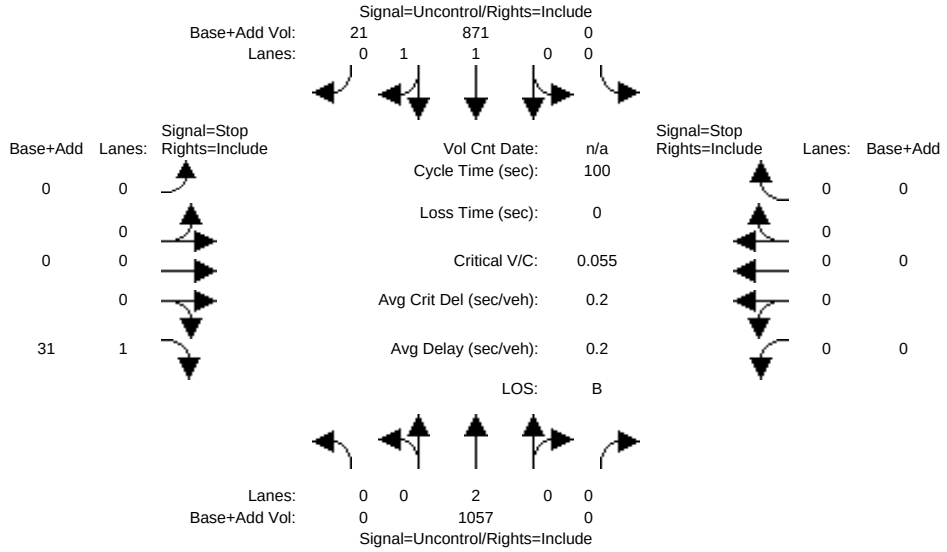
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj AM

Intersection #22: Los Gatos Blvd & C1 St



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	1057	0	0	871	21	0	0	31	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	1057	0	0	871	21	0	0	31	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	1057	0	0	871	21	0	0	31	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	1057	0	0	871	21	0	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1057	0	0	871	21	0	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	565	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	565	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7	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:	xxxxxx			xxxxxx			11.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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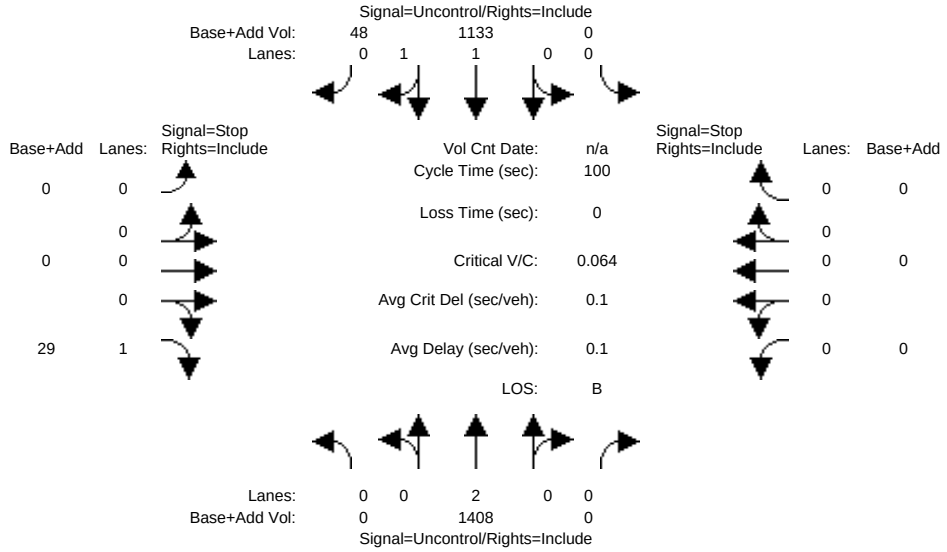
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj PM

Intersection #22: Los Gatos Blvd & C1 St



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	1408	0	0	1133	48	0	0	29	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	1408	0	0	1133	48	0	0	29	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	1408	0	0	1133	48	0	0	29	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	1408	0	0	1133	48	0	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1133	48	0	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	591	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	456	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	456	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.4	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:	xxxxxx			xxxxxx			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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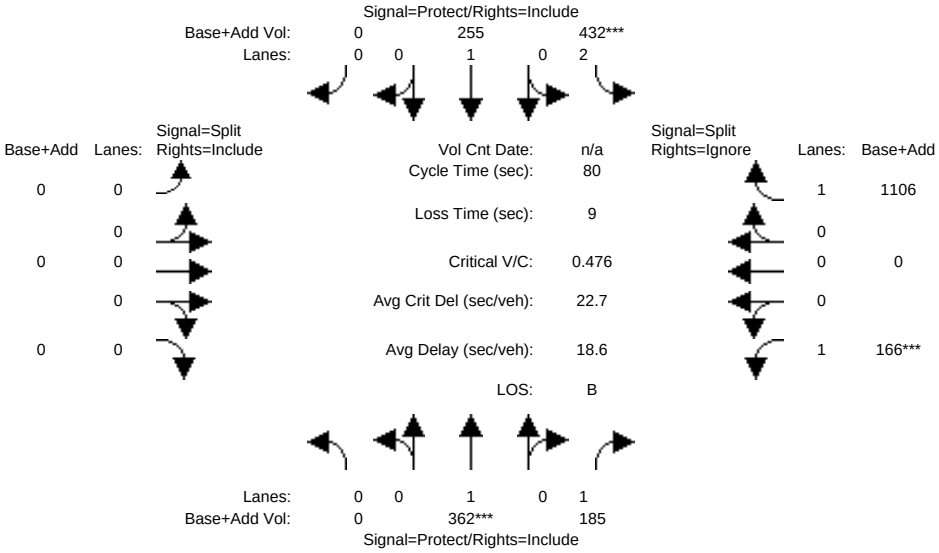
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	185	432	255	0	0	0	0	166	0	1106
Growth Adj:	1.00	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	362	185	432	255	0	0	0	0	166	0	1106
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	362	185	432	255	0	0	0	0	166	0	1106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	185	432	255	0	0	0	0	166	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	185	432	255	0	0	0	0	166	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	185	432	255	0	0	0	0	166	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.11	0.14	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.0	32.0	23.0	55.1	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Volume/Cap:	0.00	0.48	0.26	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	18.3	16.3	23.9	4.6	0.0	0.0	0.0	0.0	29.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	16.3	23.9	4.6	0.0	0.0	0.0	0.0	29.4	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	6	2	0	0	0	0	4	0	0

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

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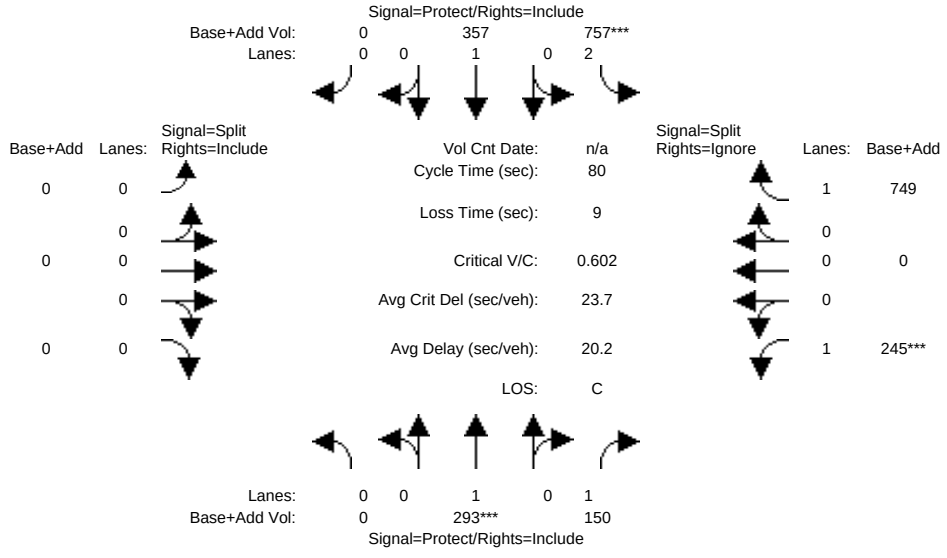
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	150	757	357	0	0	0	0	245	0	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	150	757	357	0	0	0	0	245	0	749
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	293	150	757	357	0	0	0	0	245	0	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	150	757	357	0	0	0	0	245	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	150	757	357	0	0	0	0	245	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	150	757	357	0	0	0	0	245	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.24	0.19	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	20.5	20.5	31.9	52.4	0.0	0.0	0.0	0.0	18.6	0.0	0.0
Volume/Cap:	0.00	0.60	0.33	0.60	0.29	0.00	0.00	0.00	0.00	0.60	0.00	0.00
Delay/Veh:	0.0	28.3	24.7	19.8	6.0	0.0	0.0	0.0	0.0	29.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	24.7	19.8	6.0	0.0	0.0	0.0	0.0	29.9	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	4	0	0	0	0	7	0	0

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

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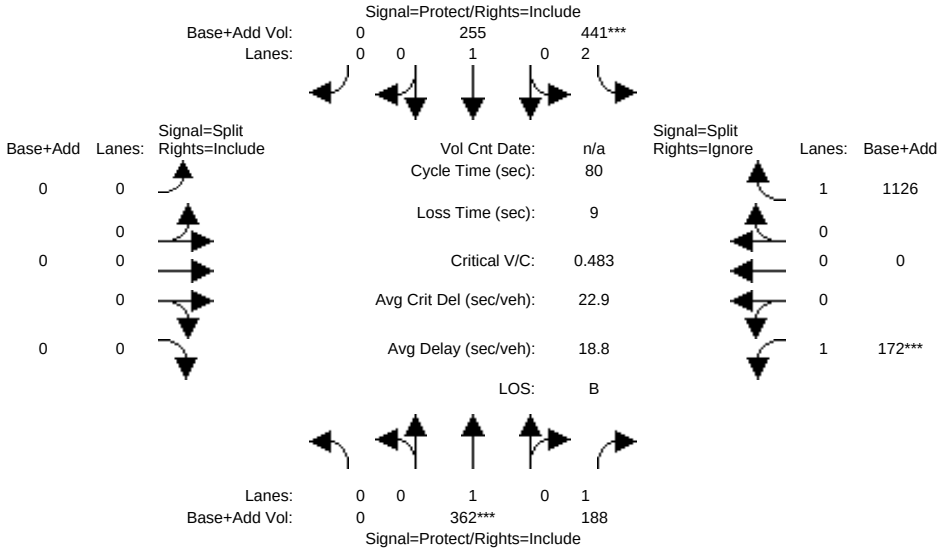
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	188	441	255	0	0	0	0	172	0	1126
Growth Adj:	1.00	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	362	188	441	255	0	0	0	0	172	0	1126
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	362	188	441	255	0	0	0	0	172	0	1126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	188	441	255	0	0	0	0	172	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	188	441	255	0	0	0	0	172	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	188	441	255	0	0	0	0	172	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.11	0.14	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	31.5	31.5	23.2	54.7	0.0	0.0	0.0	0.0	16.3	0.0	0.0
Volume/Cap:	0.00	0.48	0.27	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	18.6	16.7	23.9	4.7	0.0	0.0	0.0	0.0	29.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	16.7	23.9	4.7	0.0	0.0	0.0	0.0	29.2	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	6	2	0	0	0	0	5	0	0

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

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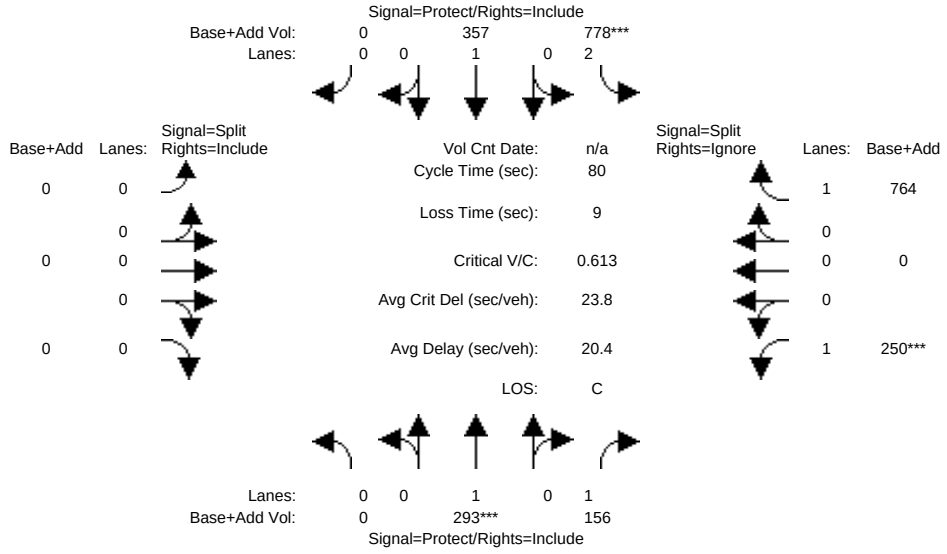
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	156	778	357	0	0	0	0	250	0	764
Growth Adj:	1.00	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	293	156	778	357	0	0	0	0	250	0	764
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	293	156	778	357	0	0	0	0	250	0	764
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	156	778	357	0	0	0	0	250	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	156	778	357	0	0	0	0	250	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	156	778	357	0	0	0	0	250	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.25	0.19	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	20.1	20.1	32.2	52.4	0.0	0.0	0.0	0.0	18.6	0.0	0.0
Volume/Cap:	0.00	0.61	0.35	0.61	0.29	0.00	0.00	0.00	0.00	0.61	0.00	0.00
Delay/Veh:	0.0	28.9	25.1	19.8	6.0	0.0	0.0	0.0	0.0	30.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	25.1	19.8	6.0	0.0	0.0	0.0	0.0	30.2	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	4	10	4	0	0	0	0	7	0	0

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

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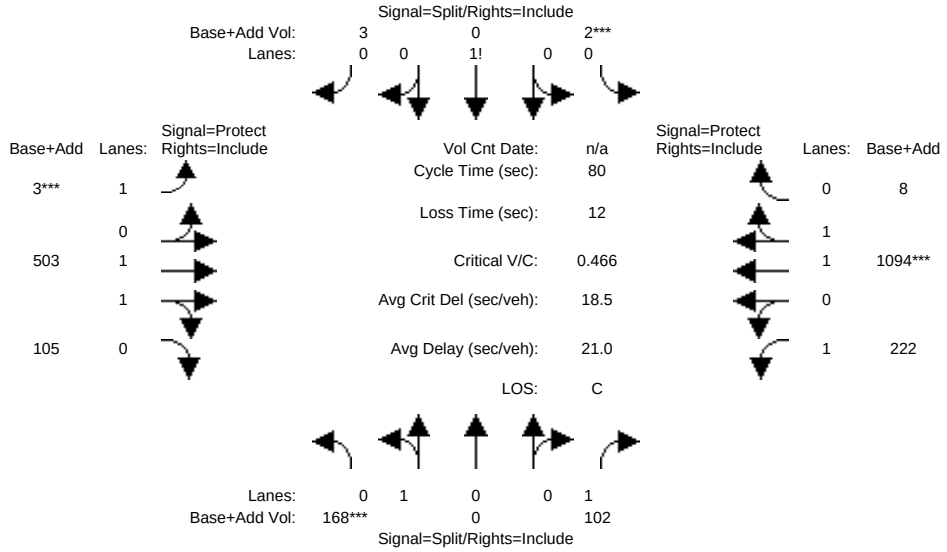
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	503	105	222	1094	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	503	105	222	1094	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	503	105	222	1094	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	503	105	222	1094	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	503	105	222	1094	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	503	105	222	1094	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.65	0.35	1.00	1.99	0.01
Final Sat.:	1800	0	1750	700	0	1050	1750	3061	639	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	12.2	0.0	12.2	10.0	0.0	10.0	7.0	25.9	25.9	20.0	38.8	38.8
Volume/Cap:	0.61	0.00	0.38	0.02	0.00	0.02	0.02	0.51	0.51	0.51	0.61	0.61
Delay/Veh:	35.8	0.0	31.5	30.8	0.0	30.8	33.4	22.3	22.3	26.8	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:	35.8	0.0	31.5	30.8	0.0	30.8	33.4	22.3	22.3	26.8	15.7	15.7
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	7	7	6	11	11

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

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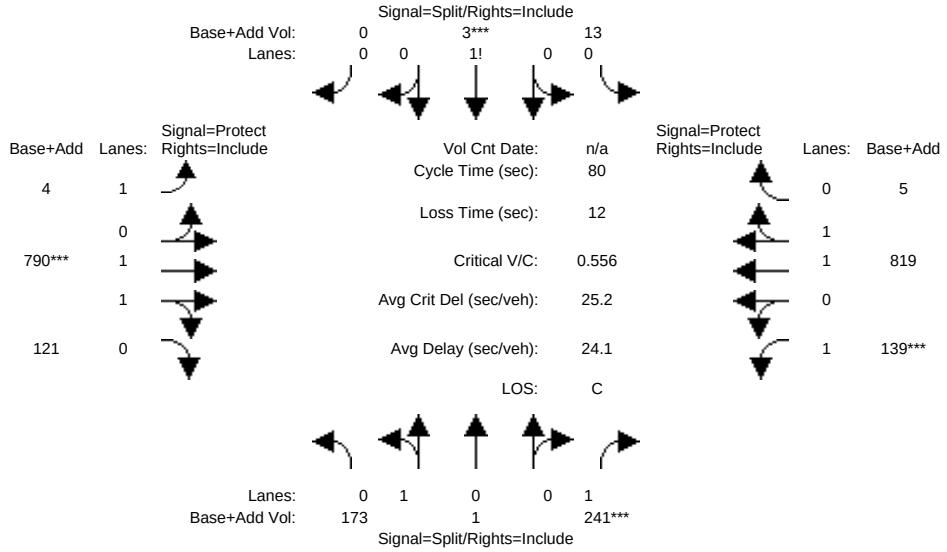
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	790	121	139	819	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	790	121	139	819	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	790	121	139	819	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	790	121	139	819	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	790	121	139	819	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	790	121	139	819	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3208	491	1750	3678	22
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.25	0.25	0.08	0.22	0.22
Crit Moves:			****		****			****		****		
Green Time:	17.2	17.2	17.2	10.0	10.0	0.0	11.5	30.8	30.8	9.9	29.3	29.3
Volume/Cap:	0.45	0.45	0.64	0.07	0.07	0.00	0.02	0.64	0.64	0.64	0.61	0.61
Delay/Veh:	28.1	28.1	32.2	31.0	31.0	0.0	29.4	21.0	21.0	39.6	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	32.2	31.0	31.0	0.0	29.4	21.0	21.0	39.6	21.5	21.5
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

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

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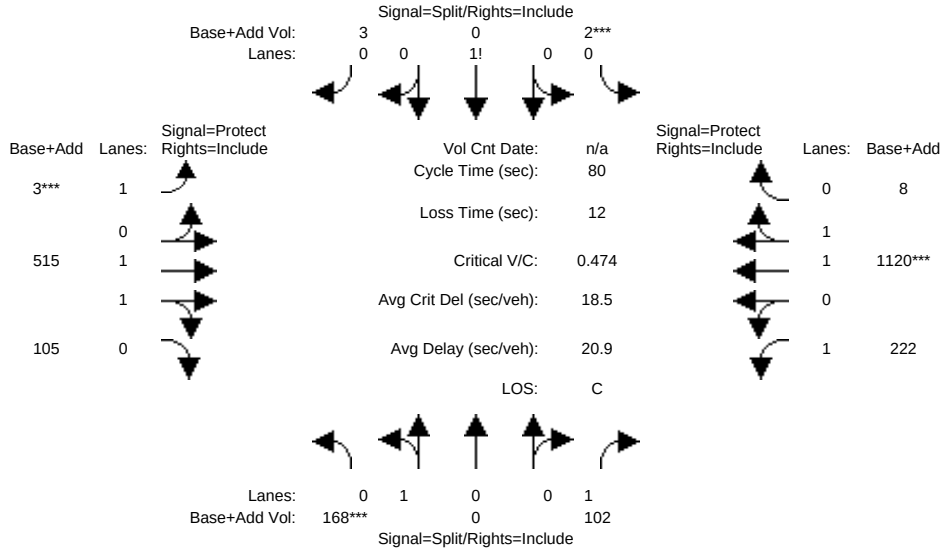
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	515	105	222	1120	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	515	105	222	1120	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	515	105	222	1120	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	515	105	222	1120	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	515	105	222	1120	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	515	105	222	1120	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.65	0.35	1.00	1.99	0.01
Final Sat.:	1800	0	1750	700	0	1050	1750	3073	627	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.13	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	12.0	0.0	12.0	10.0	0.0	10.0	7.0	26.2	26.2	19.8	39.0	39.0
Volume/Cap:	0.62	0.00	0.39	0.02	0.00	0.02	0.02	0.51	0.51	0.51	0.62	0.62
Delay/Veh:	36.5	0.0	31.7	30.8	0.0	30.8	33.4	22.1	22.1	26.9	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	0.0	31.7	30.8	0.0	30.8	33.4	22.1	22.1	26.9	15.8	15.8
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	7	7	6	11	11

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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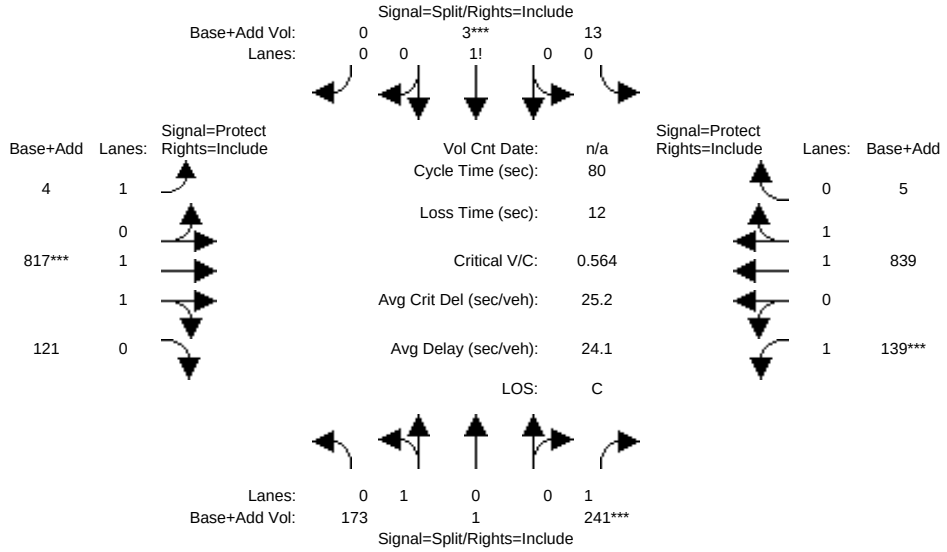
Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	817	121	139	839	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	817	121	139	839	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	817	121	139	839	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	817	121	139	839	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	817	121	139	839	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	817	121	139	839	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3222	477	1750	3678	22
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.25	0.25	0.08	0.23	0.23
Crit Moves:			****		****			****		****		
Green Time:	17.0	17.0	17.0	10.0	10.0	0.0	11.4	31.2	31.2	9.8	29.7	29.7
Volume/Cap:	0.46	0.46	0.65	0.07	0.07	0.00	0.02	0.65	0.65	0.65	0.62	0.62
Delay/Veh:	28.4	28.4	32.8	31.0	31.0	0.0	29.5	21.0	21.0	40.3	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.4	32.8	31.0	31.0	0.0	29.5	21.0	21.0	40.3	21.4	21.4
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

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

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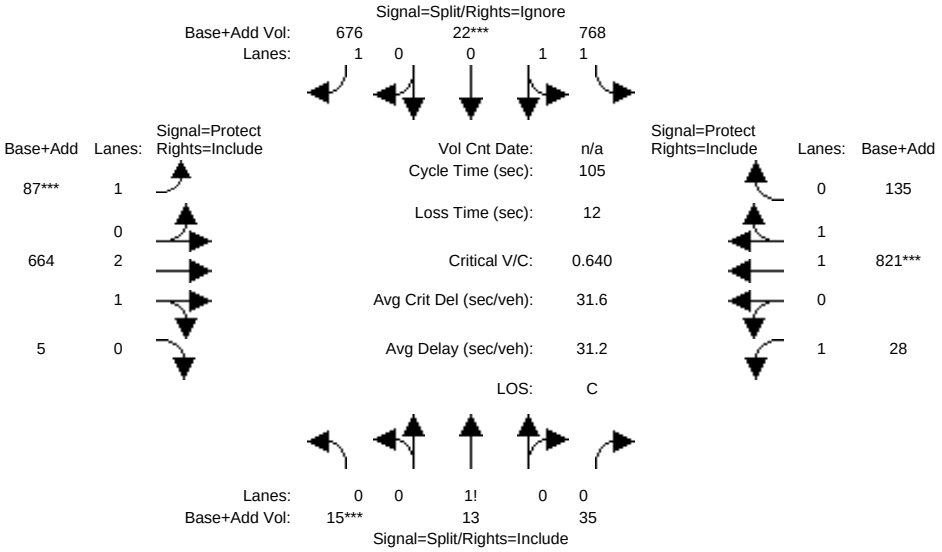
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	768	22	676	87	664	5	28	821	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	768	22	676	87	664	5	28	821	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	768	22	676	87	664	5	28	821	135
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	768	22	0	87	664	5	28	821	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	768	22	0	87	664	5	28	821	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	768	22	0	87	664	5	28	821	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.95	0.05	1.00	1.00	2.98	0.02	1.00	1.71	0.29
Final Sat.:	417	361	972	3451	99	1750	1750	5558	42	1750	3177	522
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.00	0.05	0.12	0.12	0.02	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	34.8	34.8	0.0	7.8	30.9	30.9	17.3	40.4	40.4
Volume/Cap:	0.38	0.38	0.38	0.67	0.67	0.00	0.67	0.41	0.41	0.10	0.67	0.67
Delay/Veh:	46.0	46.0	46.0	31.7	31.7	0.0	60.3	29.8	29.8	37.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	31.7	31.7	0.0	60.3	29.8	29.8	37.4	28.0	28.0
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	4	6	6	1	14	14

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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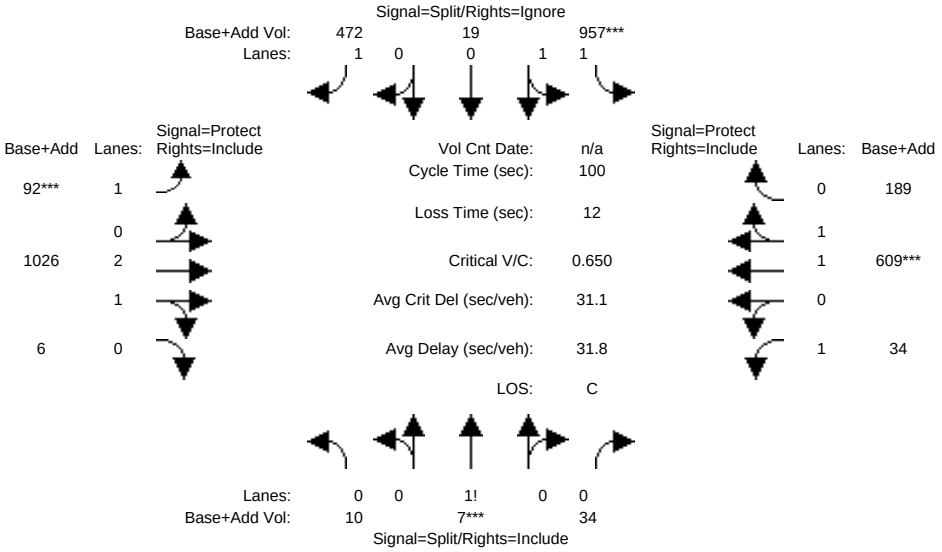
Cumulative PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	957	19	472	92	1026	6	34	609	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	957	19	472	92	1026	6	34	609	189
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:	10	7	34	957	19	472	92	1026	6	34	609	189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	957	19	0	92	1026	6	34	609	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	957	19	0	92	1026	6	34	609	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	957	19	0	92	1026	6	34	609	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.51	0.49
Final Sat.:	343	240	1167	3481	69	1750	1750	5567	33	1750	2823	876
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.27	0.27	0.00	0.05	0.18	0.18	0.02	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	39.5	39.5	0.0	7.5	27.9	27.9	10.6	31.0	31.0
Volume/Cap:	0.29	0.29	0.29	0.70	0.70	0.00	0.70	0.66	0.66	0.18	0.70	0.70
Delay/Veh:	42.6	42.6	42.6	26.8	26.8	0.0	60.2	32.9	32.9	41.2	32.3	32.3
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:	42.6	42.6	42.6	26.8	26.8	0.0	60.2	32.9	32.9	41.2	32.3	32.3
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	4	10	10	1	12	12

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

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Hexagon Transportation Consultants, Inc.

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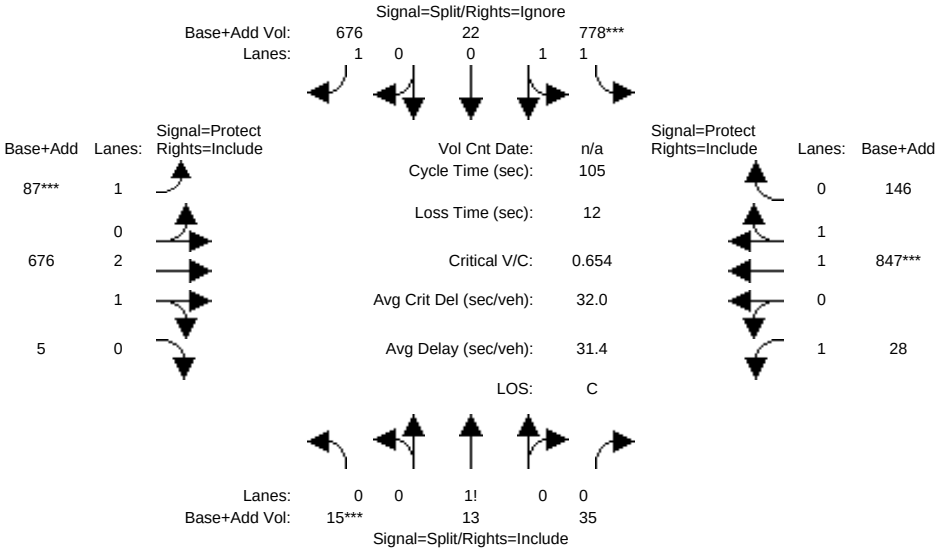
Cumul+Prj AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	778	22	676	87	676	5	28	847	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	778	22	676	87	676	5	28	847	146
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:	15	13	35	778	22	676	87	676	5	28	847	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	778	22	0	87	676	5	28	847	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	778	22	0	87	676	5	28	847	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	778	22	0	87	676	5	28	847	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.95	0.05	1.00	1.00	2.98	0.02	1.00	1.70	0.30
Final Sat.:	417	361	972	3452	98	1750	1750	5559	41	1750	3156	544
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.23	0.23	0.00	0.05	0.12	0.12	0.02	0.27	0.27
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	34.4	34.4	0.0	7.6	31.4	31.4	17.2	41.0	41.0
Volume/Cap:	0.38	0.38	0.38	0.69	0.69	0.00	0.69	0.41	0.41	0.10	0.69	0.69
Delay/Veh:	46.0	46.0	46.0	32.4	32.4	0.0	62.3	29.5	29.5	37.5	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	32.4	32.4	0.0	62.3	29.5	29.5	37.5	28.1	28.1
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	4	6	6	1	14	14

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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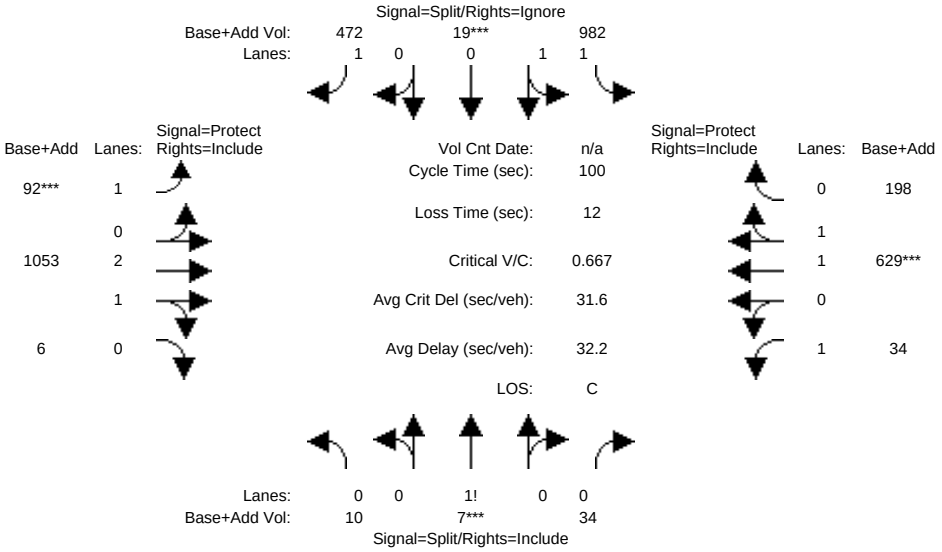
Cumul+Prj PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	982	19	472	92	1053	6	34	629	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	982	19	472	92	1053	6	34	629	198
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:	10	7	34	982	19	472	92	1053	6	34	629	198
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	982	19	0	92	1053	6	34	629	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	982	19	0	92	1053	6	34	629	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	982	19	0	92	1053	6	34	629	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.51	0.49
Final Sat.:	343	240	1167	3483	67	1750	1750	5568	32	1750	2813	886
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.28	0.28	0.00	0.05	0.19	0.19	0.02	0.22	0.22
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	39.4	39.4	0.0	7.3	28.2	28.2	10.4	31.2	31.2
Volume/Cap:	0.29	0.29	0.29	0.72	0.72	0.00	0.72	0.67	0.67	0.19	0.72	0.72
Delay/Veh:	42.6	42.6	42.6	27.4	27.4	0.0	62.7	33.0	33.0	41.4	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	27.4	27.4	0.0	62.7	33.0	33.0	41.4	32.6	32.6
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	15	15	0	5	11	11	1	13	13

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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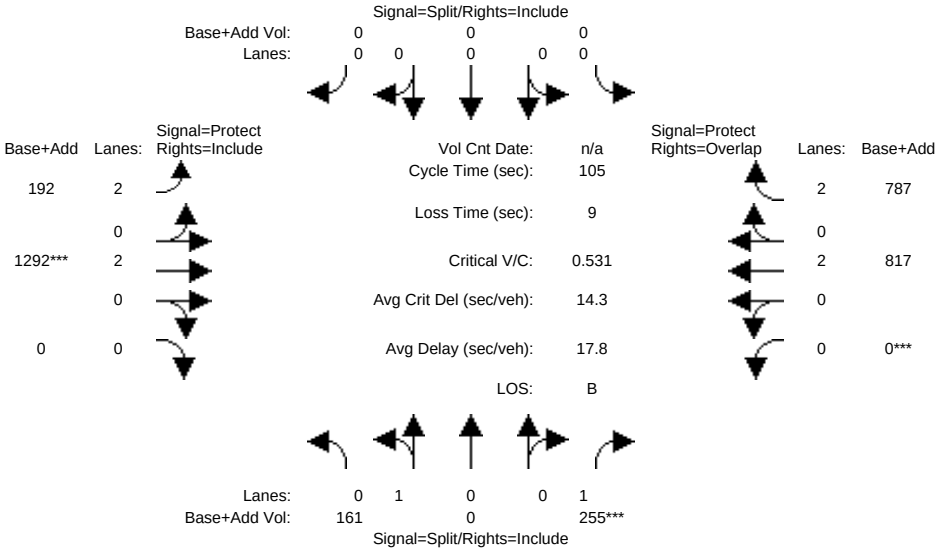
Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	255	0	0	0	192	1292	0	0	817	787
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	255	0	0	0	192	1292	0	0	817	787
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:	161	0	255	0	0	0	192	1292	0	0	817	787
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	255	0	0	0	192	1292	0	0	817	787
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	255	0	0	0	192	1292	0	0	817	787
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	161	0	255	0	0	0	192	1292	0	0	817	787
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.06	0.34	0.00	0.00	0.22	0.25
Crit Moves:			****					****		****		
Green Time:	28.8	0.0	28.8	0.0	0.0	0.0	14.2	67.2	0.0	0.0	53.0	53.0
Volume/Cap:	0.33	0.00	0.53	0.00	0.00	0.00	0.45	0.53	0.00	0.00	0.43	0.49
Delay/Veh:	30.8	0.0	33.5	0.0	0.0	0.0	42.6	10.5	0.0	0.0	16.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	0.0	33.5	0.0	0.0	0.0	42.6	10.5	0.0	0.0	16.5	17.4
LOS by Move:	C	A	C	A	A	A	D	B	A	A	B	B
HCM2kAvgQ:	4	0	8	0	0	0	4	11	0	0	8	10

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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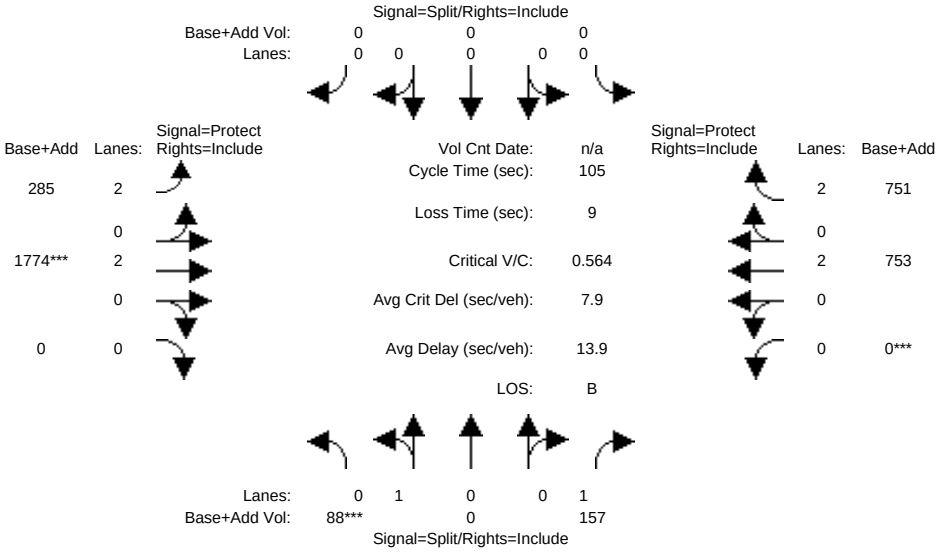
Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	157	0	0	0	285	1774	0	0	753	751
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	157	0	0	0	285	1774	0	0	753	751
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	157	0	0	0	285	1774	0	0	753	751
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	157	0	0	0	285	1774	0	0	753	751
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	157	0	0	0	285	1774	0	0	753	751
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	157	0	0	0	285	1774	0	0	753	751
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.09	0.47	0.00	0.00	0.20	0.24
Crit Moves:	****							****		****		
Green Time:	16.7	0.0	16.7	0.0	0.0	0.0	21.8	79.3	0.0	0.0	57.5	57.5
Volume/Cap:	0.31	0.00	0.56	0.00	0.00	0.00	0.44	0.62	0.00	0.00	0.36	0.44
Delay/Veh:	39.6	0.0	43.5	0.0	0.0	0.0	36.7	6.3	0.0	0.0	13.5	14.3
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:	39.6	0.0	43.5	0.0	0.0	0.0	36.7	6.3	0.0	0.0	13.5	14.3
LOS by Move:	D	A	D	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	0	6	0	0	0	5	13	0	0	7	9

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

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Hexagon Transportation Consultants, Inc.

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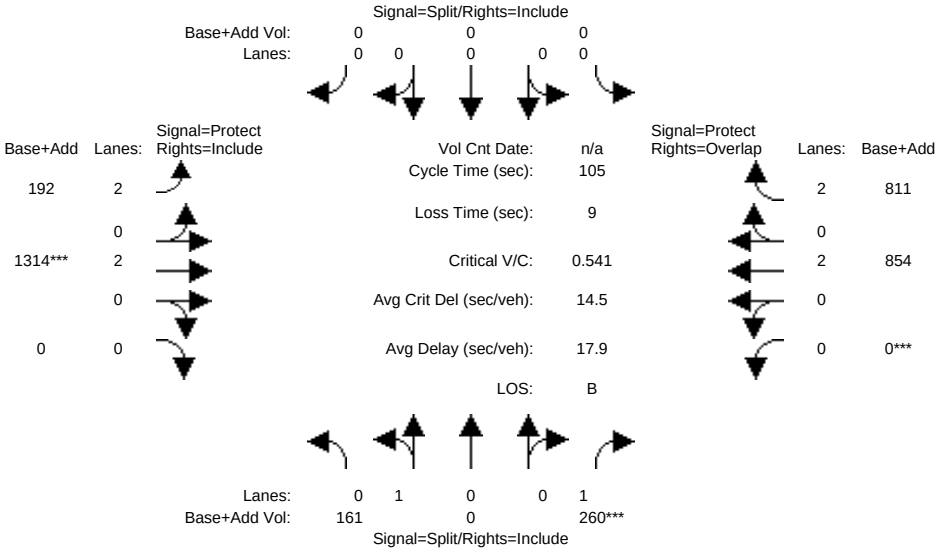
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	260	0	0	0	192	1314	0	0	854	811
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	260	0	0	0	192	1314	0	0	854	811
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:	161	0	260	0	0	0	192	1314	0	0	854	811
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	260	0	0	0	192	1314	0	0	854	811
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	260	0	0	0	192	1314	0	0	854	811
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	161	0	260	0	0	0	192	1314	0	0	854	811
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.06	0.35	0.00	0.00	0.22	0.26
Crit Moves:			****					****		****		
Green Time:	28.9	0.0	28.9	0.0	0.0	0.0	13.8	67.1	0.0	0.0	53.3	53.3
Volume/Cap:	0.33	0.00	0.54	0.00	0.00	0.00	0.46	0.54	0.00	0.00	0.44	0.51
Delay/Veh:	30.7	0.0	33.7	0.0	0.0	0.0	43.0	10.7	0.0	0.0	16.6	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	0.0	33.7	0.0	0.0	0.0	43.0	10.7	0.0	0.0	16.6	17.4
LOS by Move:	C	A	C	A	A	A	D	B	A	A	B	B
HCM2kAvgQ:	4	0	8	0	0	0	4	12	0	0	9	10

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

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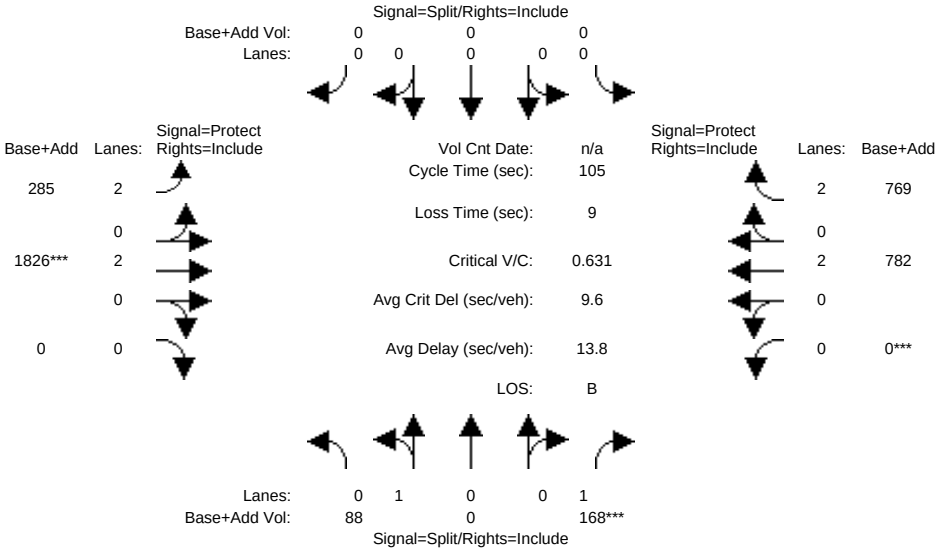
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	168	0	0	0	285	1826	0	0	782	769
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	168	0	0	0	285	1826	0	0	782	769
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	168	0	0	0	285	1826	0	0	782	769
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	168	0	0	0	285	1826	0	0	782	769
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	168	0	0	0	285	1826	0	0	782	769
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	168	0	0	0	285	1826	0	0	782	769
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.09	0.48	0.00	0.00	0.21	0.24
Crit Moves:			****					****		****		
Green Time:	16.0	0.0	16.0	0.0	0.0	0.0	21.6	80.0	0.0	0.0	58.4	58.4
Volume/Cap:	0.32	0.00	0.63	0.00	0.00	0.00	0.44	0.63	0.00	0.00	0.37	0.44
Delay/Veh:	40.4	0.0	46.5	0.0	0.0	0.0	36.9	6.2	0.0	0.0	13.1	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:	40.4	0.0	46.5	0.0	0.0	0.0	36.9	6.2	0.0	0.0	13.1	13.9
LOS by Move:	D	A	D	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	0	7	0	0	0	5	14	0	0	7	9

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

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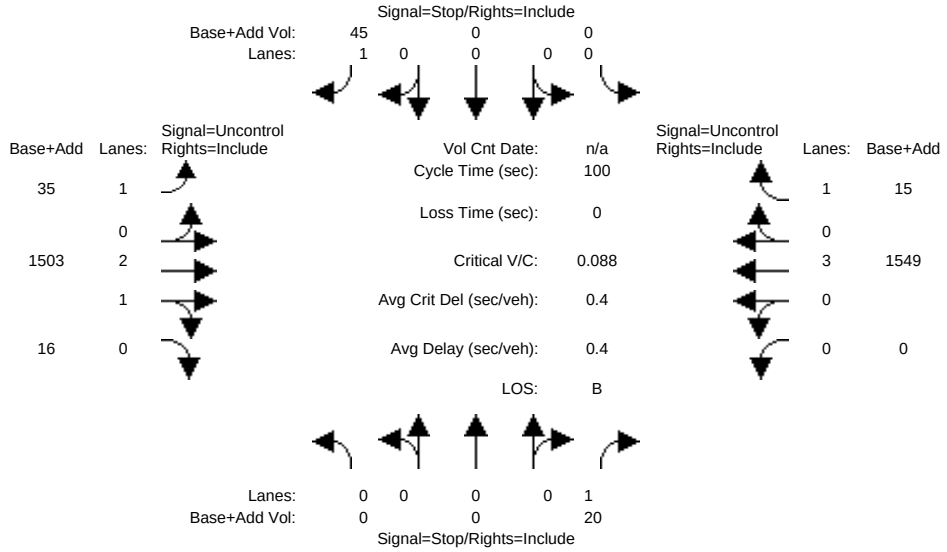
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	20	0	0	45	35	1503	16	0	1549	15
Growth Adj:	1.00	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	20	0	0	45	35	1503	16	0	1549	15
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	20	0	0	45	35	1503	16	0	1549	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	0	45	35	1503	16	0	1549	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1503	16	0	1549	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	509	xxxx	xxxx	516	1564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	515	xxxx	xxxx	509	428	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	515	xxxx	xxxx	509	428	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.3	xxxxx	xxxx	12.8	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	12.3			12.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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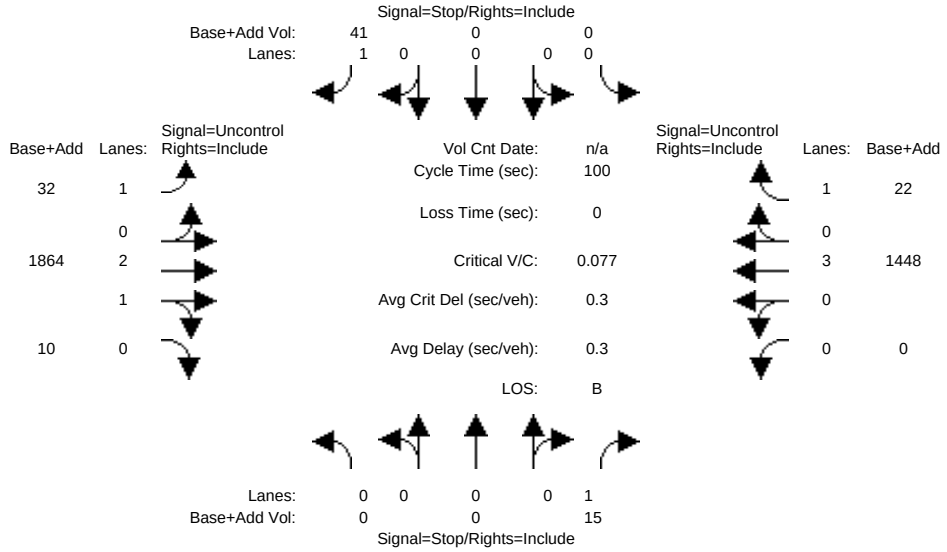
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	15	0	0	41	32	1864	10	0	1448	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1864	10	0	1448	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1864	10	0	1448	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1864	10	0	1448	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1864	10	0	1448	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	626	xxxx	xxxx	483	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	432	xxxx	xxxx	535	465	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	432	xxxx	xxxx	535	465	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.08	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.6	xxxxx	xxxx	12.3	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	13.6			12.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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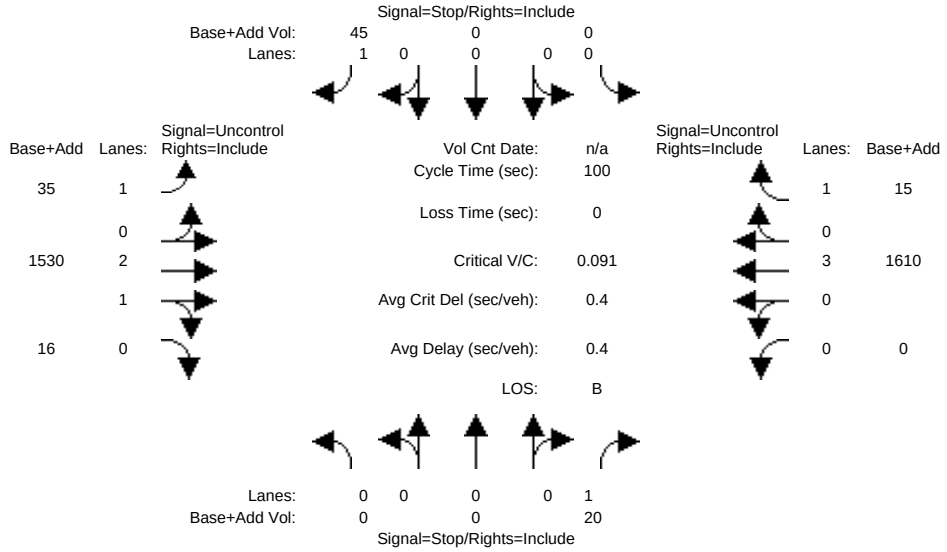
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	20	0	0	45	35	1530	16	0	1610	15
Growth Adj:	1.00	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	20	0	0	45	35	1530	16	0	1610	15
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	20	0	0	45	35	1530	16	0	1610	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	0	0	45	35	1530	16	0	1610	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1530	16	0	1610	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	518	xxxx	xxxx	537	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	508	xxxx	xxxx	494	406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	508	xxxx	xxxx	494	406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.4	xxxxx	xxxx	13.0	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	12.4			13.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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Los Gatos, CA
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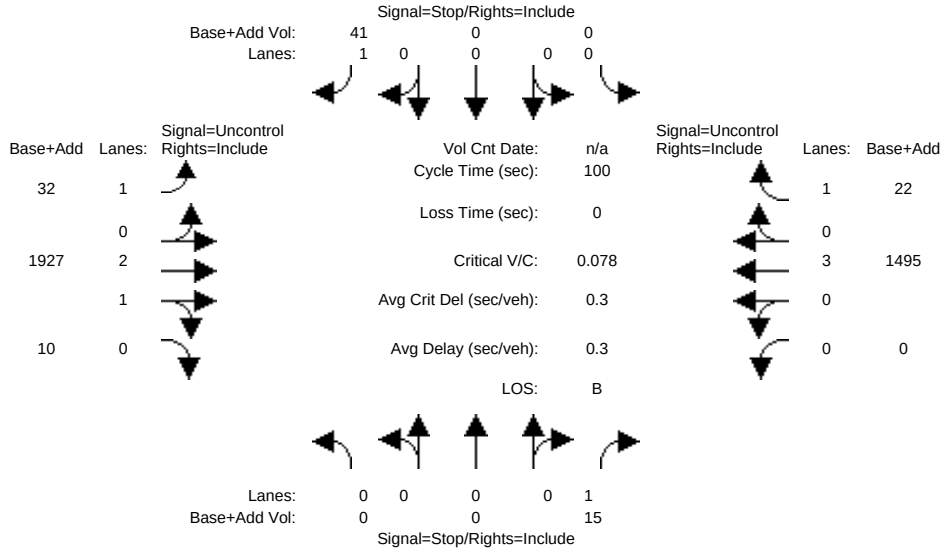
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



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	15	0	0	41	32	1927	10	0	1495	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1927	10	0	1495	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1927	10	0	1495	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1927	10	0	1495	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1927	10	0	1495	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	647	xxxx	xxxx	498	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	418	xxxx	xxxx	523	446	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	418	xxxx	xxxx	523	446	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.08	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.9	xxxxx	xxxx	12.5	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	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:	13.9			12.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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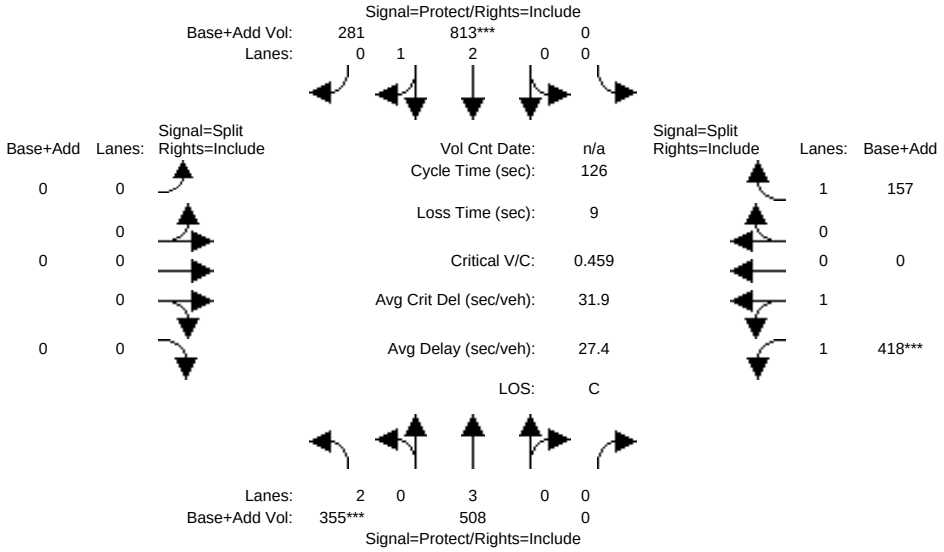
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	355	508	0	0	813	281	0	0	0	418	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	508	0	0	813	281	0	0	0	418	0	157
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:	355	508	0	0	813	281	0	0	0	418	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355	508	0	0	813	281	0	0	0	418	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	508	0	0	813	281	0	0	0	418	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	355	508	0	0	813	281	0	0	0	418	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.20	0.80	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4160	1438	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	31.0	84.7	0.0	0.0	53.7	53.7	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.46	0.13	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.00	0.35
Delay/Veh:	40.8	7.5	0.0	0.0	25.9	25.9	0.0	0.0	0.0	39.8	0.0	38.7
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:	40.8	7.5	0.0	0.0	25.9	25.9	0.0	0.0	0.0	39.8	0.0	38.7
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	7	2	0	0	10	10	0	0	0	7	0	5

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

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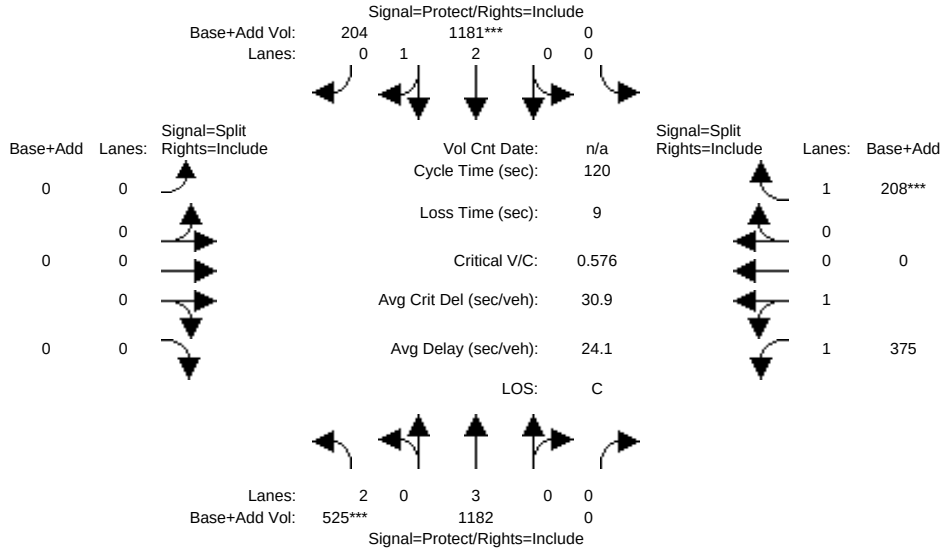
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	525	1182	0	0	1181	204	0	0	0	375	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	1182	0	0	1181	204	0	0	0	375	0	208
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:	525	1182	0	0	1181	204	0	0	0	375	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	1182	0	0	1181	204	0	0	0	375	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	1182	0	0	1181	204	0	0	0	375	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	525	1182	0	0	1181	204	0	0	0	375	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.54	0.46	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4774	825	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****
Green Time:	34.7	86.2	0.0	0.0	51.5	51.5	0.0	0.0	0.0	24.8	0.0	24.8
Volume/Cap:	0.58	0.29	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.51	0.00	0.58
Delay/Veh:	37.3	6.0	0.0	0.0	26.3	26.3	0.0	0.0	0.0	42.9	0.0	45.2
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:	37.3	6.0	0.0	0.0	26.3	26.3	0.0	0.0	0.0	42.9	0.0	45.2
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	10	5	0	0	13	13	0	0	0	7	0	8

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

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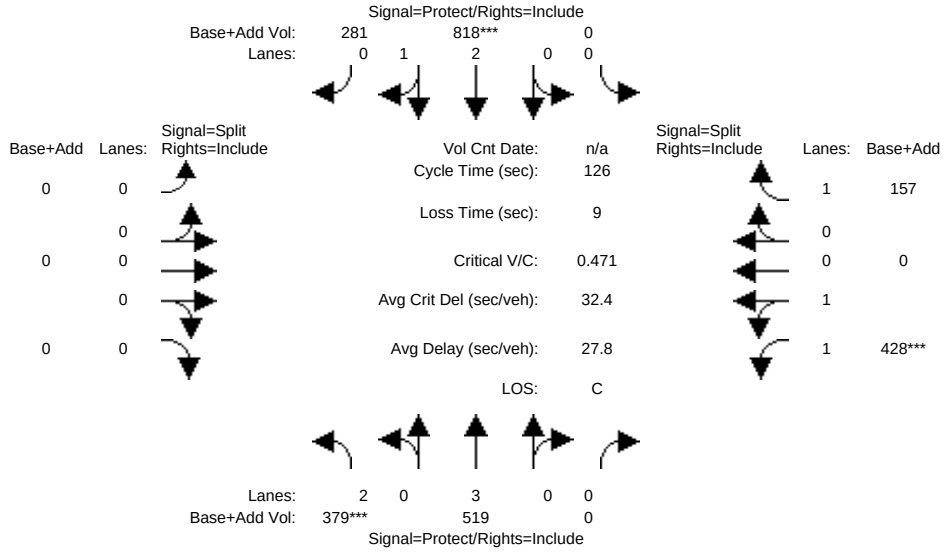
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	379	519	0	0	818	281	0	0	0	428	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	519	0	0	818	281	0	0	0	428	0	157
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:	379	519	0	0	818	281	0	0	0	428	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	519	0	0	818	281	0	0	0	428	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	519	0	0	818	281	0	0	0	428	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	379	519	0	0	818	281	0	0	0	428	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.20	0.80	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4166	1431	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	32.2	84.7	0.0	0.0	52.5	52.5	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.47	0.14	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.47	0.00	0.35
Delay/Veh:	40.1	7.4	0.0	0.0	26.8	26.8	0.0	0.0	0.0	40.0	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.4	0.0	0.0	26.8	26.8	0.0	0.0	0.0	40.0	0.0	38.8
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	8	2	0	0	10	10	0	0	0	8	0	5

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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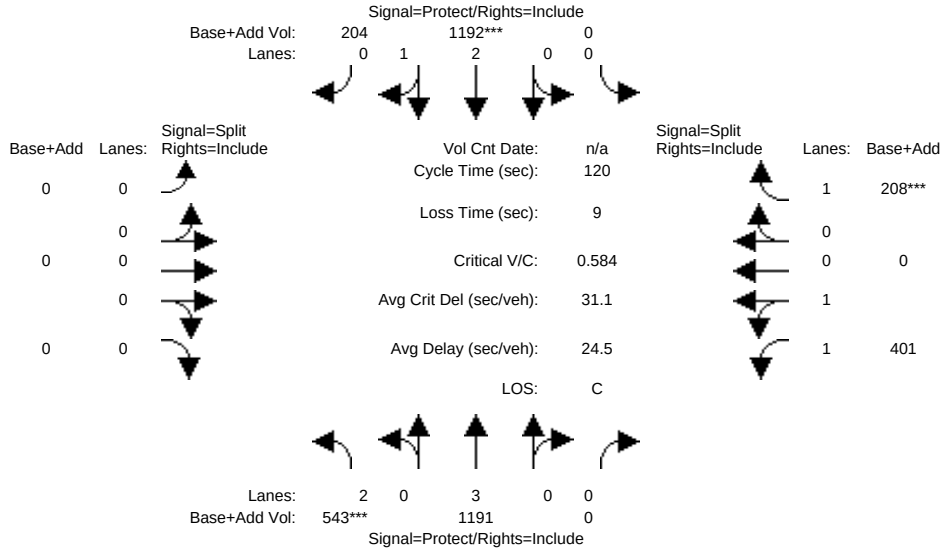
Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	543	1191	0	0	1192	204	0	0	0	401	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	1191	0	0	1192	204	0	0	0	401	0	208
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:	543	1191	0	0	1192	204	0	0	0	401	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	1191	0	0	1192	204	0	0	0	401	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	1191	0	0	1192	204	0	0	0	401	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	543	1191	0	0	1192	204	0	0	0	401	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.55	0.45	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4781	818	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****
Green Time:	35.4	86.6	0.0	0.0	51.2	51.2	0.0	0.0	0.0	24.4	0.0	24.4
Volume/Cap:	0.58	0.29	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.56	0.00	0.58
Delay/Veh:	37.0	5.9	0.0	0.0	26.7	26.7	0.0	0.0	0.0	43.9	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	5.9	0.0	0.0	26.7	26.7	0.0	0.0	0.0	43.9	0.0	45.7
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	5	0	0	13	13	0	0	0	8	0	8

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

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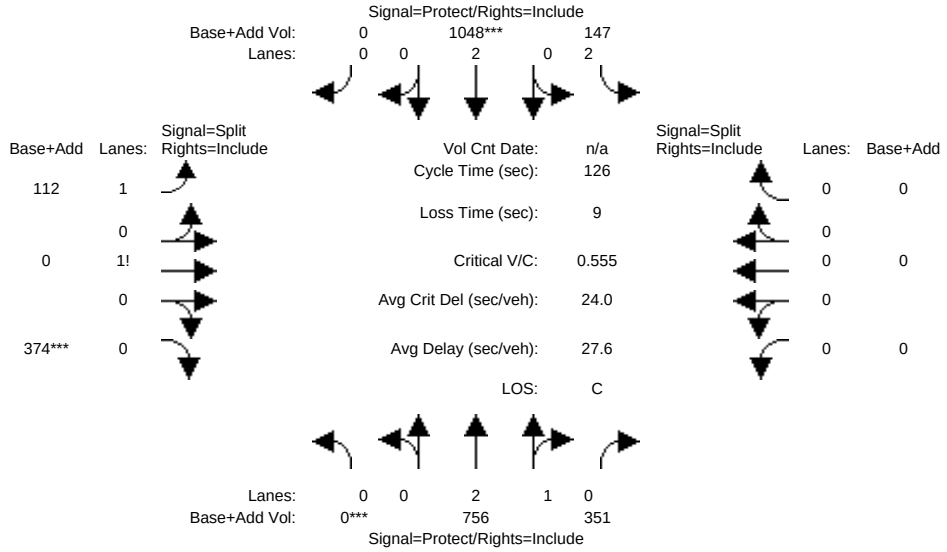
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	756	351	147	1048	0	112	0	374	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	756	351	147	1048	0	112	0	374	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	756	351	147	1048	0	112	0	374	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	756	351	147	1048	0	112	0	374	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	756	351	147	1048	0	112	0	374	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	756	351	147	1048	0	112	0	374	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.01	0.99	2.00	2.00	0.00	1.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	0	3822	1775	3150	3800	0	1984	0	1560	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.28	0.00	0.06	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	48.9	48.9	13.7	62.6	0.0	54.4	0.0	54.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.51	0.43	0.56	0.00	0.13	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	29.6	29.6	53.3	22.4	0.0	21.6	0.0	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.6	29.6	53.3	22.4	0.0	21.6	0.0	27.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	11	4	14	0	2	0	13	0	0	0

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

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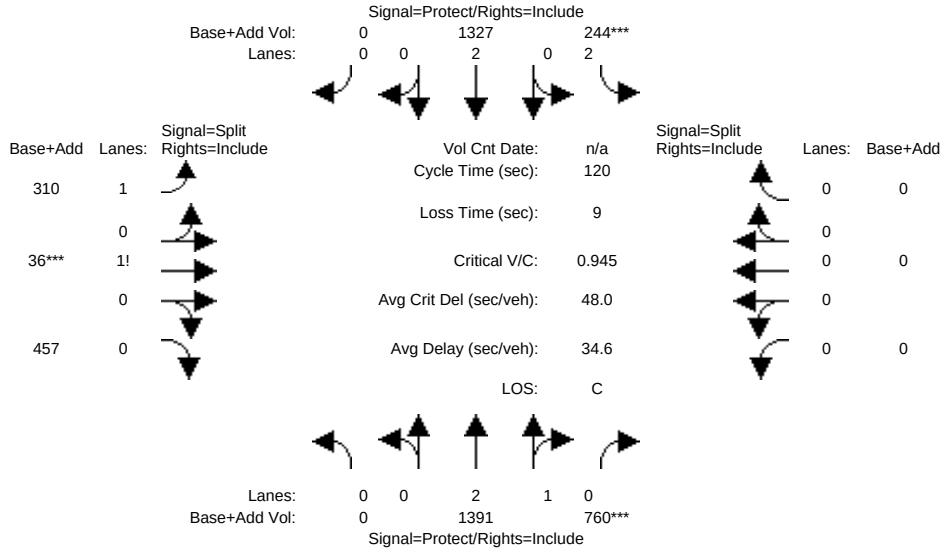
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1391	760	244	1327	0	310	36	457	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	1391	760	244	1327	0	310	36	457	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	1391	760	244	1327	0	310	36	457	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	1391	760	244	1327	0	310	36	457	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1391	760	244	1327	0	310	36	457	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1391	760	244	1327	0	310	36	457	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.24	0.06	0.70	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2178	99	1261	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.43	0.08	0.35	0.00	0.14	0.36	0.36	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	55.1	55.1	9.8	65.0	0.0	46.0	46.0	46.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.80	0.95	0.95	0.64	0.00	0.37	0.95	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	29.4	40.1	95.9	20.1	0.0	26.7	54.6	54.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.4	40.1	95.9	20.1	0.0	26.7	54.6	54.6	0.0	0.0	0.0
LOS by Move:	A	C	D	F	C	A	C	D	D	A	A	A
HCM2kAvgQ:	0	23	34	9	17	0	7	29	29	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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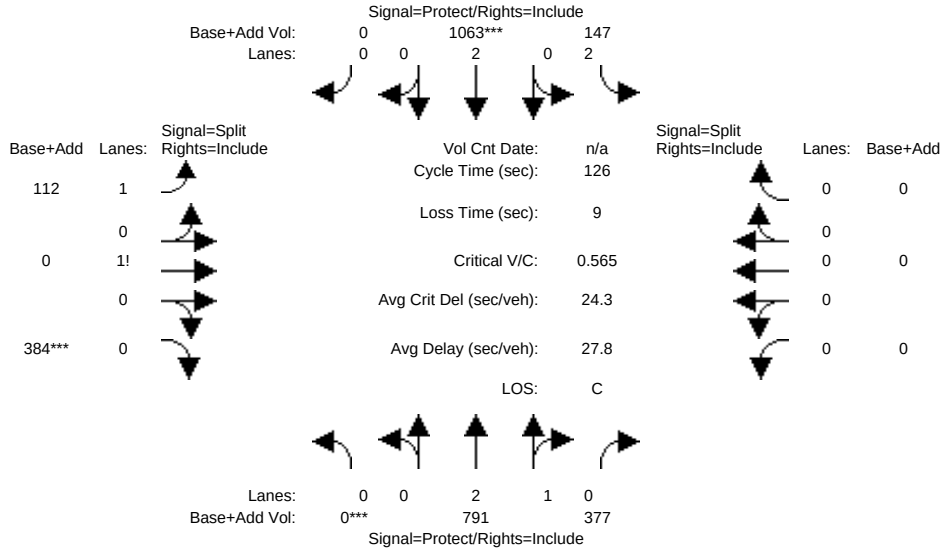
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	791	377	147	1063	0	112	0	384	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	791	377	147	1063	0	112	0	384	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	791	377	147	1063	0	112	0	384	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	791	377	147	1063	0	112	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	377	147	1063	0	112	0	384	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	791	377	147	1063	0	112	0	384	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	0	3797	1800	3150	3800	0	1978	0	1565	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.28	0.00	0.06	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	49.3	49.3	13.1	62.3	0.0	54.7	0.0	54.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.54	0.45	0.57	0.00	0.13	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	29.8	29.8	54.1	22.7	0.0	21.4	0.0	27.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	29.8	54.1	22.7	0.0	21.4	0.0	27.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	12	4	14	0	2	0	14	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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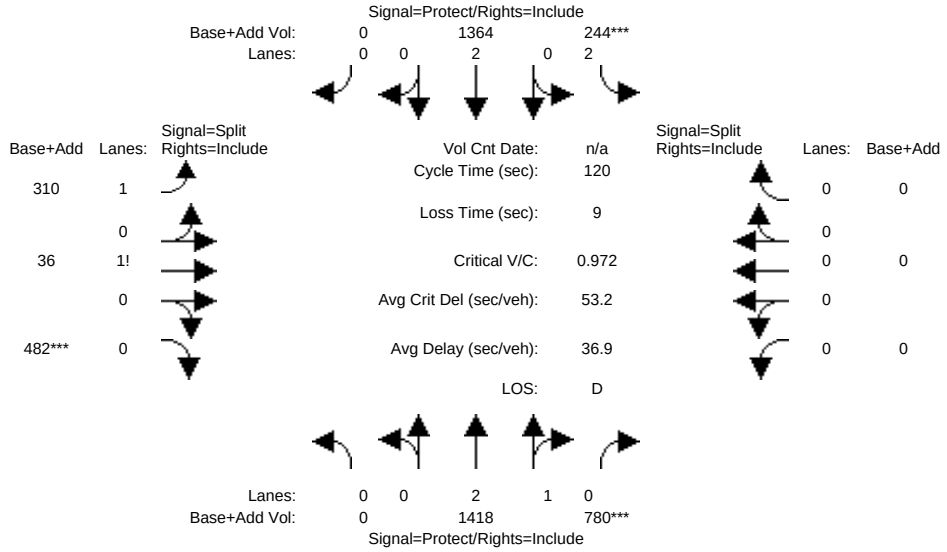
Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1418	780	244	1364	0	310	36	482	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	1418	780	244	1364	0	310	36	482	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	1418	780	244	1364	0	310	36	482	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	1418	780	244	1364	0	310	36	482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	780	244	1364	0	310	36	482	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1418	780	244	1364	0	310	36	482	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.24	0.05	0.71	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2162	96	1281	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.45	0.08	0.36	0.00	0.14	0.38	0.38	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	55.0	55.0	9.6	64.6	0.0	46.4	46.4	46.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.97	0.97	0.67	0.00	0.37	0.97	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	30.1	44.8	104.0	20.8	0.0	26.4	60.3	60.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.1	44.8	104.0	20.8	0.0	26.4	60.3	60.3	0.0	0.0	0.0
LOS by Move:	A	C	D	F	C	A	C	E	E	A	A	A
HCM2kAvgQ:	0	24	36	9	18	0	7	32	32	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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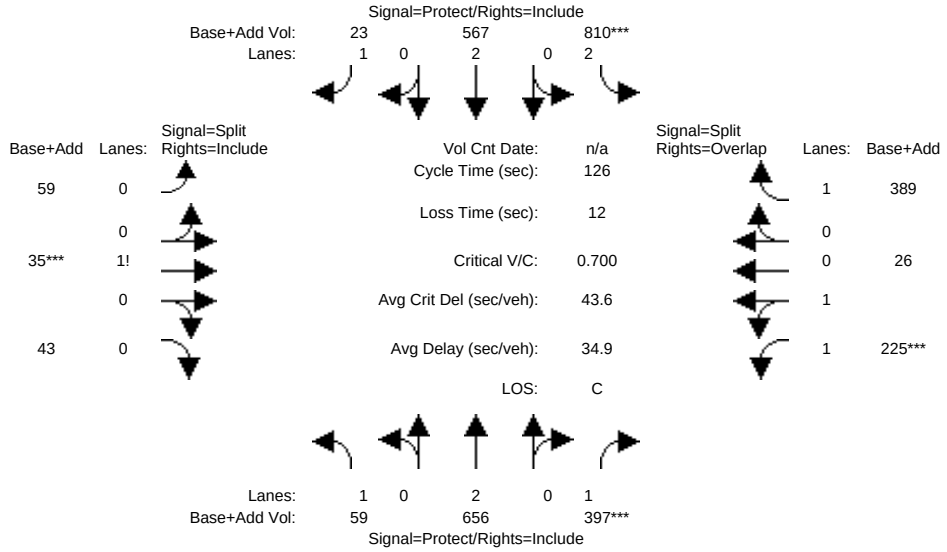
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	656	397	810	567	23	59	35	43	225	26	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	656	397	810	567	23	59	35	43	225	26	389
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:	59	656	397	810	567	23	59	35	43	225	26	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	656	397	810	567	23	59	35	43	225	26	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	656	397	810	567	23	59	35	43	225	26	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	59	656	397	810	567	23	59	35	43	225	26	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.43	0.26	0.31	1.80	0.20	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	754	447	549	3182	368	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.23	0.26	0.15	0.01	0.08	0.08	0.08	0.07	0.07	0.22
Crit Moves:			****	****				****		****		
Green Time:	23.6	40.9	40.9	46.3	63.5	63.5	14.1	14.1	14.1	12.7	12.7	59.0
Volume/Cap:	0.18	0.53	0.70	0.70	0.30	0.03	0.70	0.70	0.70	0.70	0.70	0.47
Delay/Veh:	43.3	35.2	41.1	35.8	18.3	15.7	64.6	64.6	64.6	60.8	60.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	35.2	41.1	35.8	18.3	15.7	64.6	64.6	64.6	60.8	60.8	23.3
LOS by Move:	D	D	D	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	2	10	15	17	6	0	7	7	7	6	6	11

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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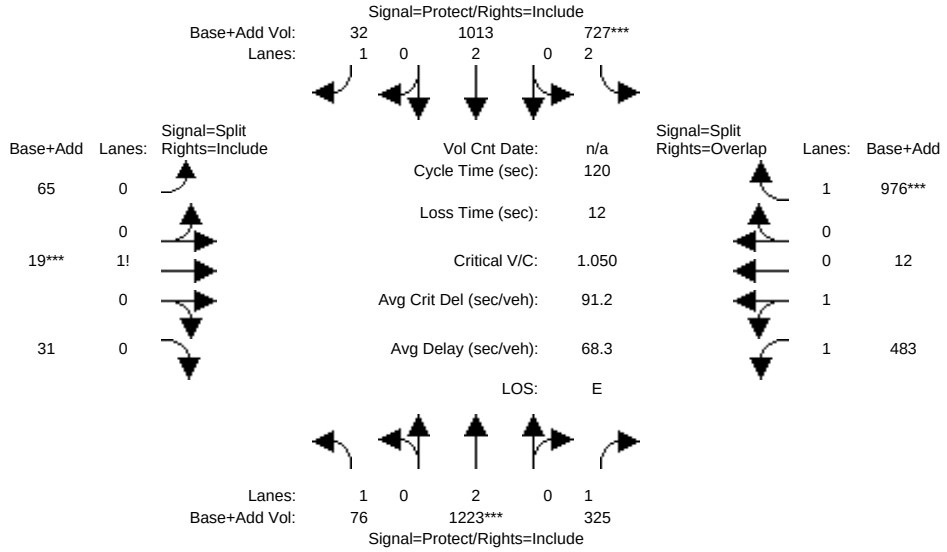
Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	1223	325	727	1013	32	65	19	31	483	12	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1223	325	727	1013	32	65	19	31	483	12	976
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:	76	1223	325	727	1013	32	65	19	31	483	12	976
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1223	325	727	1013	32	65	19	31	483	12	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1223	325	727	1013	32	65	19	31	483	12	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	76	1223	325	727	1013	32	65	19	31	483	12	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.57	0.16	0.27	1.95	0.05	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	989	289	472	3464	86	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.19	0.23	0.27	0.02	0.07	0.07	0.07	0.14	0.14	0.56
Crit Moves:		****		****				****				****
Green Time:	11.1	35.9	35.9	25.7	50.5	50.5	10.0	10.0	10.0	36.4	36.4	62.1
Volume/Cap:	0.47	1.08	0.62	1.08	0.63	0.04	0.79	0.79	0.79	0.46	0.46	1.08
Delay/Veh:	53.9	92.1	38.5	104.4	28.3	20.5	78.3	78.3	78.3	34.1	34.1	81.8
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:	53.9	92.1	38.5	104.4	28.3	20.5	78.3	78.3	78.3	34.1	34.1	81.8
LOS by Move:	D	F	D	F	C	C	E	E	E	C	C	F
HCM2kAvgQ:	3	32	12	24	15	1	6	6	6	8	8	53

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

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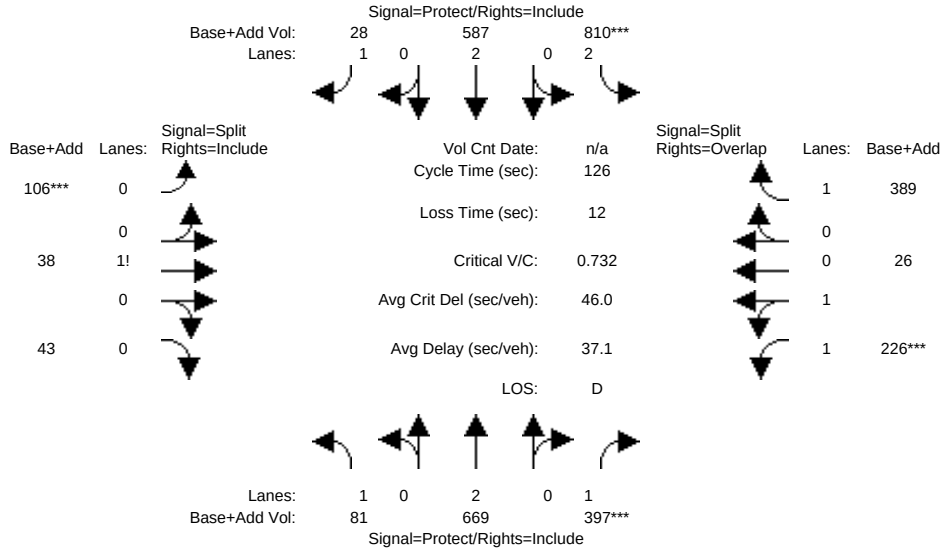

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	669	397	810	587	28	106	38	43	226	26	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	669	397	810	587	28	106	38	43	226	26	389
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:	81	669	397	810	587	28	106	38	43	226	26	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	669	397	810	587	28	106	38	43	226	26	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	669	397	810	587	28	106	38	43	226	26	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	669	397	810	587	28	106	38	43	226	26	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.57	0.20	0.23	1.80	0.20	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	992	356	402	3184	366	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.23	0.26	0.15	0.02	0.11	0.11	0.11	0.07	0.07	0.22
Crit Moves:			****	****			****			****		
Green Time:	22.1	39.1	39.1	44.3	61.3	61.3	18.4	18.4	18.4	12.2	12.2	56.5
Volume/Cap:	0.26	0.57	0.73	0.73	0.32	0.03	0.73	0.73	0.73	0.73	0.73	0.50
Delay/Veh:	45.4	37.0	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
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:	45.4	37.0	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
LOS by Move:	D	D	D	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	3	11	16	17	7	1	9	9	9	7	7	11

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

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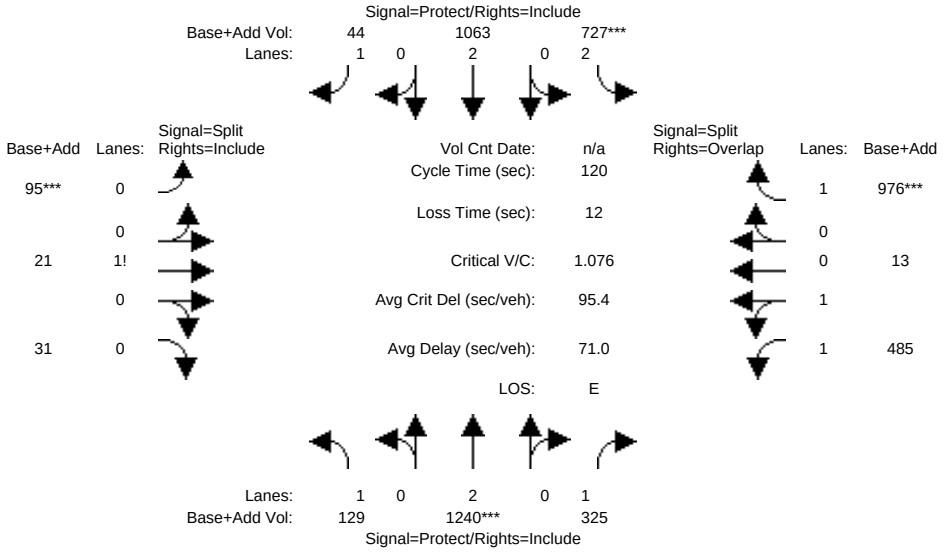
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1240	325	727	1063	44	95	21	31	485	13	976
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1240	325	727	1063	44	95	21	31	485	13	976
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.65	0.14	0.21	1.95	0.05	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1131	250	369	3457	93	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.19	0.23	0.28	0.03	0.08	0.08	0.08	0.14	0.14	0.56
Crit Moves:		****		****			****					****
Green Time:	12.9	36.2	36.2	25.6	48.9	48.9	10.0	10.0	10.0	36.2	36.2	61.8
Volume/Cap:	0.69	1.08	0.62	1.08	0.69	0.06	1.01	1.01	1.01	0.46	0.46	1.08
Delay/Veh:	61.8	93.8	38.1	106.4	30.6	21.7	131.6	132	131.6	34.3	34.3	83.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	93.8	38.1	106.4	30.6	21.7	131.6	132	131.6	34.3	34.3	83.9
LOS by Move:	E	F	D	F	C	C	F	F	F	C	C	F
HCM2kAvgQ:	6	33	12	24	17	1	10	10	10	8	8	53

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8 Los Gatos Blvd & Samaritan Dr/Burton Rd

Cycle (sec):	126	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	12	Average Delay (sec/veh):	36.5
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	81	669	397	810	587	28	106	38	43	226	26	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	669	397	810	587	28	106	38	43	226	26	389
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:	81	669	397	810	587	28	106	38	43	226	26	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	669	397	810	587	28	106	38	43	226	26	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	669	397	810	587	28	106	38	43	226	26	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	669	397	810	587	28	106	38	43	226	26	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.57	0.20	0.23	1.80	0.20	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	992	356	402	3184	366	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.23	0.26	0.15	0.02	0.11	0.11	0.11	0.07	0.07	0.22
Crit Moves:			****	****			****			****		
Green Time:	22.1	39.1	39.1	44.3	61.3	61.3	18.4	18.4	18.4	12.2	12.2	56.5
Volume/Cap:	0.26	0.38	0.73	0.73	0.32	0.03	0.73	0.73	0.73	0.73	0.73	0.50
Delay/Veh:	45.4	34.1	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
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:	45.4	34.1	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
LOS by Move:	D	C	D	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	3	7	16	17	7	1	9	9	9	7	7	11

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #8 Los Gatos Blvd & Samaritan Dr/Burton Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	12	Average Delay (sec/veh):	51.0
Optimal Cycle:	162	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1240	325	727	1063	44	95	21	31	485	13	976
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1240	325	727	1063	44	95	21	31	485	13	976
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.65	0.14	0.21	1.95	0.05	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1131	250	369	3457	93	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.19	0.23	0.28	0.03	0.08	0.08	0.08	0.14	0.14	0.56
Crit Moves:		****		****			****					****
Green Time:	11.8	27.3	27.3	29.0	44.6	44.6	10.6	10.6	10.6	41.1	41.1	70.1
Volume/Cap:	0.75	0.95	0.82	0.95	0.75	0.07	0.95	0.95	0.95	0.41	0.41	0.95
Delay/Veh:	69.7	61.1	56.1	67.0	35.2	24.3	113.3	113	113.3	30.4	30.4	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	61.1	56.1	67.0	35.2	24.3	113.3	113	113.3	30.4	30.4	41.7
LOS by Move:	E	E	E	E	D	C	F	F	F	C	C	D
HCM2kAvgQ:	7	20	14	21	18	1	9	9	9	7	7	42

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

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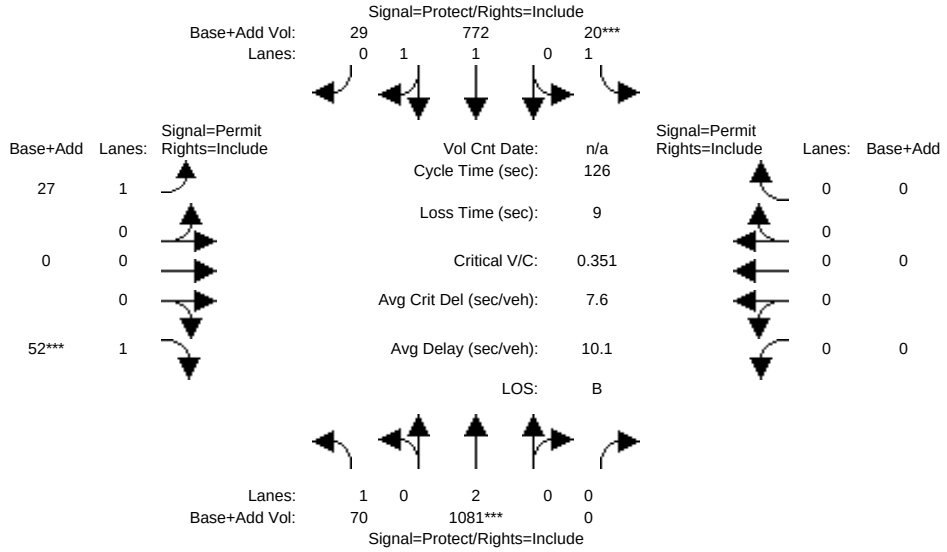
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



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	12	12	12	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1081	0	20	772	29	27	0	52	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:	70	1081	0	20	772	29	27	0	52	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:	70	1081	0	20	772	29	27	0	52	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:	70	1081	0	20	772	29	27	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1081	0	20	772	29	27	0	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1081	0	20	772	29	27	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3566	134	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.01	0.22	0.22	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	21.4	98.0	0.0	7.0	83.6	83.6	12.0	0.0	12.0	0.0	0.0	0.0
Volume/Cap:	0.24	0.37	0.00	0.21	0.33	0.33	0.16	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	45.6	4.4	0.0	57.9	9.2	9.2	52.8	0.0	54.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	4.4	0.0	57.9	9.2	9.2	52.8	0.0	54.2	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	6	0	1	7	7	1	0	2	0	0	0

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

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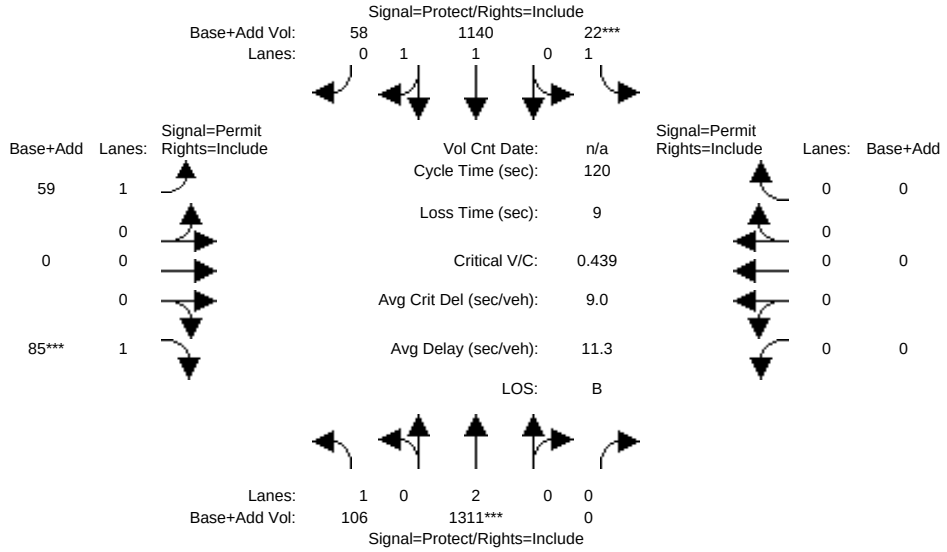
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	1311	0	22	1140	58	59	0	85	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:	106	1311	0	22	1140	58	59	0	85	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:	106	1311	0	22	1140	58	59	0	85	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:	106	1311	0	22	1140	58	59	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1311	0	22	1140	58	59	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1311	0	22	1140	58	59	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3521	179	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.00	0.01	0.32	0.32	0.03	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	15.5	91.2	0.0	7.0	82.7	82.7	12.8	0.0	12.8	0.0	0.0	0.0
Volume/Cap:	0.47	0.45	0.00	0.22	0.47	0.47	0.32	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	50.0	5.4	0.0	54.9	8.7	8.7	50.5	0.0	52.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	5.4	0.0	54.9	8.7	8.7	50.5	0.0	52.0	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	9	0	1	10	10	2	0	4	0	0	0

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

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Hexagon Transportation Consultants, Inc.

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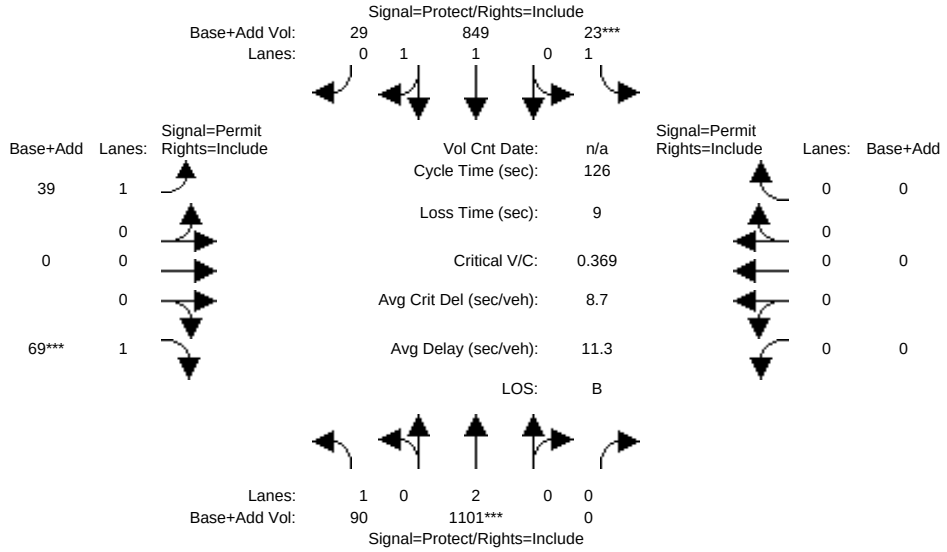
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #9: Los Gatos Blvd & Walker St



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	12	12	12	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1101	0	23	849	29	39	0	69	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:	90	1101	0	23	849	29	39	0	69	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:	90	1101	0	23	849	29	39	0	69	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:	90	1101	0	23	849	29	39	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1101	0	23	849	29	39	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1101	0	23	849	29	39	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3578	122	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.01	0.24	0.24	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	19.7	96.8	0.0	7.0	84.1	84.1	13.2	0.0	13.2	0.0	0.0	0.0
Volume/Cap:	0.33	0.38	0.00	0.24	0.36	0.36	0.21	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	48.0	4.8	0.0	58.2	9.2	9.2	52.2	0.0	53.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	4.8	0.0	58.2	9.2	9.2	52.2	0.0	53.9	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	7	0	1	7	7	2	0	3	0	0	0

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

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Hexagon Transportation Consultants, Inc.

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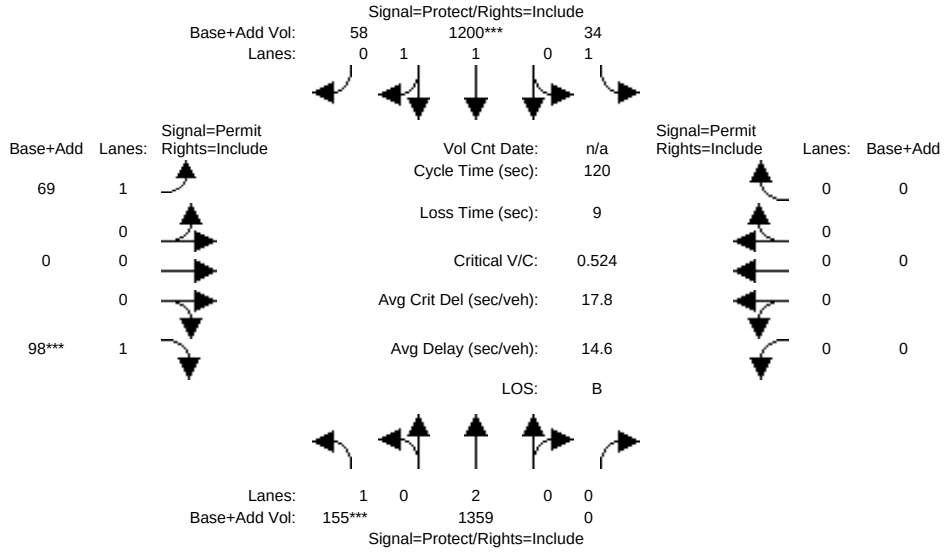
Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	1359	0	34	1200	58	69	0	98	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:	155	1359	0	34	1200	58	69	0	98	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:	155	1359	0	34	1200	58	69	0	98	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:	155	1359	0	34	1200	58	69	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1359	0	34	1200	58	69	0	98	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1359	0	34	1200	58	69	0	98	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3529	171	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.00	0.02	0.34	0.34	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.3	84.4	0.0	13.8	77.9	77.9	12.8	0.0	12.8	0.0	0.0	0.0
Volume/Cap:	0.52	0.51	0.00	0.17	0.52	0.52	0.37	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	47.2	8.4	0.0	48.4	11.4	11.4	51.1	0.0	53.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	8.4	0.0	48.4	11.4	11.4	51.1	0.0	53.4	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D	A	D	A	A	A
HCM2kAvgQ:	6	11	0	1	13	13	3	0	4	0	0	0

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

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Hexagon Transportation Consultants, Inc.

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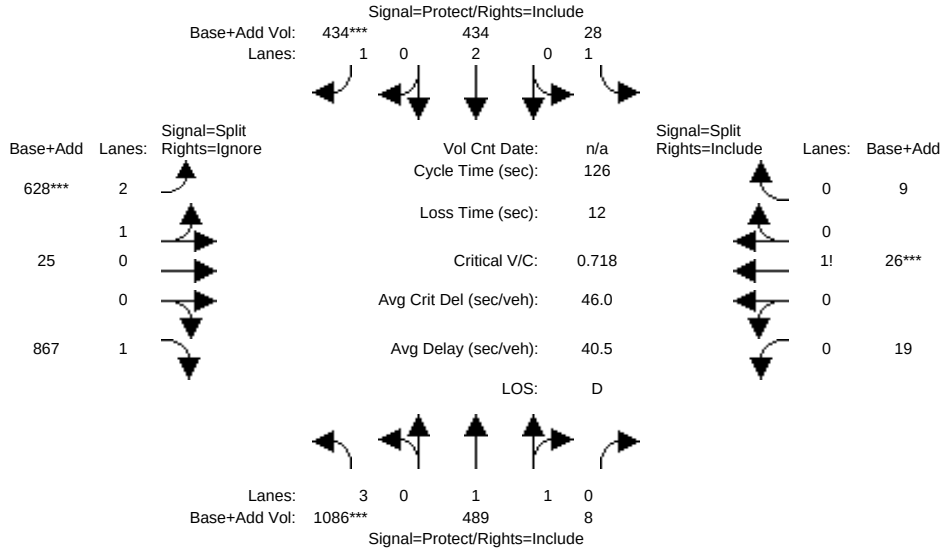
Intersection #10: Los Gatos Blvd & Lark Ave



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	22	22	22	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1086	489	8	28	434	434	628	25	867	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1086	489	8	28	434	434	628	25	867	19	26	9
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:	1086	489	8	28	434	434	628	25	867	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1086	489	8	28	434	434	628	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1086	489	8	28	434	434	628	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1086	489	8	28	434	434	628	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.97	0.03	1.00	2.00	1.00	2.89	0.11	1.00	0.35	0.48	0.17
Final Sat.:	4551	3640	60	1750	3800	1750	4759	189	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.24	0.13	0.13	0.02	0.11	0.25	0.13	0.13	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	39.2	56.6	56.6	23.4	40.8	40.8	22.0	22.0	0.0	12.0	12.0	12.0
Volume/Cap:	0.77	0.30	0.30	0.09	0.35	0.77	0.76	0.76	0.00	0.32	0.32	0.32
Delay/Veh:	41.8	22.2	22.2	42.6	32.7	44.6	53.3	53.3	0.0	54.3	54.3	54.3
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:	41.8	22.2	22.2	42.6	32.7	44.6	53.3	53.3	0.0	54.3	54.3	54.3
LOS by Move:	D	C	C	D	C	D	D	D	A	D	D	D
HCM2kAvgQ:	17	6	6	1	6	18	11	11	0	2	2	2

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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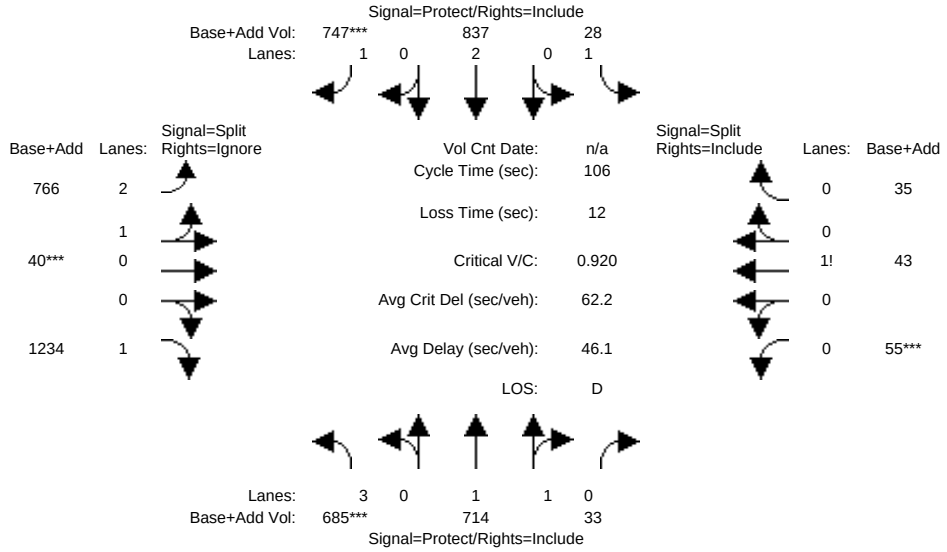
Intersection #10: Los Gatos Blvd & Lark Ave



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	21	21	21	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	685	714	33	28	837	747	766	40	1234	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	685	714	33	28	837	747	766	40	1234	55	43	35
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:	685	714	33	28	837	747	766	40	1234	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	685	714	33	28	837	747	766	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	714	33	28	837	747	766	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	685	714	33	28	837	747	766	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.91	0.09	1.00	2.00	1.00	2.86	0.14	1.00	0.42	0.32	0.26
Final Sat.:	4551	3536	163	1750	3800	1750	4702	246	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.02	0.22	0.43	0.16	0.16	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	15.9	46.0	46.0	15.0	45.1	45.1	21.0	21.0	0.0	12.0	12.0	12.0
Volume/Cap:	1.00	0.47	0.47	0.11	0.52	1.00	0.82	0.82	0.00	0.67	0.67	0.67
Delay/Veh:	80.3	21.5	21.5	39.9	22.7	64.2	46.4	46.4	0.0	53.8	53.8	53.8
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:	80.3	21.5	21.5	39.9	22.7	64.2	46.4	46.4	0.0	53.8	53.8	53.8
LOS by Move:	F	C	C	D	C	E	D	D	A	D	D	D
HCM2kAvgQ:	14	9	9	1	10	34	12	12	0	6	6	6

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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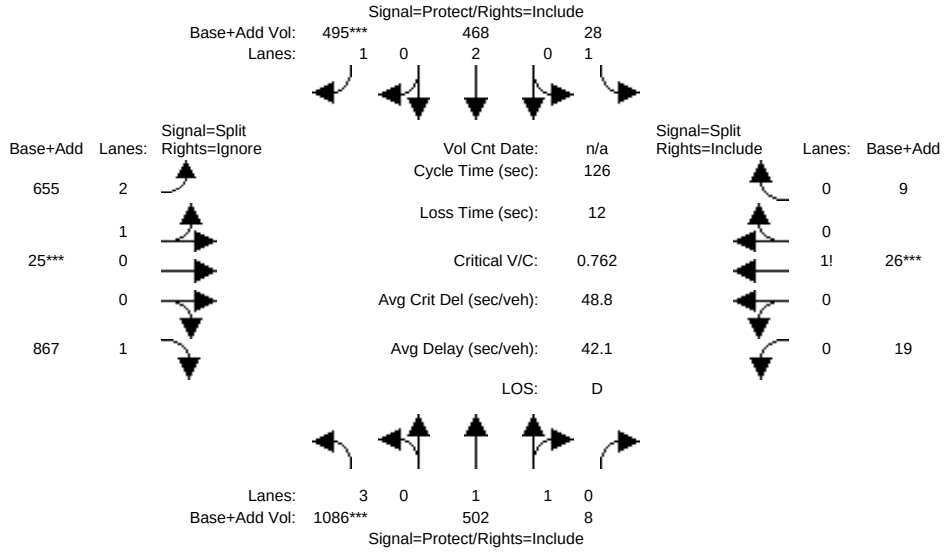
Intersection #10: Los Gatos Blvd & Lark Ave



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	22	22	22	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1086	502	8	28	468	495	655	25	867	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1086	502	8	28	468	495	655	25	867	19	26	9
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:	1086	502	8	28	468	495	655	25	867	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1086	502	8	28	468	495	655	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1086	502	8	28	468	495	655	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1086	502	8	28	468	495	655	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.97	0.03	1.00	2.00	1.00	2.90	0.10	1.00	0.35	0.48	0.17
Final Sat.:	4551	3642	58	1750	3800	1750	4767	182	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.24	0.14	0.14	0.02	0.12	0.28	0.14	0.14	0.00	0.03	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	36.6	57.0	57.0	23.0	43.4	43.4	22.0	22.0	0.0	12.0	12.0	12.0
Volume/Cap:	0.82	0.30	0.30	0.09	0.36	0.82	0.79	0.79	0.00	0.32	0.32	0.32
Delay/Veh:	45.9	22.0	22.0	42.9	31.1	46.6	54.6	54.6	0.0	54.3	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	22.0	22.0	42.9	31.1	46.6	54.6	54.6	0.0	54.3	54.3	54.3
LOS by Move:	D	C	C	D	C	D	D	D	A	D	D	D
HCM2kAvgQ:	18	6	6	1	7	21	12	12	0	2	2	2

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

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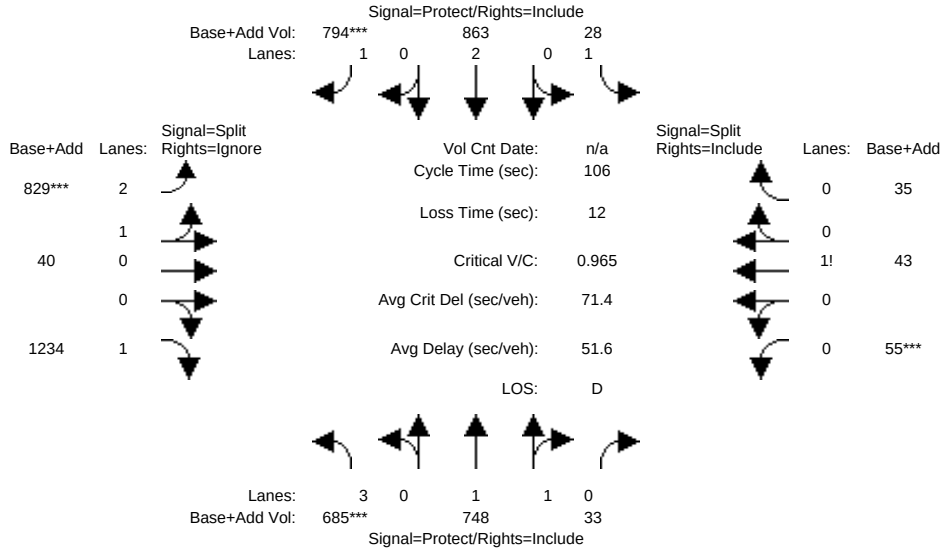
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #10: Los Gatos Blvd & Lark Ave



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	21	21	21	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	685	748	33	28	863	794	829	40	1234	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	685	748	33	28	863	794	829	40	1234	55	43	35
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:	685	748	33	28	863	794	829	40	1234	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	685	748	33	28	863	794	829	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	748	33	28	863	794	829	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	685	748	33	28	863	794	829	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.91	0.09	1.00	2.00	1.00	2.87	0.13	1.00	0.42	0.32	0.26
Final Sat.:	4551	3544	156	1750	3800	1750	4720	228	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.02	0.23	0.45	0.18	0.18	0.00	0.08	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	15.2	46.5	46.5	14.5	45.8	45.8	21.0	21.0	0.0	12.0	12.0	12.0
Volume/Cap:	1.05	0.48	0.48	0.12	0.53	1.05	0.89	0.89	0.00	0.67	0.67	0.67
Delay/Veh:	94.5	21.4	21.4	40.3	22.4	76.7	51.2	51.2	0.0	53.8	53.8	53.8
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:	94.5	21.4	21.4	40.3	22.4	76.7	51.2	51.2	0.0	53.8	53.8	53.8
LOS by Move:	F	C	C	D	C	E	D	D	A	D	D	D
HCM2kAvgQ:	15	9	9	1	10	39	14	14	0	6	6	6

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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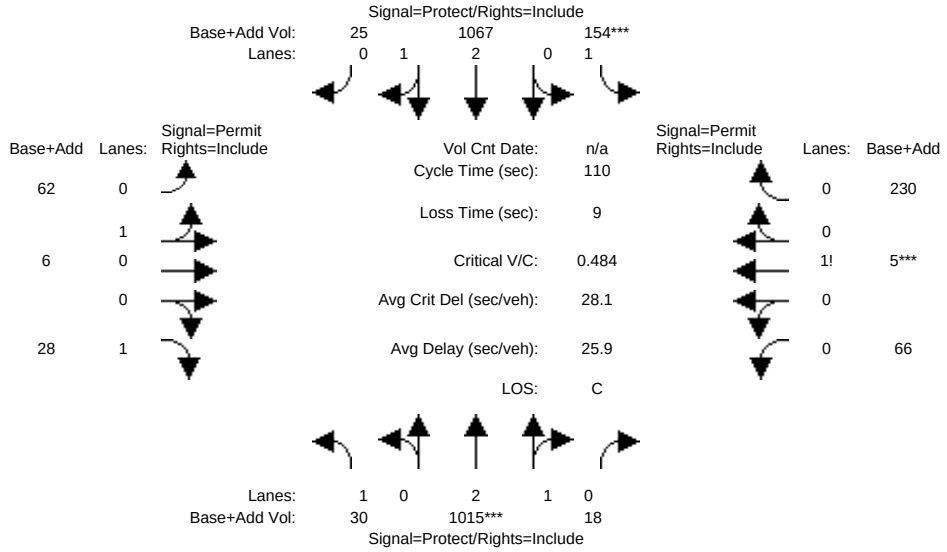
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1015	18	154	1067	25	62	6	28	66	5	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1015	18	154	1067	25	62	6	28	66	5	230
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:	30	1015	18	154	1067	25	62	6	28	66	5	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1015	18	154	1067	25	62	6	28	66	5	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1015	18	154	1067	25	62	6	28	66	5	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	30	1015	18	154	1067	25	62	6	28	66	5	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.91	0.09	1.00	0.22	0.02	0.76
Final Sat.:	1750	5502	98	1750	5472	128	1641	159	1750	384	29	1337
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.09	0.20	0.20	0.04	0.04	0.02	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.2	41.9	41.9	20.0	46.7	46.7	39.1	39.1	39.1	39.1	39.1	39.1
Volume/Cap:	0.12	0.48	0.48	0.48	0.46	0.46	0.11	0.11	0.05	0.48	0.48	0.48
Delay/Veh:	41.8	26.0	26.0	41.5	22.8	22.8	23.8	23.8	23.3	28.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	26.0	26.0	41.5	22.8	22.8	23.8	23.8	23.3	28.2	28.2	28.2
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	5	9	9	2	2	1	9	9	9

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

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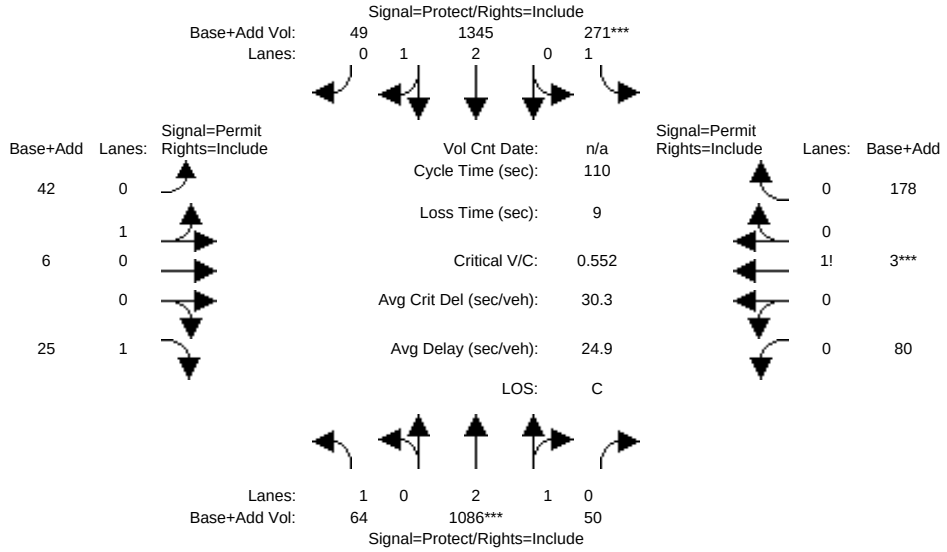
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1086	50	271	1345	49	42	6	25	80	3	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1086	50	271	1345	49	42	6	25	80	3	178
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:	64	1086	50	271	1345	49	42	6	25	80	3	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1086	50	271	1345	49	42	6	25	80	3	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1086	50	271	1345	49	42	6	25	80	3	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	1086	50	271	1345	49	42	6	25	80	3	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.89	0.11	0.87	0.13	1.00	0.31	0.01	0.68
Final Sat.:	1750	5353	246	1750	5403	197	1575	225	1750	536	20	1193
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.15	0.25	0.25	0.03	0.03	0.01	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	14.5	40.4	40.4	30.9	56.8	56.8	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.28	0.55	0.55	0.55	0.48	0.48	0.10	0.10	0.05	0.55	0.55	0.55
Delay/Veh:	43.7	27.9	27.9	35.0	17.3	17.3	30.2	30.2	29.8	35.8	35.8	35.8
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:	43.7	27.9	27.9	35.0	17.3	17.3	30.2	30.2	29.8	35.8	35.8	35.8
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	2	11	11	9	10	10	1	1	1	9	9	9

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

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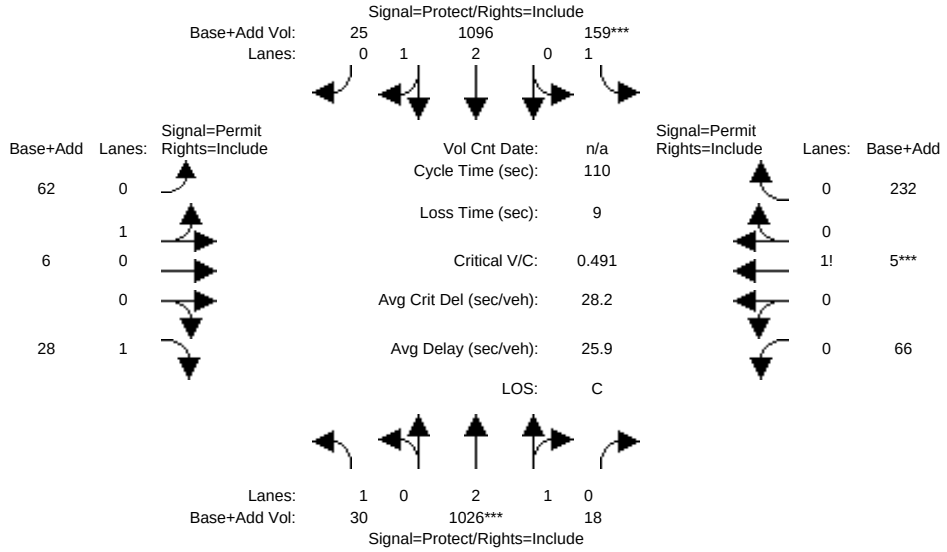
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1026	18	159	1096	25	62	6	28	66	5	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1026	18	159	1096	25	62	6	28	66	5	232
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:	30	1026	18	159	1096	25	62	6	28	66	5	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1026	18	159	1096	25	62	6	28	66	5	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1026	18	159	1096	25	62	6	28	66	5	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	30	1026	18	159	1096	25	62	6	28	66	5	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.91	0.09	1.00	0.22	0.02	0.76
Final Sat.:	1750	5503	97	1750	5475	125	1641	159	1750	381	29	1340
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.09	0.20	0.20	0.04	0.04	0.02	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.0	41.8	41.8	20.4	47.2	47.2	38.8	38.8	38.8	38.8	38.8	38.8
Volume/Cap:	0.13	0.49	0.49	0.49	0.47	0.47	0.11	0.11	0.05	0.49	0.49	0.49
Delay/Veh:	42.0	26.2	26.2	41.3	22.6	22.6	24.0	24.0	23.4	28.5	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	26.2	26.2	41.3	22.6	22.6	24.0	24.0	23.4	28.5	28.5	28.5
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	6	9	9	2	2	1	9	9	9

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

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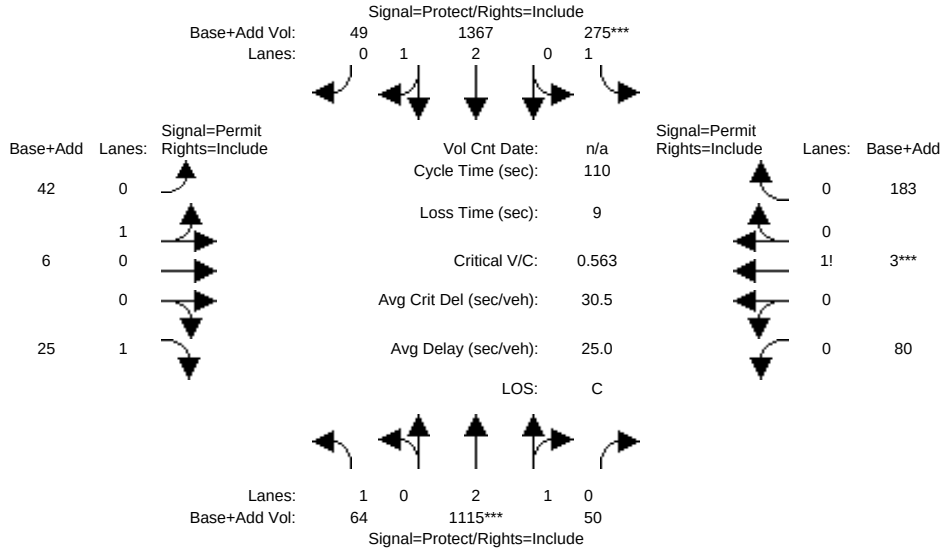
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1115	50	275	1367	49	42	6	25	80	3	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1115	50	275	1367	49	42	6	25	80	3	183
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:	64	1115	50	275	1367	49	42	6	25	80	3	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1115	50	275	1367	49	42	6	25	80	3	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1115	50	275	1367	49	42	6	25	80	3	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	1115	50	275	1367	49	42	6	25	80	3	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	0.87	0.13	1.00	0.30	0.01	0.69
Final Sat.:	1750	5359	240	1750	5406	194	1575	225	1750	526	20	1204
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.16	0.25	0.25	0.03	0.03	0.01	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	14.3	40.6	40.6	30.7	57.0	57.0	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.28	0.56	0.56	0.56	0.49	0.49	0.10	0.10	0.05	0.56	0.56	0.56
Delay/Veh:	43.9	28.0	28.0	35.4	17.2	17.2	30.2	30.2	29.8	36.1	36.1	36.1
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:	43.9	28.0	28.0	35.4	17.2	17.2	30.2	30.2	29.8	36.1	36.1	36.1
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	2	11	11	9	10	10	1	1	1	9	9	9

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

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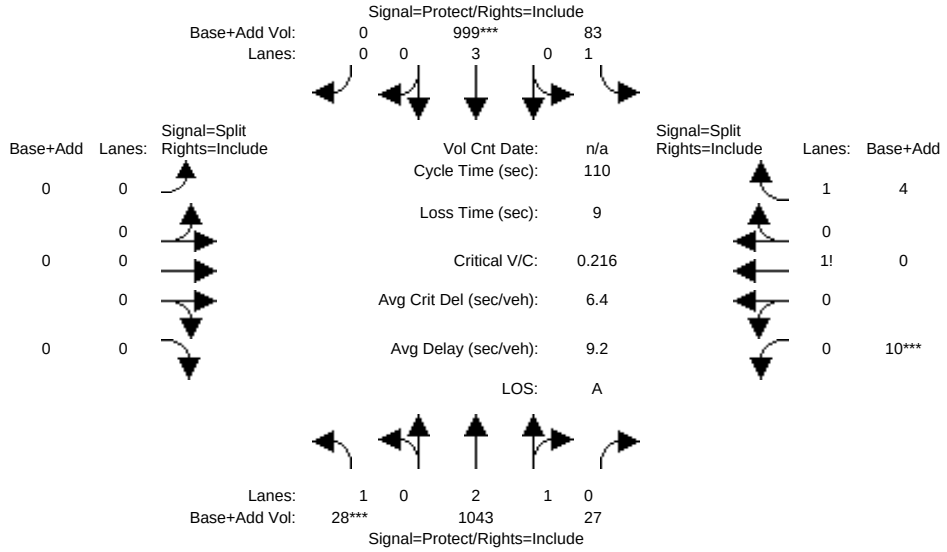
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1043	27	83	999	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1043	27	83	999	0	0	0	0	10	0	4
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:	28	1043	27	83	999	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1043	27	83	999	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1043	27	83	999	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	1043	27	83	999	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5459	141	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	68.3	68.3	22.7	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.31	0.31	0.23	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	9.8	9.8	36.7	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	9.8	9.8	36.7	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	6	3	4	0	0	0	0	0	0	0

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

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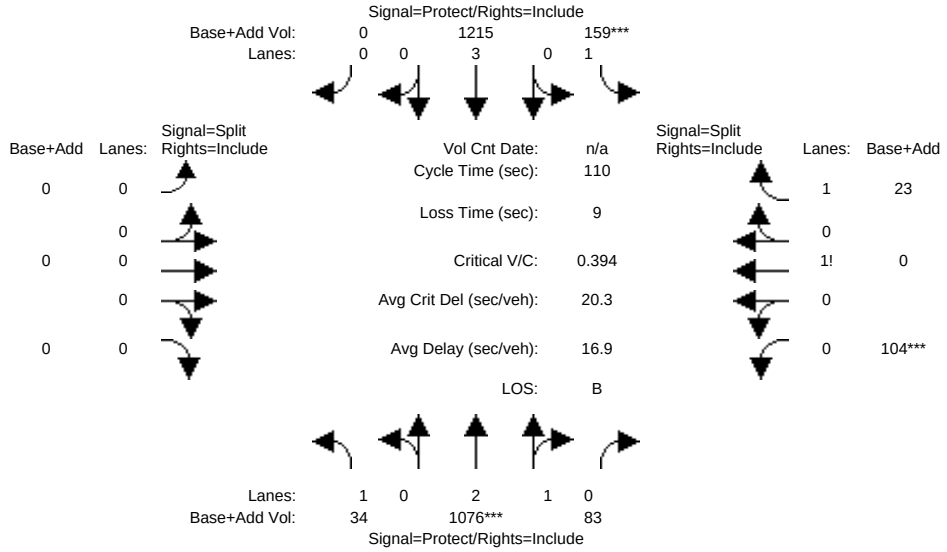
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1076	83	159	1215	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1076	83	159	1215	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1076	83	159	1215	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1076	83	159	1215	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1076	83	159	1215	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1076	83	159	1215	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5198	401	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.09	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	19.1	57.7	57.7	25.3	64.0	0.0	0.0	0.0	0.0	17.9	0.0	17.9
Volume/Cap:	0.11	0.39	0.39	0.39	0.37	0.00	0.00	0.00	0.00	0.39	0.00	0.07
Delay/Veh:	38.5	15.8	15.8	36.5	12.3	0.0	0.0	0.0	0.0	42.0	0.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	15.8	15.8	36.5	12.3	0.0	0.0	0.0	0.0	42.0	0.0	39.0
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

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

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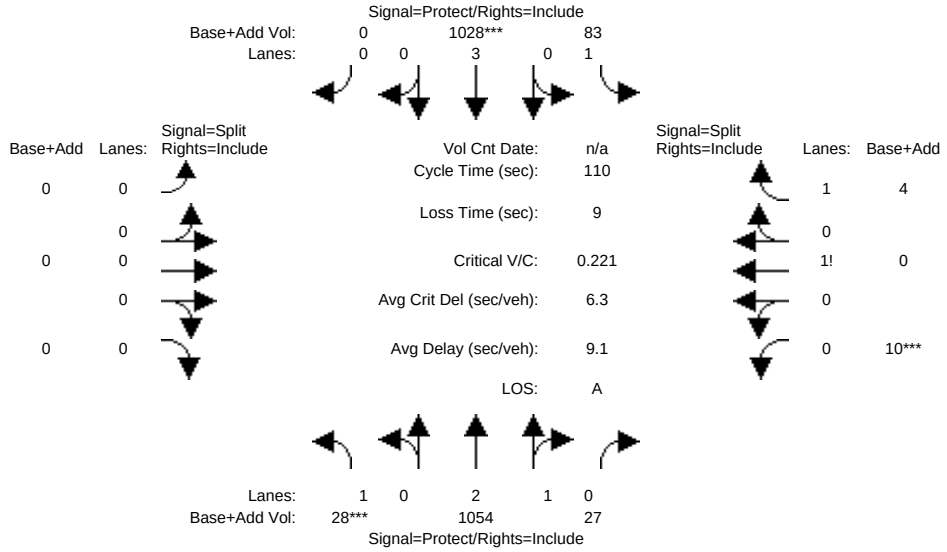
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1054	27	83	1028	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1054	27	83	1028	0	0	0	0	10	0	4
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:	28	1054	27	83	1028	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1054	27	83	1028	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1054	27	83	1028	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	28	1054	27	83	1028	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5460	140	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	68.4	68.4	22.6	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.31	0.31	0.23	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	9.8	9.8	36.8	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	9.8	9.8	36.8	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	6	3	4	0	0	0	0	0	0	0

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

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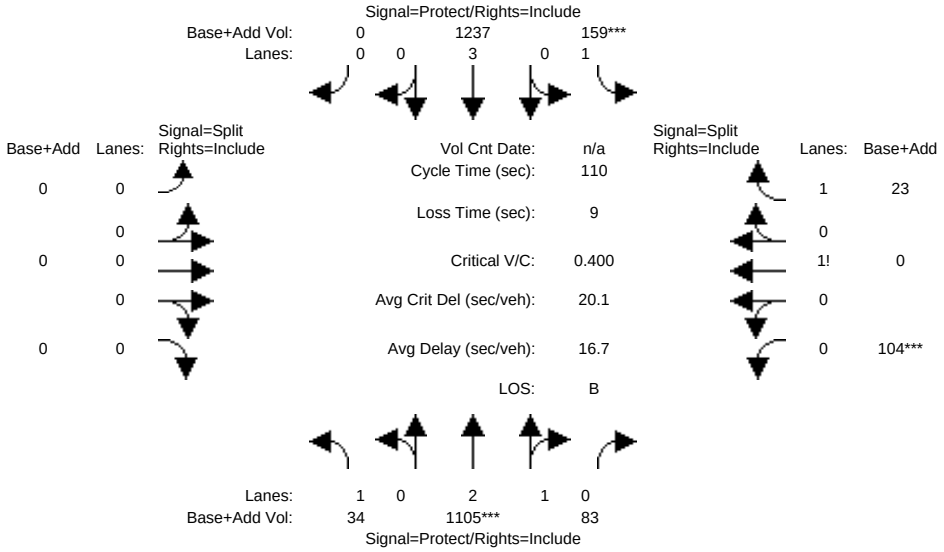
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1105	83	159	1237	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1105	83	159	1237	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1105	83	159	1237	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1105	83	159	1237	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1105	83	159	1237	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1105	83	159	1237	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5208	391	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	18.9	58.3	58.3	25.0	64.4	0.0	0.0	0.0	0.0	17.7	0.0	17.7
Volume/Cap:	0.11	0.40	0.40	0.40	0.37	0.00	0.00	0.00	0.00	0.40	0.00	0.07
Delay/Veh:	38.6	15.5	15.5	36.8	12.1	0.0	0.0	0.0	0.0	42.2	0.0	39.2
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:	38.6	15.5	15.5	36.8	12.1	0.0	0.0	0.0	0.0	42.2	0.0	39.2
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

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

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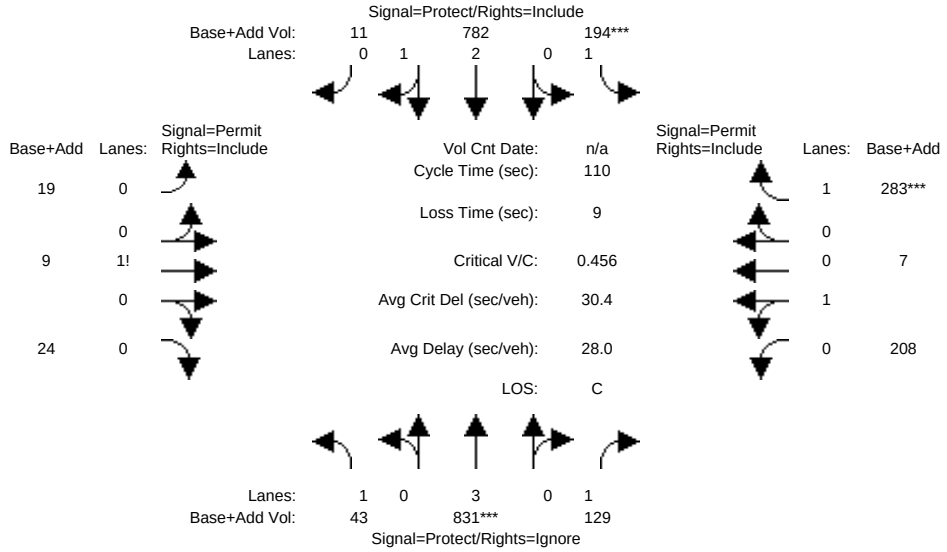
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	831	129	194	782	11	19	9	24	208	7	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	831	129	194	782	11	19	9	24	208	7	283
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:	43	831	129	194	782	11	19	9	24	208	7	283
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	831	0	194	782	11	19	9	24	208	7	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	831	0	194	782	11	19	9	24	208	7	283
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	831	0	194	782	11	19	9	24	208	7	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5522	78	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.11	0.14	0.14	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.2	35.2	0.0	26.8	42.7	42.7	39.0	39.0	39.0	39.0	39.0	39.0
Volume/Cap:	0.14	0.46	0.00	0.46	0.36	0.36	0.08	0.08	0.08	0.34	0.34	0.46
Delay/Veh:	38.6	30.0	0.0	36.2	24.1	24.1	23.6	23.6	23.6	26.3	26.3	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	30.0	0.0	36.2	24.1	24.1	23.6	23.6	23.6	26.3	26.3	27.8
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	6	6	6	1	1	1	6	6	8

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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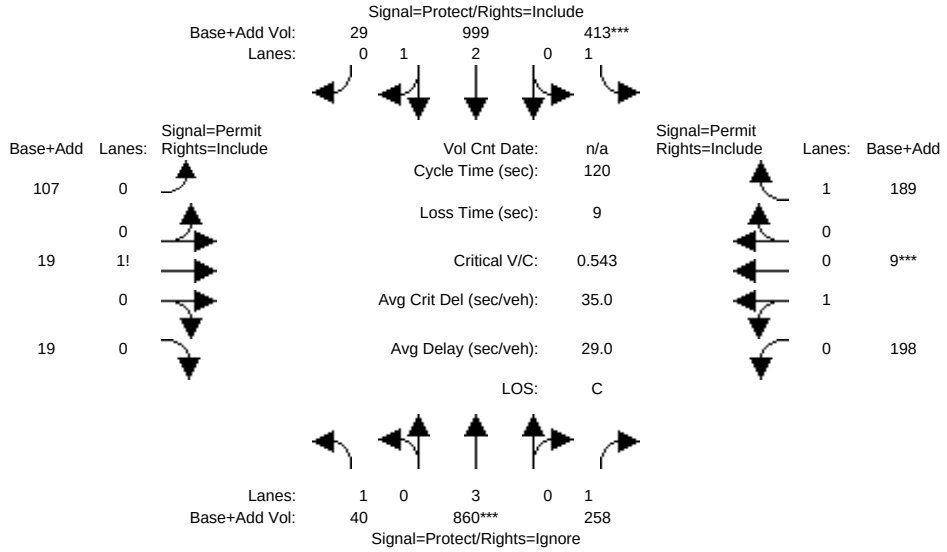
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	860	258	413	999	29	107	19	19	198	9	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	860	258	413	999	29	107	19	19	198	9	189
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:	40	860	258	413	999	29	107	19	19	198	9	189
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	860	0	413	999	29	107	19	19	198	9	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	860	0	413	999	29	107	19	19	198	9	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	860	0	413	999	29	107	19	19	198	9	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5442	158	1291	229	229	1722	78	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.24	0.18	0.18	0.08	0.08	0.08	0.12	0.12	0.11
Crit Moves:		****		****							****	
Green Time:	20.6	33.4	0.0	52.2	64.9	64.9	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.13	0.54	0.00	0.54	0.34	0.34	0.39	0.39	0.39	0.54	0.54	0.51
Delay/Veh:	42.3	37.2	0.0	25.9	15.5	15.5	41.3	41.3	41.3	43.7	43.7	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	37.2	0.0	25.9	15.5	15.5	41.3	41.3	41.3	43.7	43.7	43.0
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	12	7	7	5	5	5	8	8	7

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

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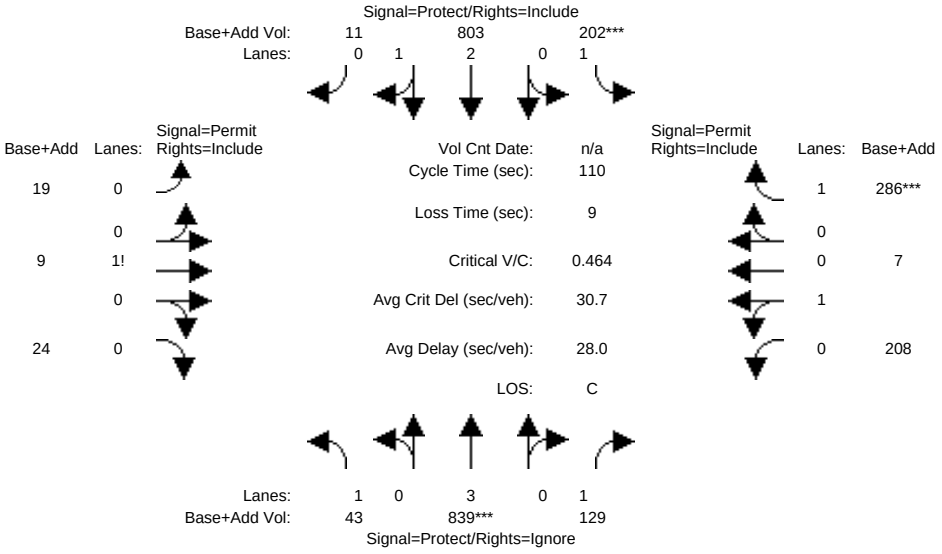
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	839	129	202	803	11	19	9	24	208	7	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	839	129	202	803	11	19	9	24	208	7	286
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:	43	839	129	202	803	11	19	9	24	208	7	286
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	839	0	202	803	11	19	9	24	208	7	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	839	0	202	803	11	19	9	24	208	7	286
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	839	0	202	803	11	19	9	24	208	7	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5524	76	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.12	0.15	0.15	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.0	34.9	0.0	27.4	43.3	43.3	38.7	38.7	38.7	38.7	38.7	38.7
Volume/Cap:	0.14	0.46	0.00	0.46	0.37	0.37	0.08	0.08	0.08	0.34	0.34	0.46
Delay/Veh:	38.8	30.3	0.0	35.9	23.8	23.8	23.8	23.8	23.8	26.5	26.5	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	30.3	0.0	35.9	23.8	23.8	23.8	23.8	23.8	26.5	26.5	28.1
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	7	7	7	1	1	1	6	6	8

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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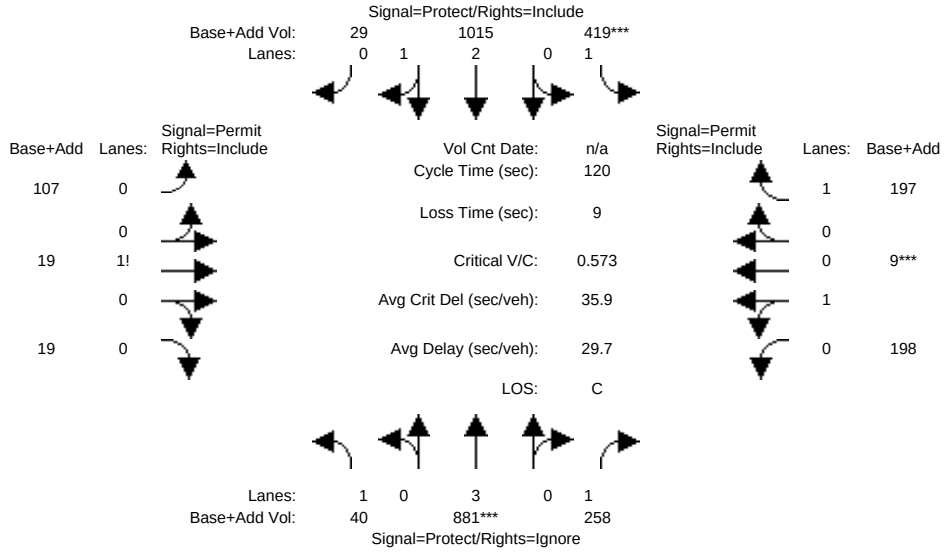
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	881	258	419	1015	29	107	19	19	198	9	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	881	258	419	1015	29	107	19	19	198	9	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	-16	0	0	0	0	22	0	0
Initial Fut:	40	881	258	435	999	29	107	19	19	220	9	197
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	881	0	435	999	29	107	19	19	220	9	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	881	0	435	999	29	107	19	19	220	9	197
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	881	0	435	999	29	107	19	19	220	9	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5442	158	1291	229	229	1729	71	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.25	0.18	0.18	0.08	0.08	0.08	0.13	0.13	0.11
Crit Moves:		****		****							****	
Green Time:	20.3	32.3	0.0	52.0	64.0	64.0	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.13	0.57	0.00	0.57	0.34	0.34	0.37	0.37	0.37	0.57	0.57	0.51
Delay/Veh:	42.6	38.4	0.0	26.7	16.1	16.1	40.2	40.2	40.2	43.6	43.6	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	38.4	0.0	26.7	16.1	16.1	40.2	40.2	40.2	43.6	43.6	42.0
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	10	0	13	7	7	5	5	5	8	8	7

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

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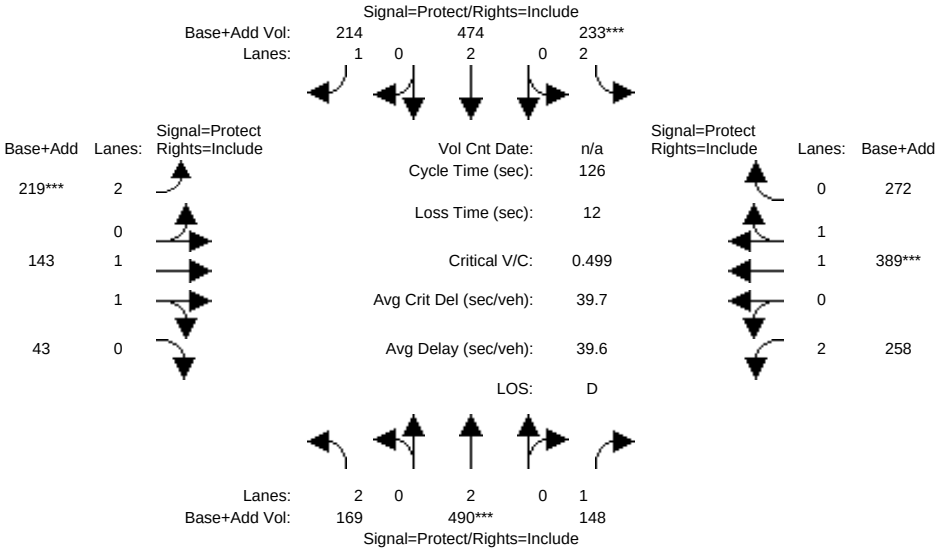
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	490	148	233	474	214	219	143	43	258	389	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	490	148	233	474	214	219	143	43	258	389	272
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:	169	490	148	233	474	214	219	143	43	258	389	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	490	148	233	474	214	219	143	43	258	389	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	490	148	233	474	214	219	143	43	258	389	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	490	148	233	474	214	219	143	43	258	389	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2176	1522
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.07	0.12	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	32.6	32.6	18.7	35.5	35.5	17.6	30.9	30.9	31.9	45.2	45.2
Volume/Cap:	0.43	0.50	0.33	0.50	0.44	0.43	0.50	0.21	0.21	0.32	0.50	0.50
Delay/Veh:	51.7	40.2	38.3	50.2	37.4	37.7	51.0	37.9	37.9	38.5	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	40.2	38.3	50.2	37.4	37.7	51.0	37.9	37.9	38.5	31.9	31.9
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	5	8	7	5	3	3	5	10	10

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

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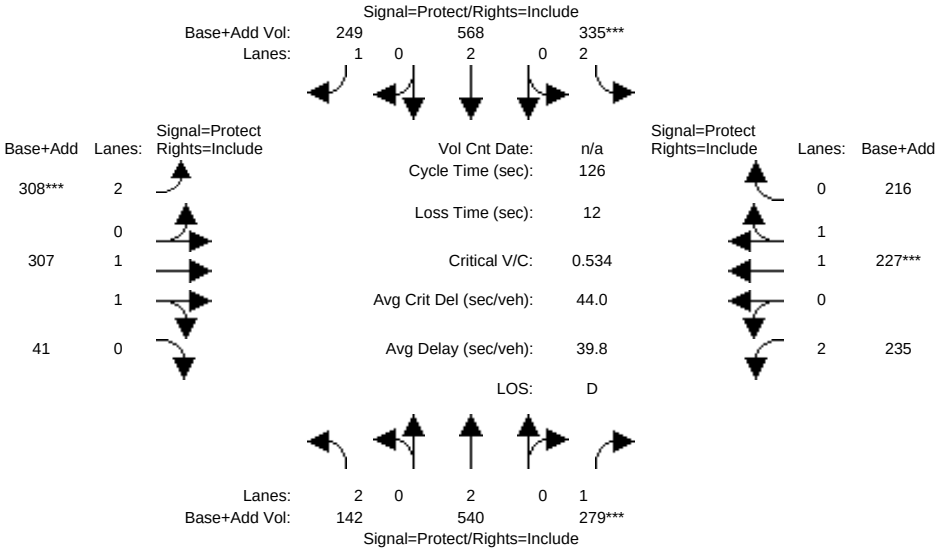
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	540	279	335	568	249	308	307	41	235	227	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	540	279	335	568	249	308	307	41	235	227	216
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:	142	540	279	335	568	249	308	307	41	235	227	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	540	279	335	568	249	308	307	41	235	227	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	540	279	335	568	249	308	307	41	235	227	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	142	540	279	335	568	249	308	307	41	235	227	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.11	0.15	0.14	0.10	0.09	0.09	0.07	0.12	0.12
Crit Moves:			****	****			****				****	
Green Time:	17.0	37.6	37.6	25.1	45.7	45.7	23.1	28.6	28.6	22.7	28.2	28.2
Volume/Cap:	0.33	0.48	0.53	0.53	0.41	0.39	0.53	0.41	0.41	0.41	0.53	0.54
Delay/Veh:	49.8	36.5	38.0	46.1	30.3	30.2	47.6	41.9	41.9	46.3	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	36.5	38.0	46.1	30.3	30.2	47.6	41.9	41.9	46.3	43.8	43.8
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	9	10	7	8	8	7	6	6	5	8	8

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

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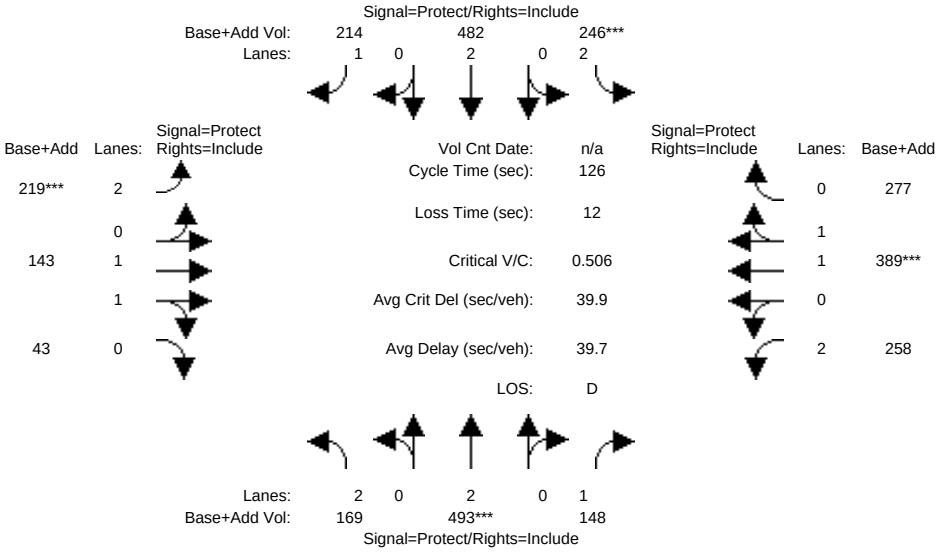
Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	493	148	246	482	214	219	143	43	258	389	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	493	148	246	482	214	219	143	43	258	389	277
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:	169	493	148	246	482	214	219	143	43	258	389	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	493	148	246	482	214	219	143	43	258	389	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	493	148	246	482	214	219	143	43	258	389	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	493	148	246	482	214	219	143	43	258	389	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2160	1538
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.08	0.13	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	32.3	32.3	19.5	36.0	36.0	17.3	30.6	30.6	31.6	44.9	44.9
Volume/Cap:	0.43	0.51	0.33	0.51	0.44	0.43	0.51	0.21	0.21	0.33	0.51	0.51
Delay/Veh:	51.7	40.4	38.5	49.7	37.1	37.2	51.3	38.1	38.1	38.8	32.2	32.2
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:	51.7	40.4	38.5	49.7	37.1	37.2	51.3	38.1	38.1	38.8	32.2	32.2
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	6	8	7	5	3	3	5	10	10

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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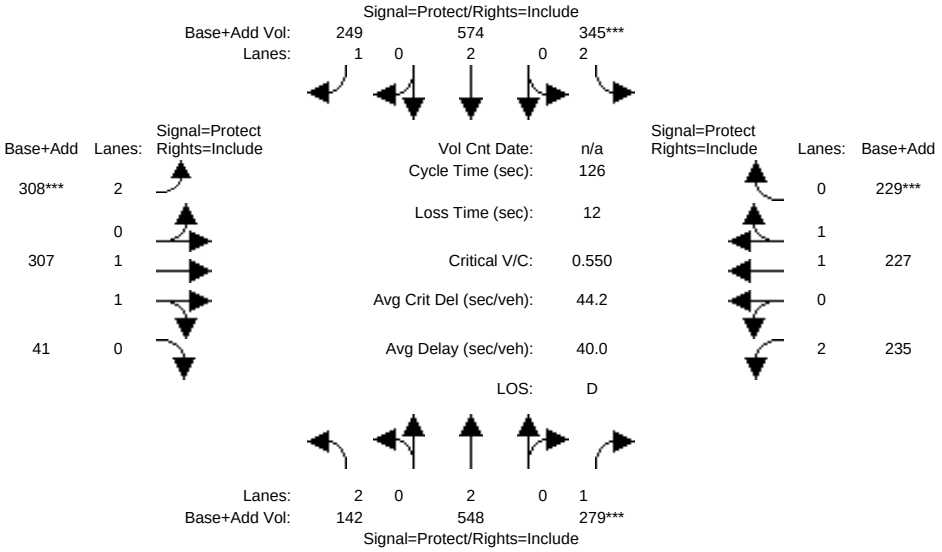
Cumul+Prj PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	548	279	345	574	249	308	307	41	235	227	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	548	279	345	574	249	308	307	41	235	227	229
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:	142	548	279	345	574	249	308	307	41	235	227	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	548	279	345	574	249	308	307	41	235	227	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	548	279	345	574	249	308	307	41	235	227	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	142	548	279	345	574	249	308	307	41	235	227	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.11	0.15	0.14	0.10	0.09	0.09	0.07	0.12	0.13
Crit Moves:			****	****			****					****
Green Time:	16.6	36.5	36.5	25.1	45.0	45.0	22.4	29.2	29.2	23.2	30.0	30.0
Volume/Cap:	0.34	0.50	0.55	0.55	0.42	0.40	0.55	0.41	0.41	0.41	0.50	0.55
Delay/Veh:	50.3	37.5	39.1	46.4	30.8	30.7	48.4	41.3	41.3	45.8	42.0	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	37.5	39.1	46.4	30.8	30.7	48.4	41.3	41.3	45.8	42.0	42.9
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	9	10	8	8	8	7	6	6	5	8	9

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

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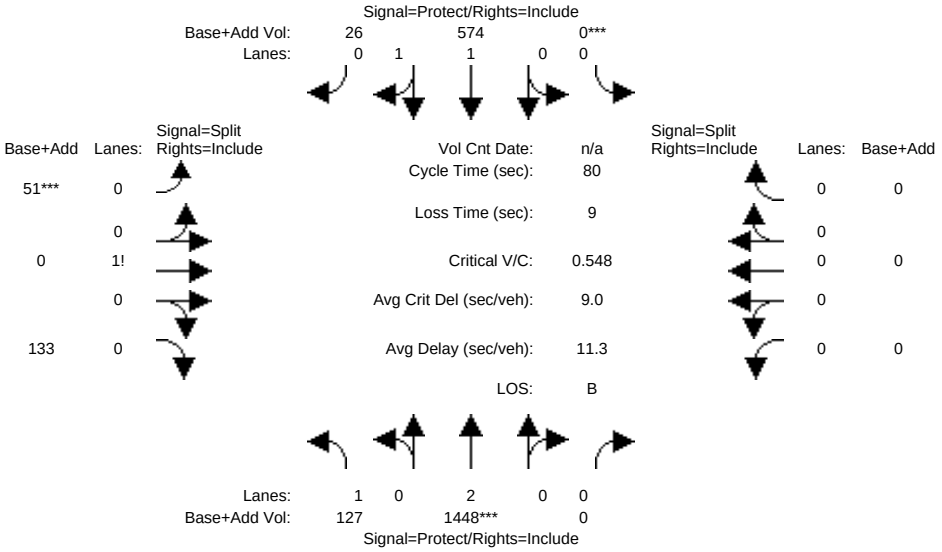
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	1448	0	0	574	26	51	0	133	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:	127	1448	0	0	574	26	51	0	133	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:	127	1448	0	0	574	26	51	0	133	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:	127	1448	0	0	574	26	51	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1448	0	0	574	26	51	0	133	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1448	0	0	574	26	51	0	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3540	160	485	0	1265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.00	0.16	0.16	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.5	55.6	0.0	0.0	36.1	36.1	15.4	0.0	15.4	0.0	0.0	0.0
Volume/Cap:	0.30	0.55	0.00	0.00	0.36	0.36	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	25.1	6.2	0.0	0.0	14.5	14.5	31.1	0.0	31.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	6.2	0.0	0.0	14.5	14.5	31.1	0.0	31.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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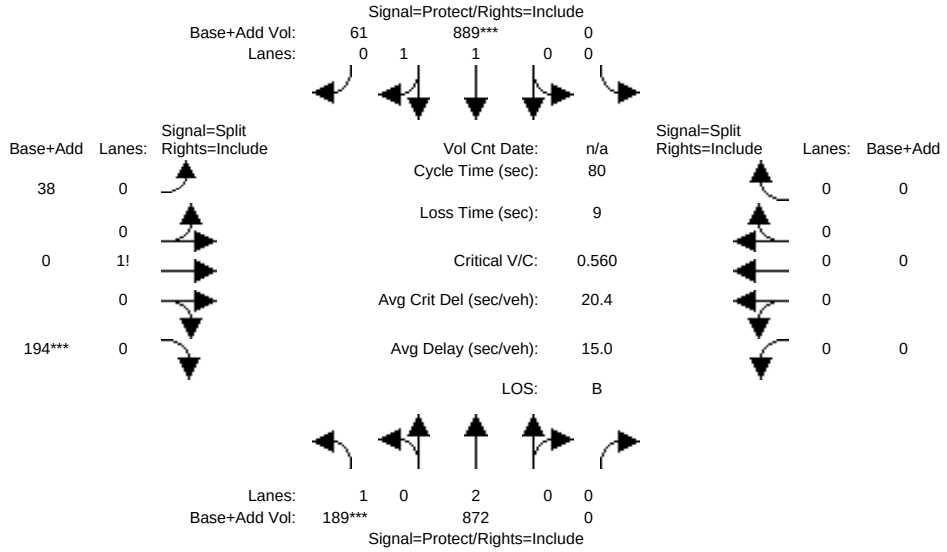
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	189	872	0	0	889	61	38	0	194	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:	189	872	0	0	889	61	38	0	194	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:	189	872	0	0	889	61	38	0	194	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:	189	872	0	0	889	61	38	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	872	0	0	889	61	38	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	872	0	0	889	61	38	0	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3462	238	287	0	1463	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.4	52.1	0.0	0.0	36.7	36.7	18.9	0.0	18.9	0.0	0.0	0.0
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	31.4	6.4	0.0	0.0	16.2	16.2	28.6	0.0	28.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	6.4	0.0	0.0	16.2	16.2	28.6	0.0	28.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

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

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Hexagon Transportation Consultants, Inc.

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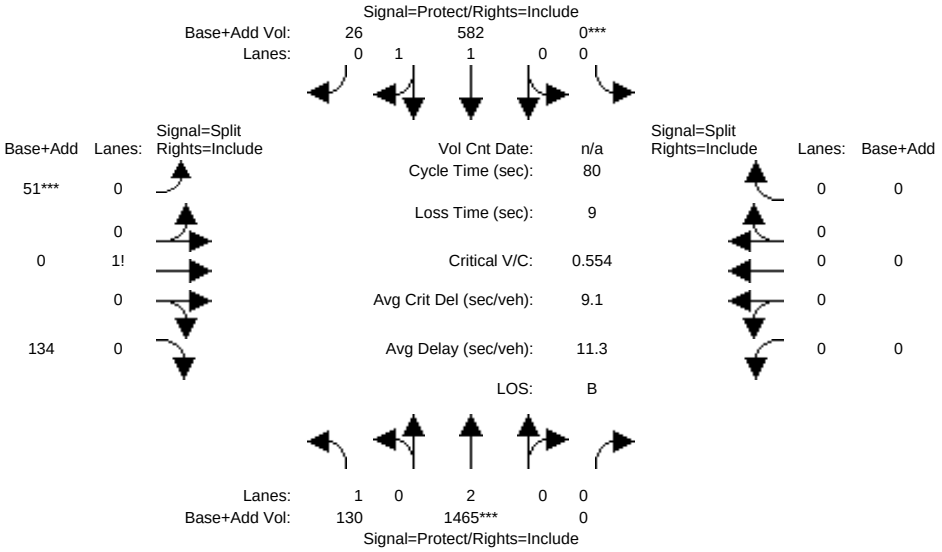
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1465	0	0	582	26	51	0	134	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:	130	1465	0	0	582	26	51	0	134	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:	130	1465	0	0	582	26	51	0	134	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:	130	1465	0	0	582	26	51	0	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1465	0	0	582	26	51	0	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1465	0	0	582	26	51	0	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3542	158	482	0	1268	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.00	0.00	0.16	0.16	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.4	55.7	0.0	0.0	36.4	36.4	15.3	0.0	15.3	0.0	0.0	0.0
Volume/Cap:	0.31	0.55	0.00	0.00	0.36	0.36	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	25.2	6.3	0.0	0.0	14.4	14.4	31.3	0.0	31.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	6.3	0.0	0.0	14.4	14.4	31.3	0.0	31.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

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

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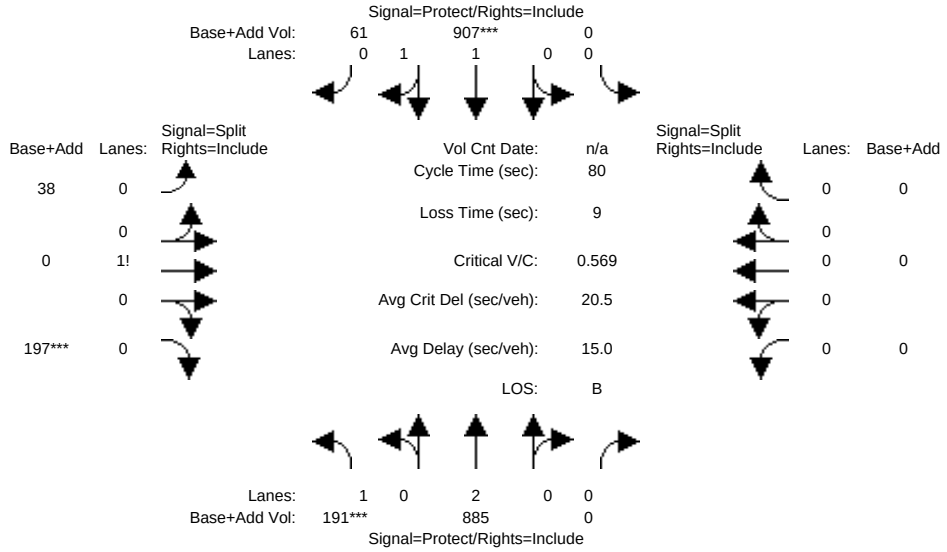
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	191	885	0	0	907	61	38	0	197	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:	191	885	0	0	907	61	38	0	197	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:	191	885	0	0	907	61	38	0	197	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:	191	885	0	0	907	61	38	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	885	0	0	907	61	38	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	885	0	0	907	61	38	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3467	233	283	0	1467	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.3	52.1	0.0	0.0	36.8	36.8	18.9	0.0	18.9	0.0	0.0	0.0
Volume/Cap:	0.57	0.36	0.00	0.00	0.57	0.57	0.57	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	31.6	6.4	0.0	0.0	16.3	16.3	28.9	0.0	28.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	6.4	0.0	0.0	16.3	16.3	28.9	0.0	28.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

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

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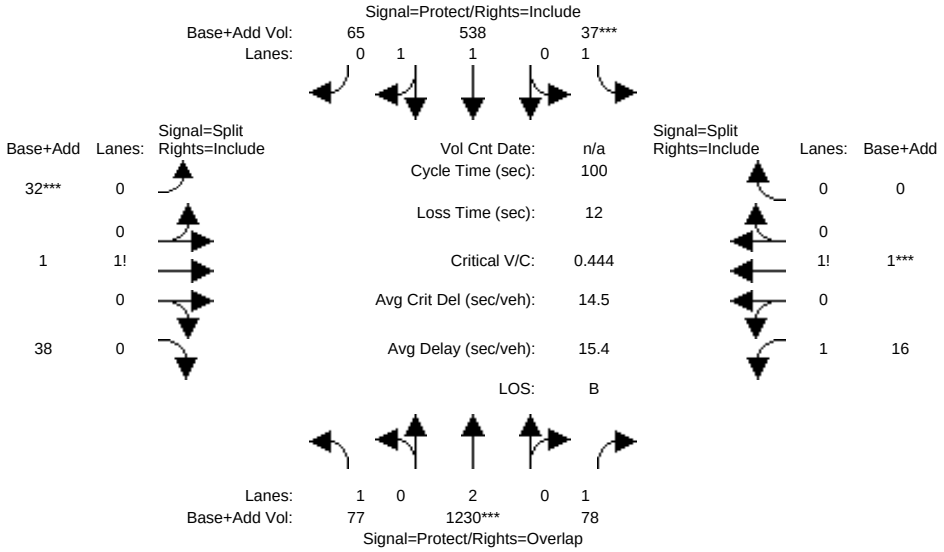
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1230	78	37	538	65	32	1	38	16	1	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:	77	1230	78	37	538	65	32	1	38	16	1	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:	77	1230	78	37	538	65	32	1	38	16	1	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:	77	1230	78	37	538	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1230	78	37	538	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1230	78	37	538	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3301	399	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.04	0.02	0.16	0.16	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.4	61.0	71.0	7.0	47.6	47.6	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.22	0.53	0.06	0.30	0.34	0.34	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.4	11.5	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	11.5	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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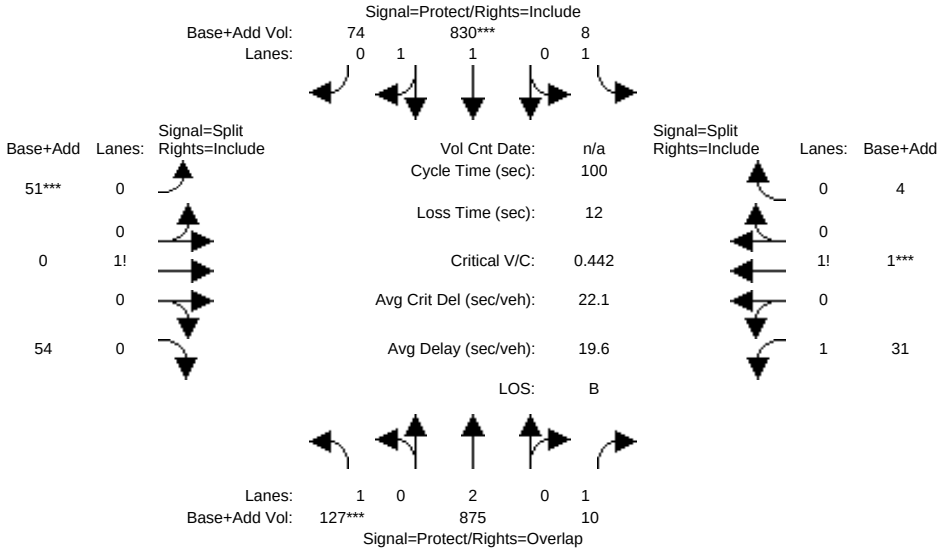
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	875	10	8	830	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	875	10	8	830	74	51	0	54	31	1	4
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:	127	875	10	8	830	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	875	10	8	830	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	875	10	8	830	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	875	10	8	830	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3397	303	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.24	0.24	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.0	50.3	60.3	15.3	50.6	50.6	12.4	0.0	12.4	10.0	10.0	10.0
Volume/Cap:	0.48	0.46	0.01	0.03	0.48	0.48	0.48	0.00	0.48	0.10	0.12	0.12
Delay/Veh:	40.3	16.2	7.9	36.1	16.4	16.4	42.5	0.0	42.5	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	16.2	7.9	36.1	16.4	16.4	42.5	0.0	42.5	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	9	9	4	0	4	1	1	1

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

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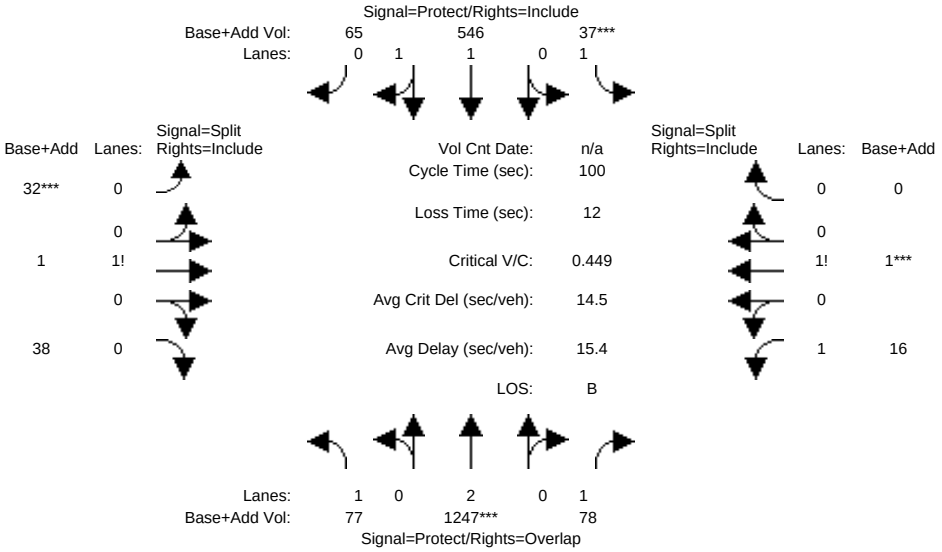
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1247	78	37	546	65	32	1	38	16	1	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:	77	1247	78	37	546	65	32	1	38	16	1	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:	77	1247	78	37	546	65	32	1	38	16	1	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:	77	1247	78	37	546	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1247	78	37	546	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1247	78	37	546	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3306	394	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.04	0.02	0.17	0.17	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.2	61.0	71.0	7.0	47.8	47.8	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.22	0.54	0.06	0.30	0.35	0.35	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.6	11.6	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	11.6	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

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

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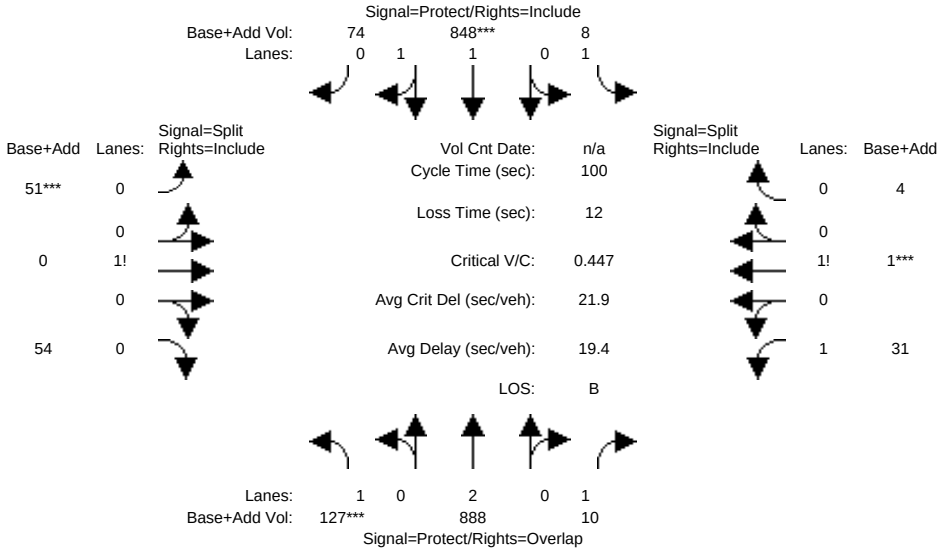
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	888	10	8	848	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	888	10	8	848	74	51	0	54	31	1	4
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:	127	888	10	8	848	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	888	10	8	848	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	888	10	8	848	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	888	10	8	848	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3403	297	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.25	0.25	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	14.8	50.6	60.6	15.2	50.9	50.9	12.3	0.0	12.3	10.0	10.0	10.0
Volume/Cap:	0.49	0.46	0.01	0.03	0.49	0.49	0.49	0.00	0.49	0.10	0.12	0.12
Delay/Veh:	40.6	16.1	7.8	36.2	16.2	16.2	42.7	0.0	42.7	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	16.1	7.8	36.2	16.2	16.2	42.7	0.0	42.7	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	10	10	4	0	4	1	1	1

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

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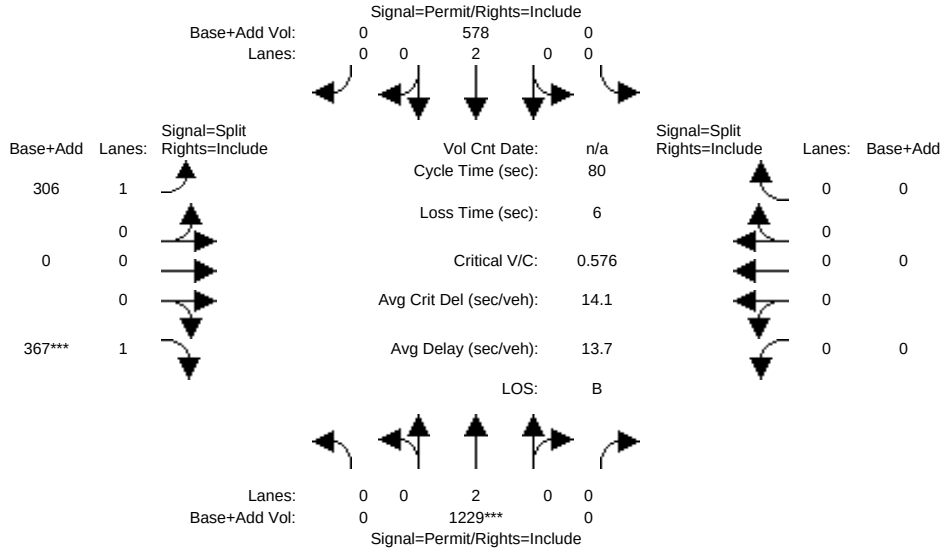
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1229	0	0	578	0	306	0	367	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	1229	0	0	578	0	306	0	367	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	1229	0	0	578	0	306	0	367	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	1229	0	0	578	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1229	0	0	578	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1229	0	0	578	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.9	0.0	0.0	44.9	0.0	29.1	0.0	29.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.27	0.00	0.48	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.2	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.2	0.0	21.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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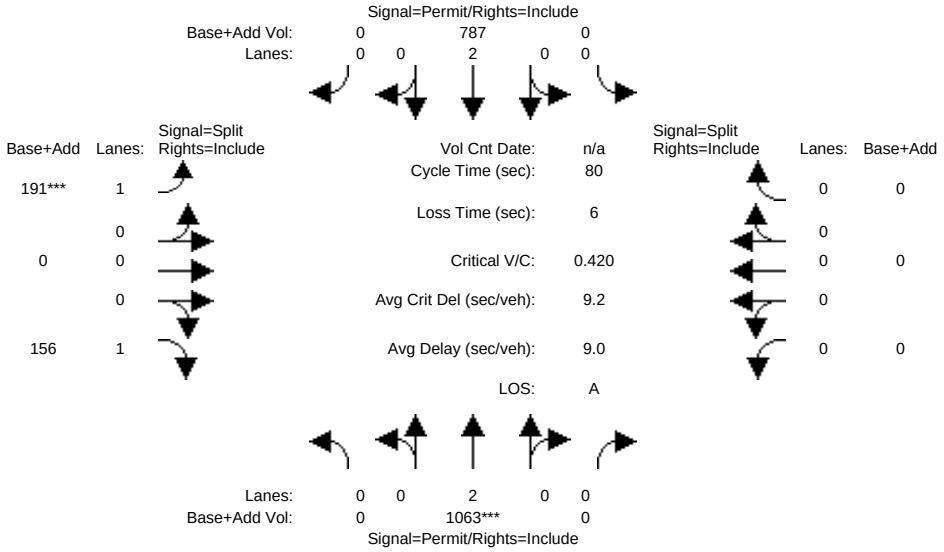
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1063	0	0	787	0	191	0	156	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	1063	0	0	787	0	191	0	156	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	1063	0	0	787	0	191	0	156	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	1063	0	0	787	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1063	0	0	787	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1063	0	0	787	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.21	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.2	0.0	0.0	53.2	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.31	0.00	0.42	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.2	0.0	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.2	0.0	24.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

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

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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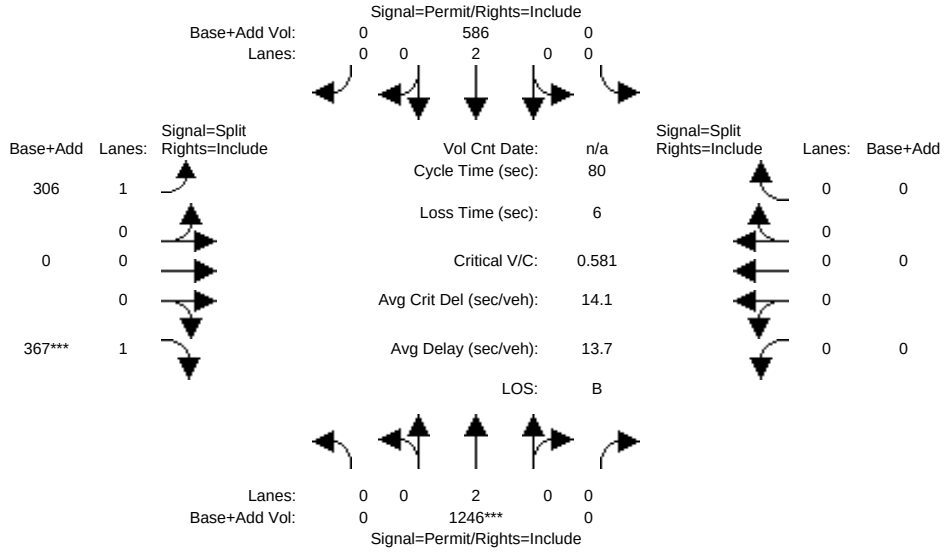
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1246	0	0	586	0	306	0	367	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	1246	0	0	586	0	306	0	367	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	1246	0	0	586	0	306	0	367	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	1246	0	0	586	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	586	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	586	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	45.1	0.0	0.0	45.1	0.0	28.9	0.0	28.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.27	0.00	0.48	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	11.7	0.0	0.0	9.1	0.0	20.4	0.0	22.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	0.0	0.0	9.1	0.0	20.4	0.0	22.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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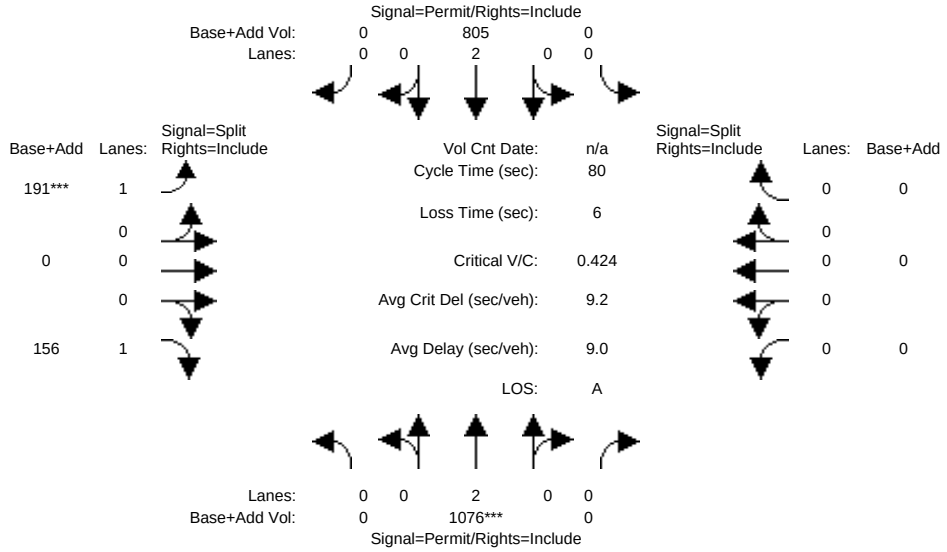
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1076	0	0	805	0	191	0	156	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	1076	0	0	805	0	191	0	156	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	1076	0	0	805	0	191	0	156	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	1076	0	0	805	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1076	0	0	805	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1076	0	0	805	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.21	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.4	0.0	0.0	53.4	0.0	20.6	0.0	20.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.32	0.00	0.42	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.4	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.4	0.0	24.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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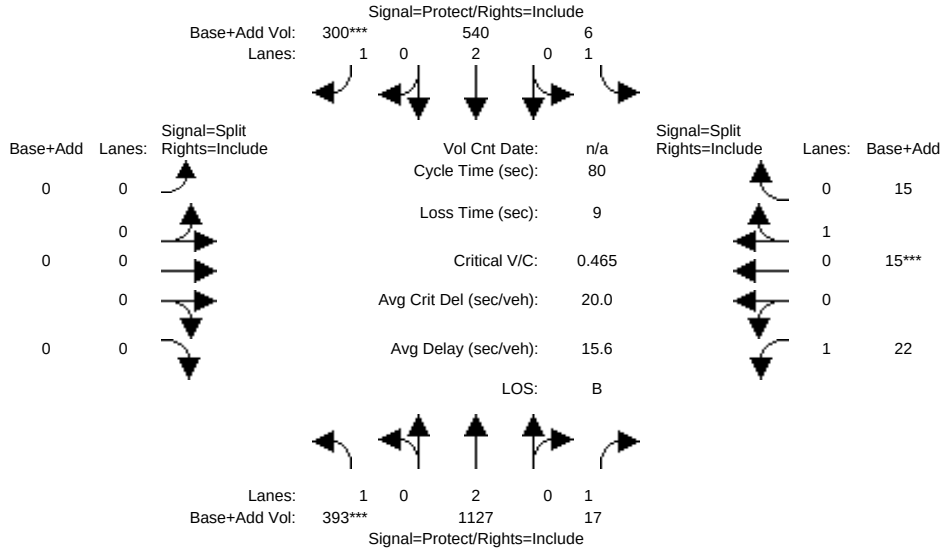
Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1127	17	6	540	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1127	17	6	540	300	0	0	0	22	15	15
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:	393	1127	17	6	540	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1127	17	6	540	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1127	17	6	540	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	393	1127	17	6	540	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.1	47.1	13.9	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.50	0.02	0.02	0.43	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.8	27.4	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.8	27.4	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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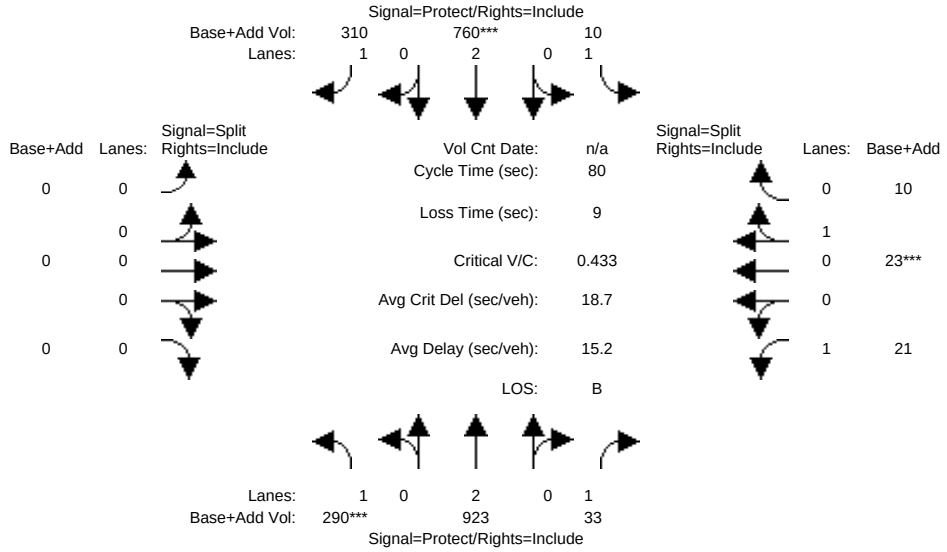
Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	923	33	10	760	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	923	33	10	760	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	923	33	10	760	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	923	33	10	760	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	923	33	10	760	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	923	33	10	760	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.6	44.8	44.8	16.2	33.4	33.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.43	0.03	0.03	0.48	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	21.1	10.3	7.9	25.7	17.2	16.9	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	10.3	7.9	25.7	17.2	16.9	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

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

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Hexagon Transportation Consultants, Inc.

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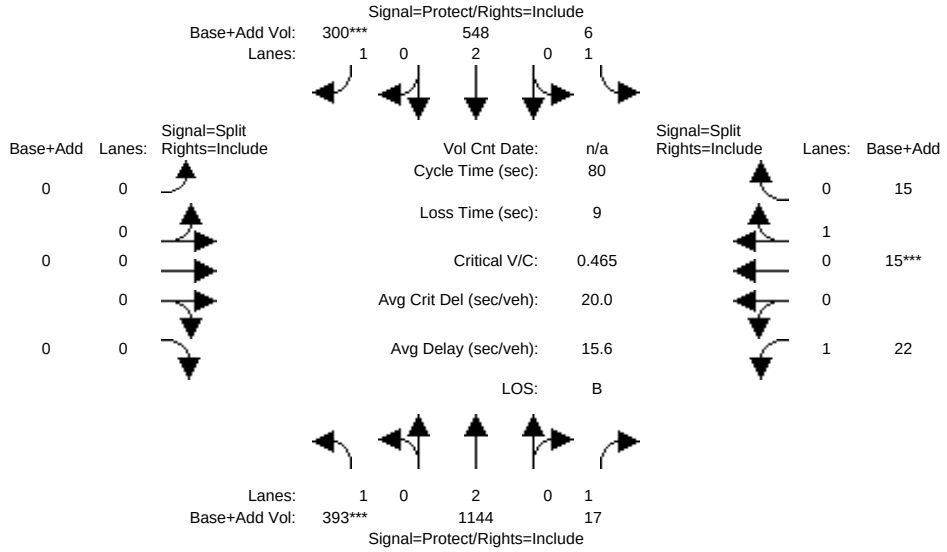
Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1144	17	6	548	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1144	17	6	548	300	0	0	0	22	15	15
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:	393	1144	17	6	548	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1144	17	6	548	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1144	17	6	548	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	393	1144	17	6	548	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.3	47.3	13.7	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.51	0.02	0.02	0.44	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.8	27.6	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.8	27.6	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	6	7	0	0	0	1	1	1

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

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Hexagon Transportation Consultants, Inc.

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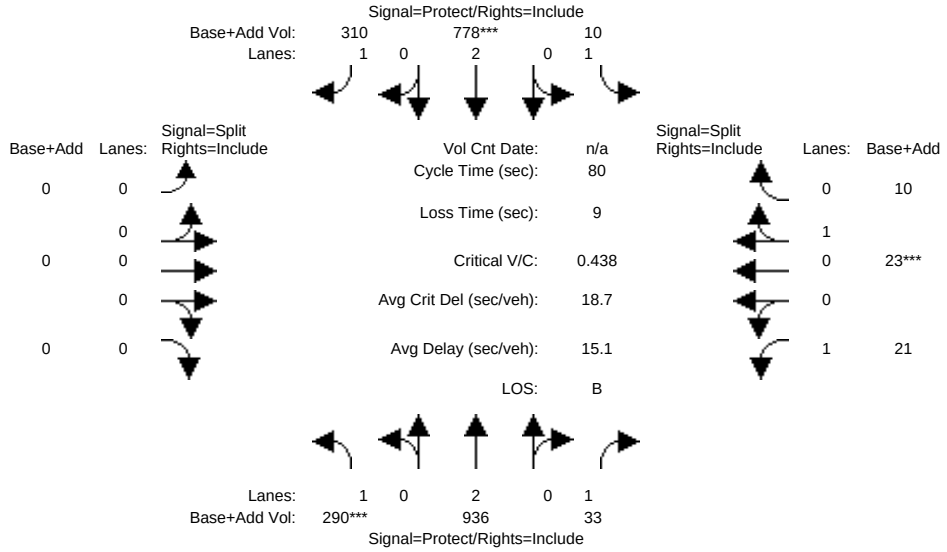
Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	936	33	10	778	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	936	33	10	778	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	936	33	10	778	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	936	33	10	778	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	936	33	10	778	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	936	33	10	778	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.3	45.0	45.0	16.0	33.7	33.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.49	0.44	0.03	0.03	0.49	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	21.4	10.3	7.8	25.8	17.1	16.7	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	10.3	7.8	25.8	17.1	16.7	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

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

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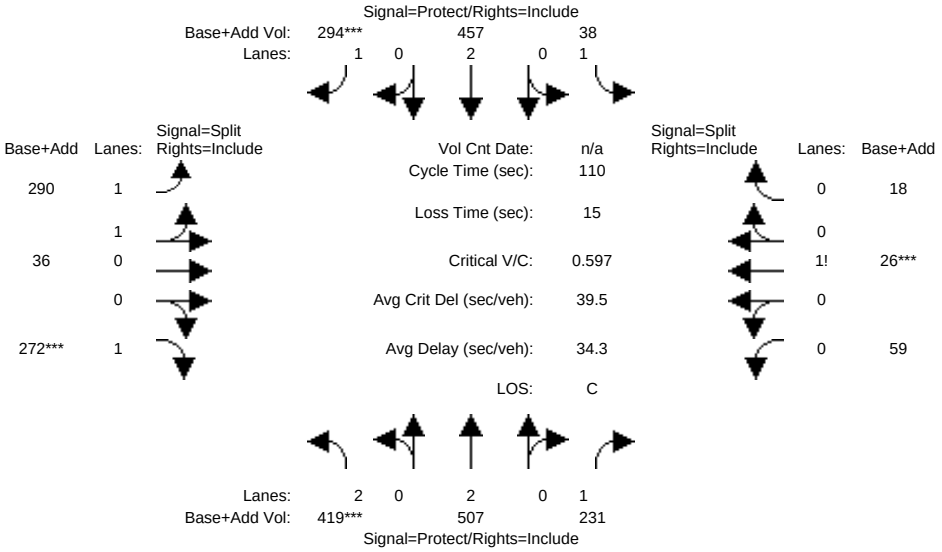
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	419	507	231	38	457	294	290	36	272	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	507	231	38	457	294	290	36	272	59	26	18
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:	419	507	231	38	457	294	290	36	272	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	507	231	38	457	294	290	36	272	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	507	231	38	457	294	290	36	272	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	507	231	38	457	294	290	36	272	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.02	0.12	0.17	0.09	0.09	0.16	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.5	37.6	37.6	17.9	31.0	31.0	28.7	28.7	28.7	10.9	10.9	10.9
Volume/Cap:	0.60	0.39	0.39	0.13	0.43	0.60	0.35	0.35	0.60	0.60	0.60	0.60
Delay/Veh:	39.7	27.7	27.9	39.6	32.5	36.1	33.4	33.4	37.8	53.1	53.1	53.1
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:	39.7	27.7	27.9	39.6	32.5	36.1	33.4	33.4	37.8	53.1	53.1	53.1
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	7	6	1	6	10	5	5	9	5	5	5

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

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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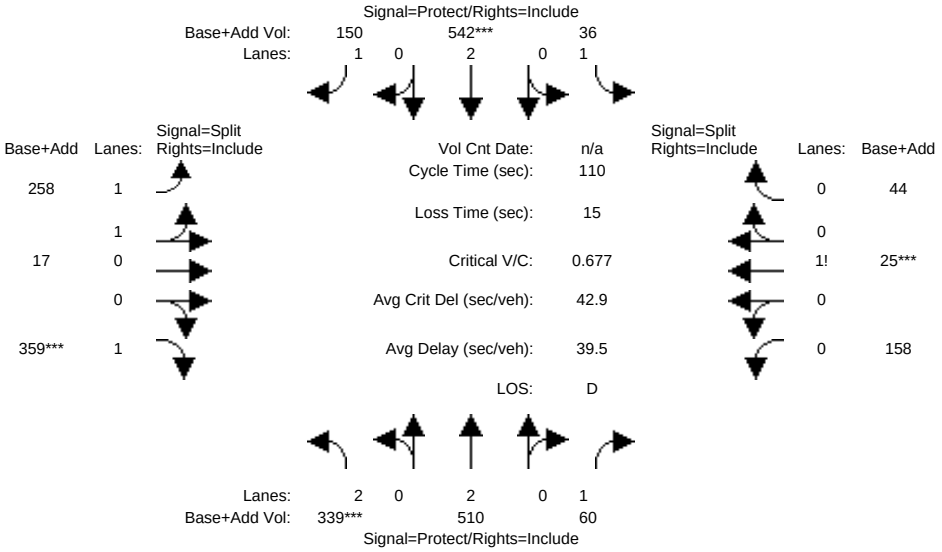
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	510	60	36	542	150	258	17	359	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	510	60	36	542	150	258	17	359	158	25	44
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:	339	510	60	36	542	150	258	17	359	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	510	60	36	542	150	258	17	359	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	510	60	36	542	150	258	17	359	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	510	60	36	542	150	258	17	359	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.21	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.5	27.6	27.6	13.1	23.2	23.2	33.3	33.3	33.3	21.1	21.1	21.1
Volume/Cap:	0.68	0.54	0.14	0.17	0.68	0.41	0.26	0.26	0.68	0.68	0.68	0.68
Delay/Veh:	47.3	36.3	32.1	44.0	42.3	38.2	29.1	29.1	37.1	46.8	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	36.3	32.1	44.0	42.3	38.2	29.1	29.1	37.1	46.8	46.8	46.8
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	10	5	4	4	12	9	9	9

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

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Hexagon Transportation Consultants, Inc.

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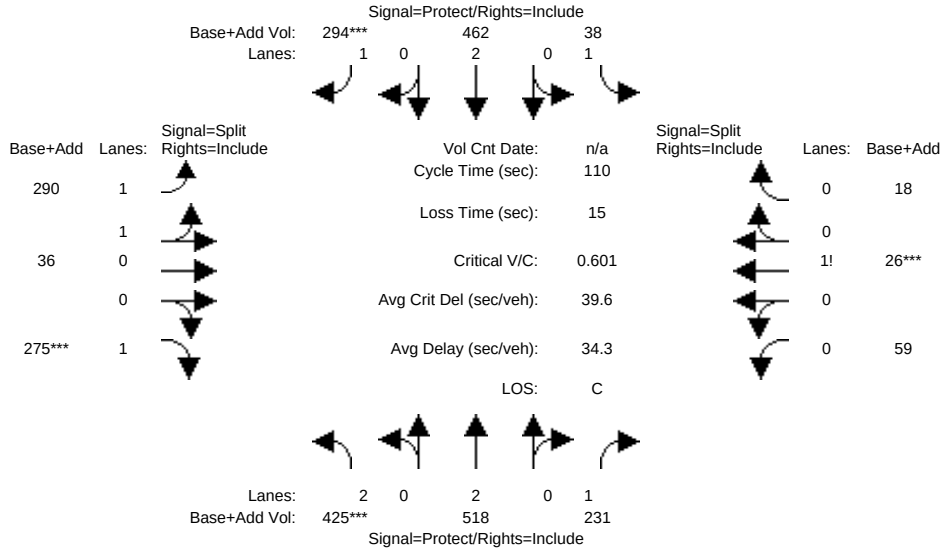
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	425	518	231	38	462	294	290	36	275	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	518	231	38	462	294	290	36	275	59	26	18
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:	425	518	231	38	462	294	290	36	275	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	518	231	38	462	294	290	36	275	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	518	231	38	462	294	290	36	275	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	425	518	231	38	462	294	290	36	275	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.13	0.02	0.12	0.17	0.09	0.09	0.16	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.7	37.8	37.8	17.6	30.8	30.8	28.8	28.8	28.8	10.8	10.8	10.8
Volume/Cap:	0.60	0.40	0.38	0.14	0.43	0.60	0.35	0.35	0.60	0.60	0.60	0.60
Delay/Veh:	39.7	27.6	27.7	39.8	32.8	36.4	33.3	33.3	37.8	53.4	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	27.6	27.7	39.8	32.8	36.4	33.3	33.3	37.8	53.4	53.4	53.4
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	7	6	1	7	10	5	5	9	5	5	5

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

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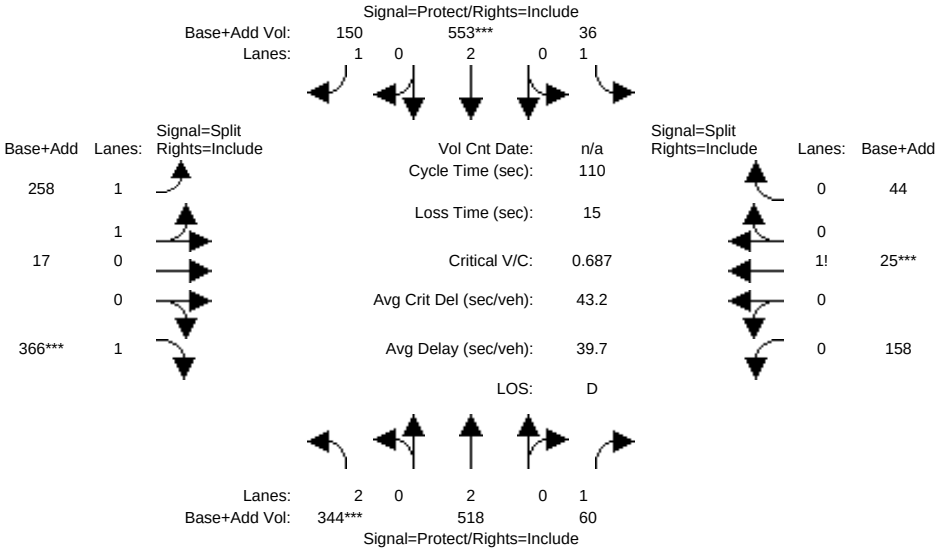
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	344	518	60	36	553	150	258	17	366	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	518	60	36	553	150	258	17	366	158	25	44
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:	344	518	60	36	553	150	258	17	366	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	518	60	36	553	150	258	17	366	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	518	60	36	553	150	258	17	366	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	518	60	36	553	150	258	17	366	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.03	0.02	0.15	0.09	0.08	0.08	0.21	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.5	27.8	27.8	13.0	23.3	23.3	33.5	33.5	33.5	20.8	20.8	20.8
Volume/Cap:	0.69	0.54	0.14	0.17	0.69	0.40	0.25	0.25	0.69	0.69	0.69	0.69
Delay/Veh:	47.7	36.2	31.9	44.1	42.5	38.1	29.0	29.0	37.4	47.6	47.6	47.6
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:	47.7	36.2	31.9	44.1	42.5	38.1	29.0	29.0	37.4	47.6	47.6	47.6
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	10	5	4	4	13	9	9	9

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

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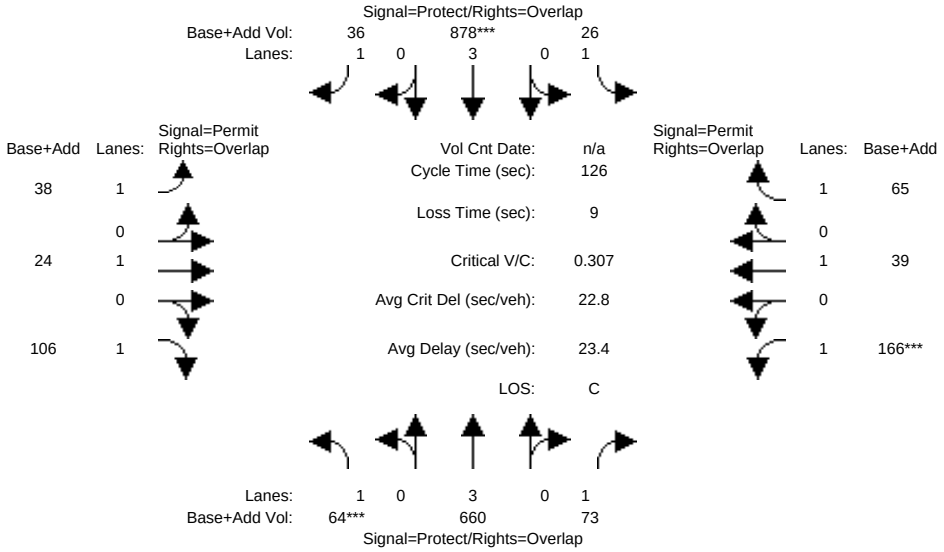
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	660	73	26	878	36	38	24	106	166	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	660	73	26	878	36	38	24	106	166	39	65
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:	64	660	73	26	878	36	38	24	106	166	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	660	73	26	878	36	38	24	106	166	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	660	73	26	878	36	38	24	106	166	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	660	73	26	878	36	38	24	106	166	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	15.0	52.8	52.8	25.3	63.1	63.1	38.9	38.9	53.9	38.9	38.9	64.2
Volume/Cap:	0.31	0.28	0.10	0.07	0.31	0.04	0.07	0.04	0.14	0.31	0.07	0.07
Delay/Veh:	51.6	24.1	22.3	40.9	18.6	16.0	30.8	30.5	22.1	33.6	30.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	24.1	22.3	40.9	18.6	16.0	30.8	30.5	22.1	33.6	30.8	15.8
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

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

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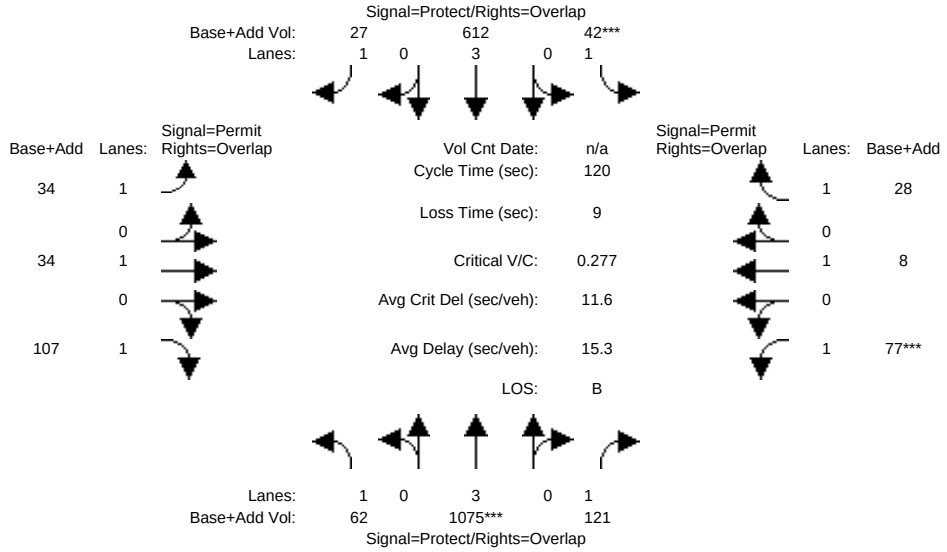
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1075	121	42	612	27	34	34	107	77	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1075	121	42	612	27	34	34	107	77	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1075	121	42	612	27	34	34	107	77	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1075	121	42	612	27	34	34	107	77	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1075	121	42	612	27	34	34	107	77	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	62	1075	121	42	612	27	34	34	107	77	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.07	0.02	0.11	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.4	81.6	81.6	10.4	59.6	59.6	19.0	19.0	51.4	19.0	19.0	29.4
Volume/Cap:	0.13	0.28	0.10	0.28	0.22	0.03	0.12	0.11	0.14	0.28	0.03	0.07
Delay/Veh:	33.3	7.6	6.6	52.3	17.1	15.5	43.5	43.4	21.0	45.0	42.7	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	7.6	6.6	52.3	17.1	15.5	43.5	43.4	21.0	45.0	42.7	34.8
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	3	3	0	1

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

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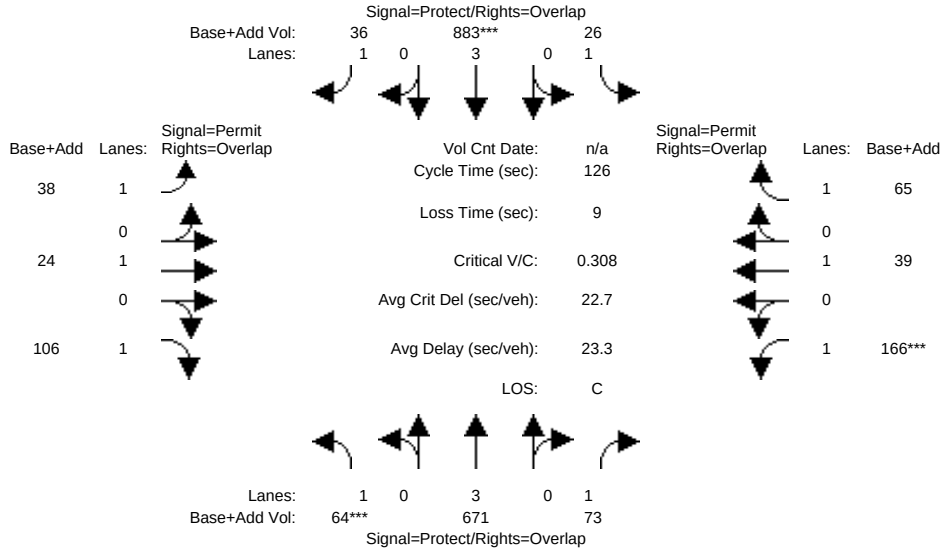
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	671	73	26	883	36	38	24	106	166	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	671	73	26	883	36	38	24	106	166	39	65
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:	64	671	73	26	883	36	38	24	106	166	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	671	73	26	883	36	38	24	106	166	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	671	73	26	883	36	38	24	106	166	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	64	671	73	26	883	36	38	24	106	166	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	14.9	53.2	53.2	25.1	63.3	63.3	38.8	38.8	53.7	38.8	38.8	63.8
Volume/Cap:	0.31	0.28	0.10	0.07	0.31	0.04	0.07	0.04	0.14	0.31	0.07	0.07
Delay/Veh:	51.6	23.9	22.0	41.1	18.5	15.9	30.9	30.6	22.2	33.7	30.9	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	23.9	22.0	41.1	18.5	15.9	30.9	30.6	22.2	33.7	30.9	16.0
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	6	2	1	7	1	1	1	3	5	1	1

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

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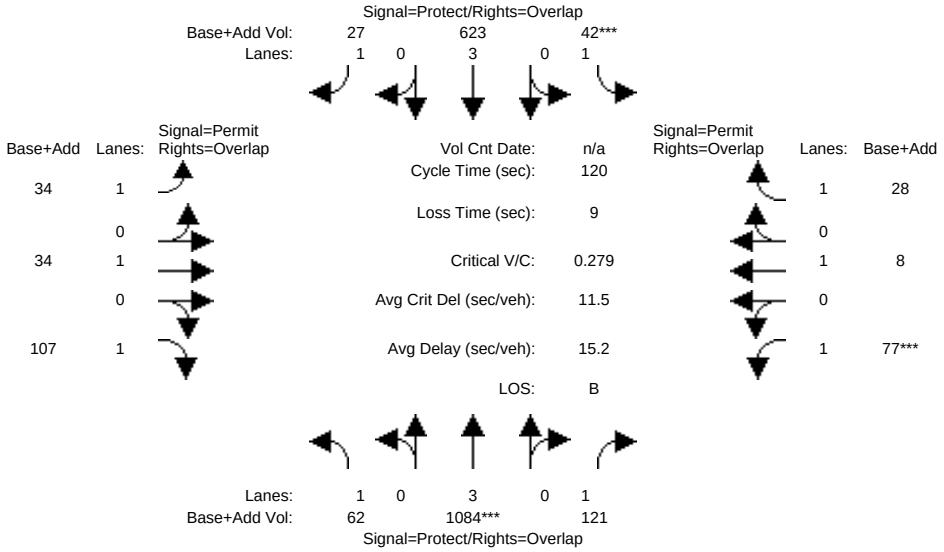
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1084	121	42	623	27	34	34	107	77	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1084	121	42	623	27	34	34	107	77	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1084	121	42	623	27	34	34	107	77	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1084	121	42	623	27	34	34	107	77	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1084	121	42	623	27	34	34	107	77	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	62	1084	121	42	623	27	34	34	107	77	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.07	0.02	0.11	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.0	81.8	81.8	10.3	60.0	60.0	18.9	18.9	51.0	18.9	18.9	29.2
Volume/Cap:	0.13	0.28	0.10	0.28	0.22	0.03	0.12	0.11	0.14	0.28	0.03	0.07
Delay/Veh:	33.5	7.6	6.6	52.4	16.9	15.2	43.6	43.5	21.2	45.1	42.8	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	7.6	6.6	52.4	16.9	15.2	43.6	43.5	21.2	45.1	42.8	34.9
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	3	3	0	1

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

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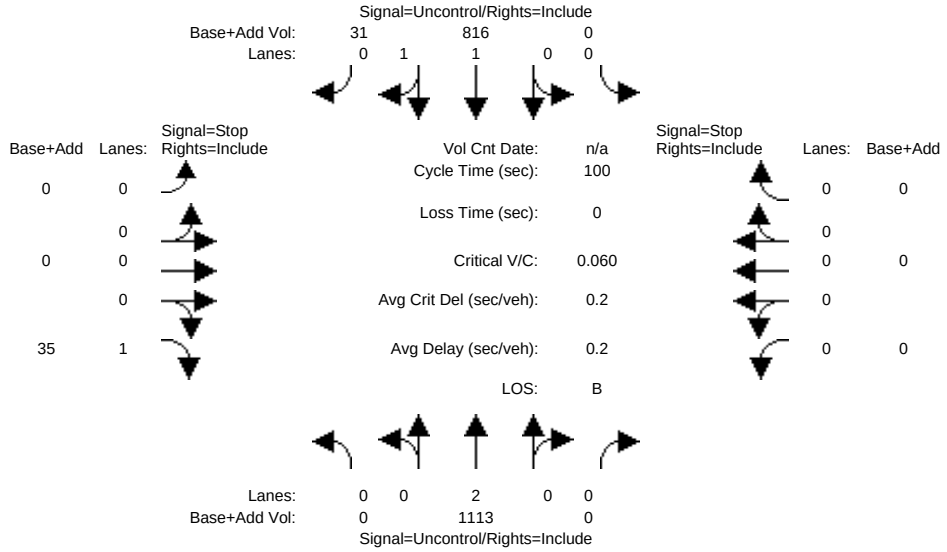
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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	1113	0	0	816	31	0	0	35	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	1113	0	0	816	31	0	0	35	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	1113	0	0	816	31	0	0	35	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	1113	0	0	816	31	0	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1113	0	0	816	31	0	0	35	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	585	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	585	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	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:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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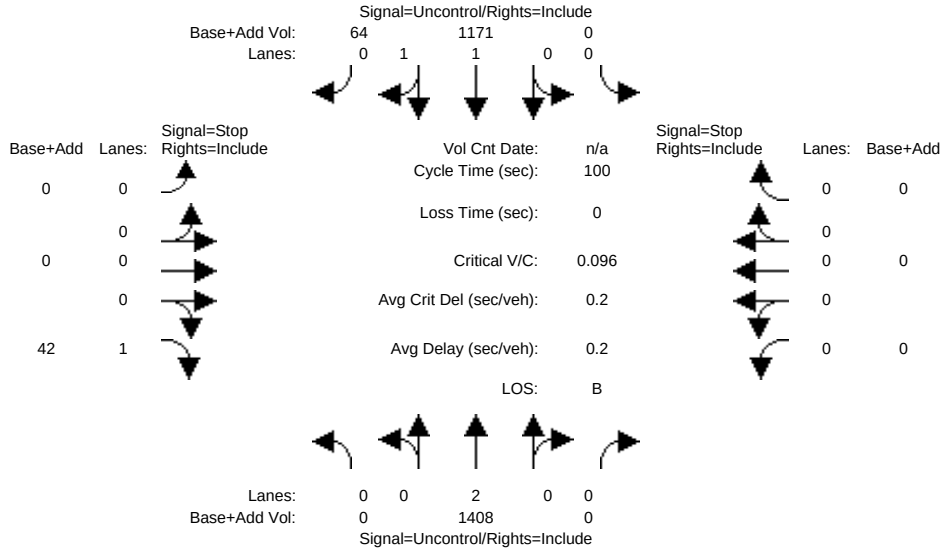
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #21: Los Gatos Blvd & C5 St



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	1408	0	0	1171	64	0	0	42	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	1408	0	0	1171	64	0	0	42	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	1408	0	0	1171	64	0	0	42	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	1408	0	0	1171	64	0	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1171	64	0	0	42	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	618	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	437	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	437	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.1	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:	xxxxxx			xxxxxx			14.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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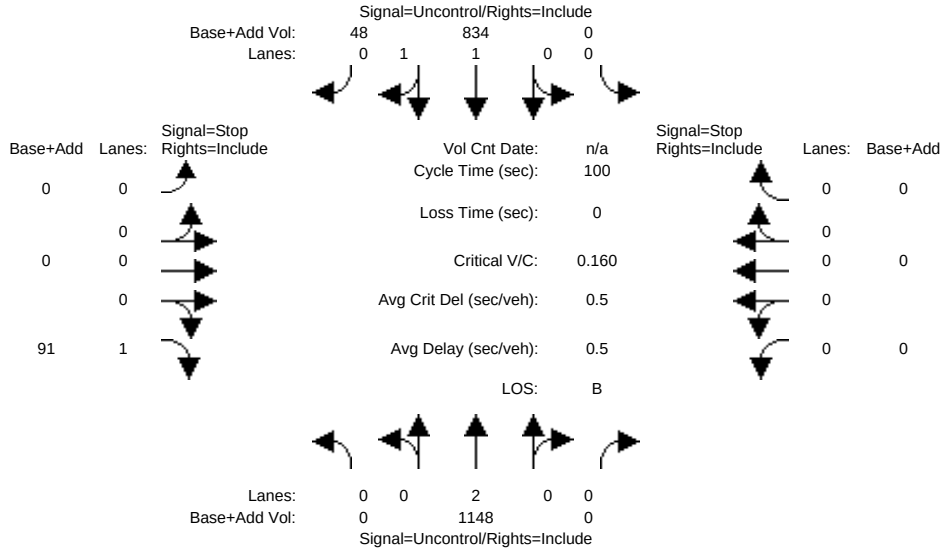
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #21: Los Gatos Blvd & C5 St



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	1148	0	0	834	48	0	0	91	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	1148	0	0	834	48	0	0	91	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	1148	0	0	834	48	0	0	91	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	1148	0	0	834	48	0	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1148	0	0	834	48	0	0	91	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	441	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.5	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:	xxxxxx			xxxxxx			12.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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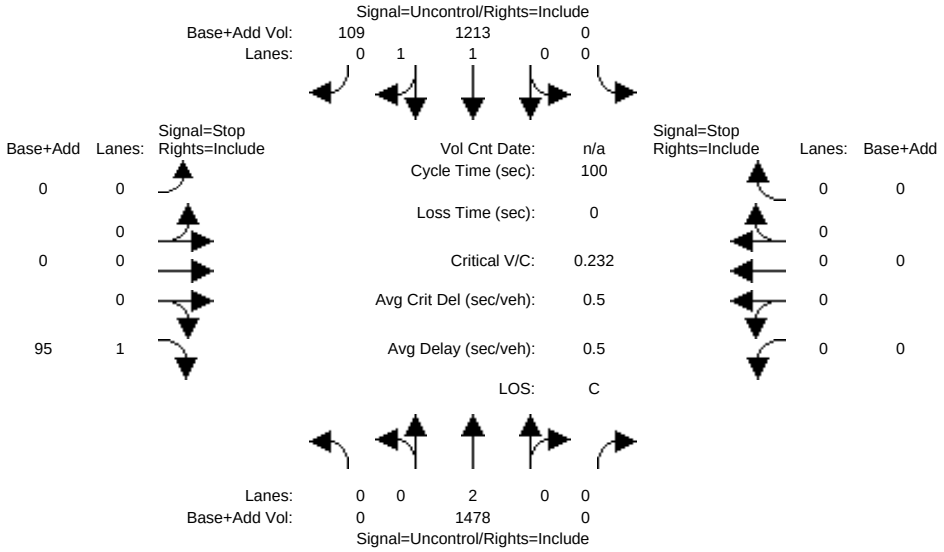
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #21: Los Gatos Blvd & C5 St



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	1478	0	0	1213	109	0	0	95	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	1478	0	0	1213	109	0	0	95	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	1478	0	0	1213	109	0	0	95	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	1478	0	0	1213	109	0	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1478	0	0	1213	109	0	0	95	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	661	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	*
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			16.4			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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Hexagon Transportation Consultants, Inc.

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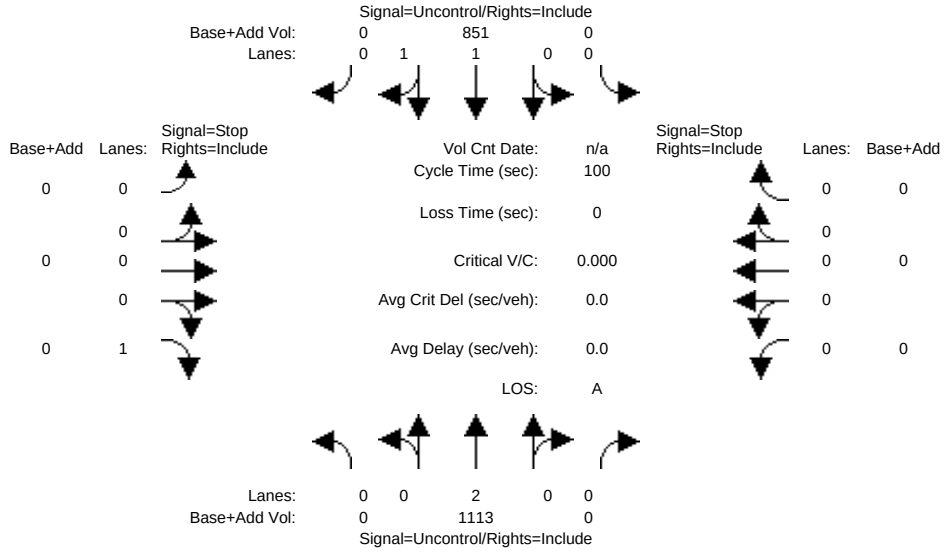
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #22: Los Gatos Blvd & C1 St



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	1113	0	0	851	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	1113	0	0	851	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	1113	0	0	851	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	1113	0	0	851	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1113	0	0	851	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	426	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	583	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	583	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	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			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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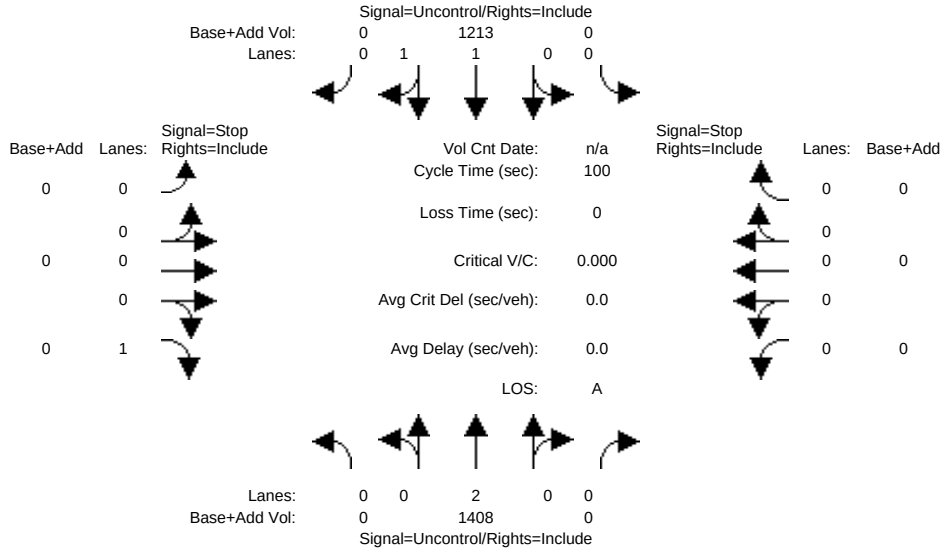
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #22: Los Gatos Blvd & C1 St



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	1408	0	0	1213	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	1408	0	0	1213	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	1408	0	0	1213	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	1408	0	0	1213	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1213	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	607	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	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			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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North 40 Phase II Master Plan Update
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Hexagon Transportation Consultants, Inc.

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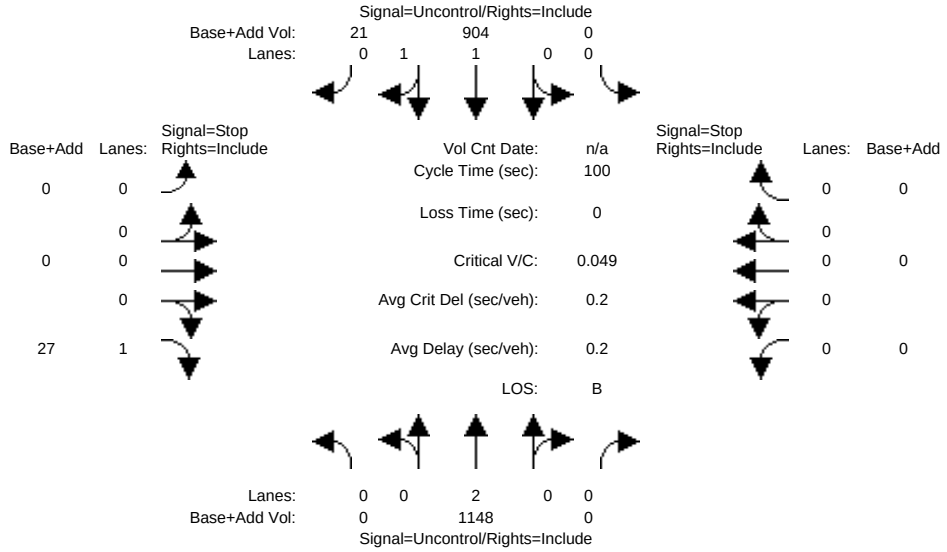
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #22: Los Gatos Blvd & C1 St



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	1148	0	0	904	21	0	0	27	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	1148	0	0	904	21	0	0	27	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	1148	0	0	904	21	0	0	27	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	1148	0	0	904	21	0	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1148	0	0	904	21	0	0	27	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	463	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	552	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	552	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	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:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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2000 HCM Unsignalized (Future Volume Alternative)
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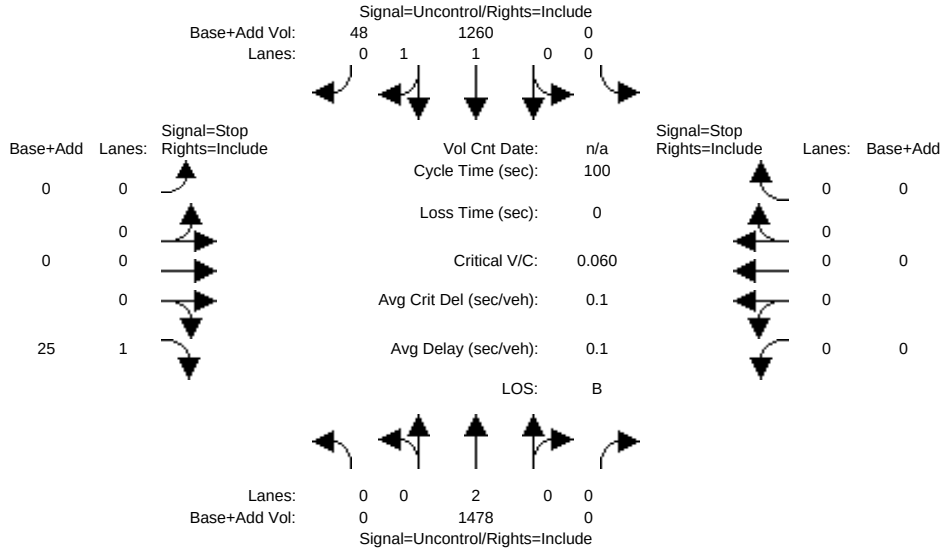
Intersection #22: Los Gatos Blvd & C1 St



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	1478	0	0	1260	48	0	0	25	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	1478	0	0	1260	48	0	0	25	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	1478	0	0	1260	48	0	0	25	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	1478	0	0	1260	48	0	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1478	0	0	1260	48	0	0	25	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	654	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.3	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:	xxxxxx			xxxxxx			14.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Appendix E

List of Approved and Pending Projects (Los Gatos)

May 21, 2024

Town's Recently Approved & Pending Projects:

- 405 Alberto Way (not yet approved) – 600 sf commercial, 52 residential units.
- 400 Blossom Hill Road (approved; under construction) – 78 assisted living units; 36 memory care units.
- 16195 George St (approved, under construction) – 4 units (removal of 1, replacement with 4 – 3 new).
- 16100 Greenridge Terrace (approved; not yet in construction) – 8-lot residential subdivision.
- 14859, 14917, and 14925 Los Gatos Boulevard; 16250, 16260, 16270, and 16392 Burton Road; and Assessor Parcel Number 424-07-116 (North 40 Phase II) (not yet approved) – 15,014 sq ft sq ft commercial, 450 residential units.
- 14849 Los Gatos Boulevard (not yet approved) – 19,621 sq ft sq ft commercial, 117 residential units.
- 14926 Los Gatos Blvd (not yet approved) – 6,100 sf commercial (no office) and 5 apartment units.
- 15300 & 15330 Los Gatos Boulevard (not yet approved) – 42,383 sq ft commercial (no office) and 182 residential units.
- 15349-15367 Los Gatos Boulevard (not yet approved) – 55 residential units.
- 15475 LGB (approved; not yet under construction) – adding drive-thru to 4,700 sf existing restaurant.
- 15600-15659 Los Gatos Boulevard (approved; not yet under construction) – New grocery store (40,190 sq ft) (Whole Foods).
- 16212 Los Gatos Blvd (PD approved, A&S approved; not yet in construction) – 10,269 sf new commercial building and remodel and addition to existing commercial building (3,023 sf).
- 16492 Los Gatos Boulevard (not yet approved) – 1,695 sq ft sq ft office, 10 residential units.
- 50 Los Gatos-Saratoga (not yet approved) – 154 residential units.
- 143-151 E. Main St (not yet approved) – 2,456 sq ft of commercial, 26 residential units.
- 105 Newell (approved; not yet in construction) – 4 new SFR.
- North 40 (approved; under construction) – (see attached).
- 120 Oak Meadow (not yet approve) – subdivision and A&S resulting in 1 new unit.
- 45 Reservoir Rd (not yet approved) – one new SFR on vacant property.
- 14915 Shannon Road (not yet approved) – 9-lot residential subdivision.
- 101 S. Santa Cruz Ave (not yet approved) – 58 residential units.
- 400 Surmont Drive (subdivision approved, two new single-family houses approved, building permits ready to be issued but haven't yet) – subdivision of one parcel into 3 with approval of 2 new single-family homes on each vacant parcel.
- 258 Union Ave (completed) – mixed-use building (3 condos + commercial office), 6 detached single-family condos.
- 15975 Union Ave (completed) – 3 single-family residences.
- 15860 Winchester Blvd (approved; not yet under construction) - replace three existing single-family homes with an assisted living and memory care facility providing 107 assisted living units and 18 memory care units.

- 110 Wood Road (not yet approved) – 187 units replacing the existing (now closed) senior care facility.

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Appendix F

List of Approved and Pending Projects Used for Analysis

Project Name	Project Description
Approved Projects (Background)	
1700 Dell Avenue (Campbell)	161,870 s.f. office
16160 E Mozart Avenue (Campbell)	4 single-family residential units
Samaritian Medical Expansion (SJ ATI)	750,000 s.f. hospital
400 Blossom Hill Road	78 assisted living units, 36 memory care units
16212 Los Gatos Boulevard	10,269 s.f. commercial
North 40 Phase I	83 d.u. single-family units, 187 d.u. apartments, 50 d.u. senior housing, 57,500 s.f. commercial/retail
15475 Los Gatos Boulevard	add drive-thru to existing 4,700 s.f. commercial
15860 Winchester Boulevard	107 assisted living units, 18 memory care units
15600-15659 Los Gatos Boulevard	40,190 s.f. grocery store
Pending Projects (Cumulative)	
Good Samaritan Hospital (SJ Pending)[1]	200,000 s.f. medical office, 15 hospital beds
14926 Los Gatos Boulevard	3,100 s.f. commercial, 5 d.u. multi-family units
14849 Los Gatos Boulevard	120 d.u. multi-family units, 18,817 s.f. commercial, 2,391 s.f. restaurant
15300-15330 Los Gatos Boulevard	42,383 s.f. commercial, 182 d.u. multi-family units
15349-15376 Los Gatos Boulevard	55 d.u. townhomes
North 40 Specific Plan Undeveloped Sites	103 d.u. residential

Notes:

[1] Project is approved as of November 2024, but is after existing conditions date. This project remains a pending projects for the purposes of this study.

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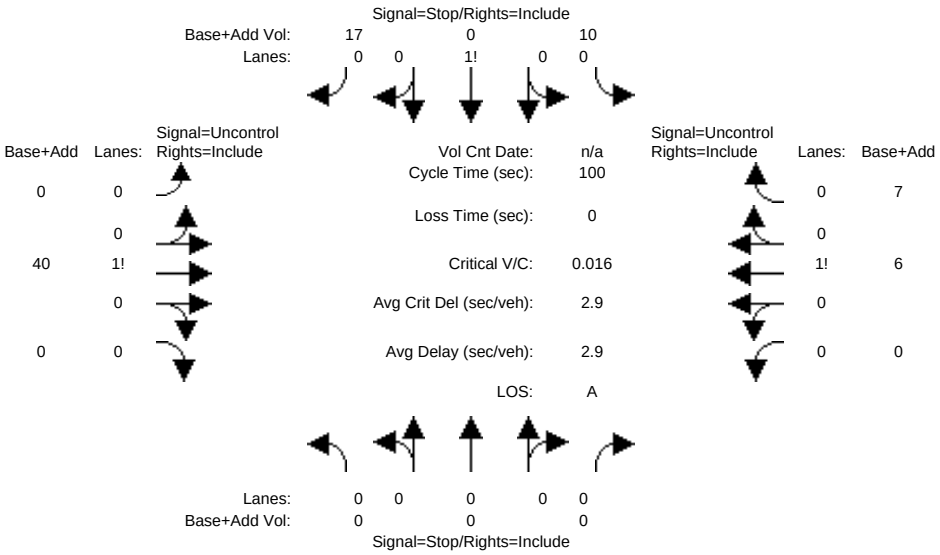
Appendix G

Level of Service Calculations for Burton/Turner Access

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #1023: Burton/Turner Access (Cumulative+P Only)



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	10	0	17	0	40	0	0	6	7
Growth Adj:	1.00	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	10	0	17	0	40	0	0	6	7
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	10	0	17	0	40	0	0	6	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	0	17	0	40	0	0	6	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	17	0	40	0	0	6	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	50	50	10	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	965	846	1078	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	965	846	1078	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1033	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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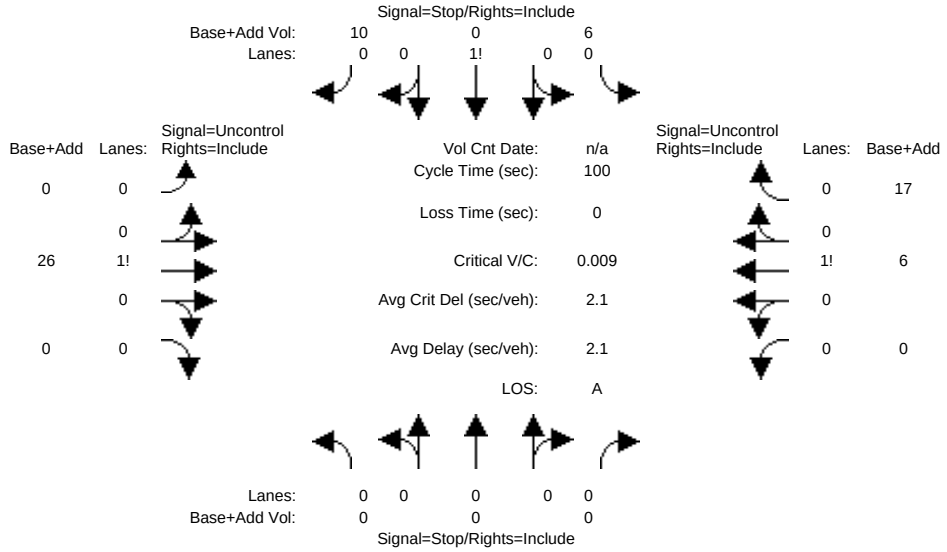
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #1023: Burton/Turner Access (Cumulative+P Only)



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	6	0	10	0	26	0	0	6	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	10	0	26	0	0	6	17
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	6	0	10	0	26	0	0	6	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	0	0	6	0	10	0	26	0	0	6	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	10	0	26	0	0	6	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	41	41	15	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	976	855	1071	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	976	855	1071	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1033	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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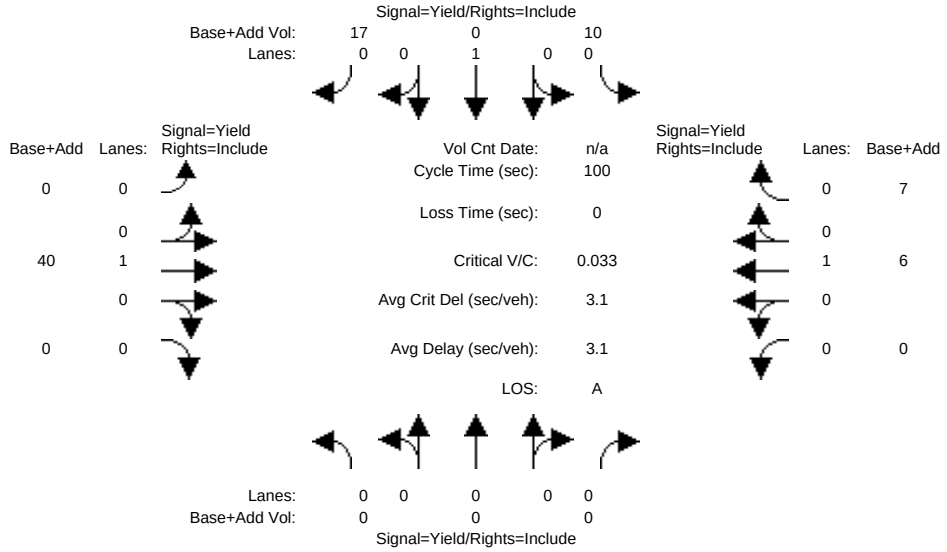
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Cumul+Prj AM

Intersection #2023: Burton/Turner RAB (Cumulative+P Only)



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	10	0	17	0	40	0	0	6	7
Growth Adj:	1.00	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	10	0	17	0	40	0	0	6	7
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	10	0	17	0	40	0	0	6	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	0	17	0	40	0	0	6	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	17	0	40	0	0	6	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	10	0	17	0	40	0	0	6	7
PCE Module:												
AutoPCE:	0	0	0	10	0	17	0	40	0	0	6	7
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	10	0	17	0	40	0	0	6	7

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	50	6	10	0
MaxVolume:	xxxxxx	1197	1195	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1197	1195	1200
ApproachVol:	xxxxxx	27	40	13
ApproachV/C:	1.00	0.02	0.03	0.01
ApproachDel:	xxxxxx	3.1	3.1	3.0
ApproachLOS:	*	A	A	A
Queue:	xxxx	0.1	0.1	0.0

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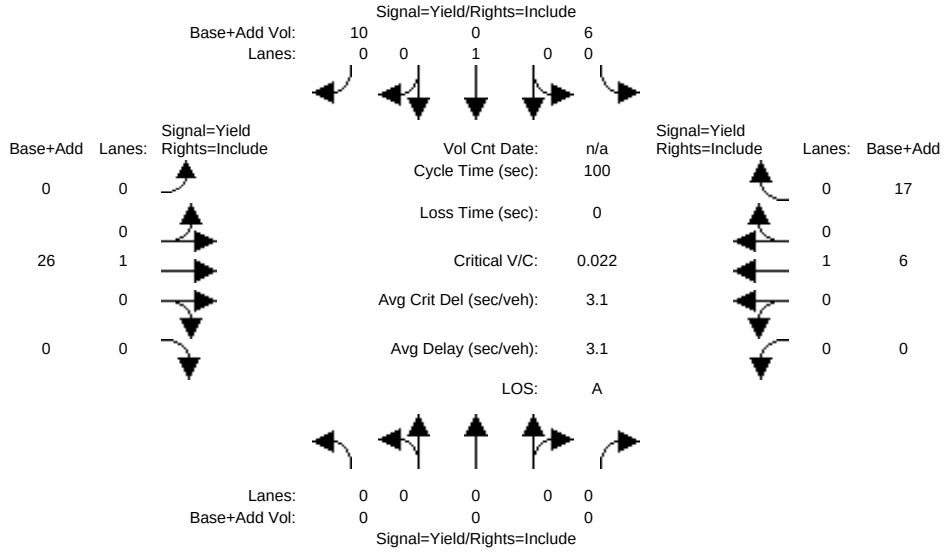
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Cumul+Prj PM

Intersection #2023: Burton/Turner RAB (Cumulative+P Only)



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	6	0	10	0	26	0	0	6	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	10	0	26	0	0	6	17
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	6	0	10	0	26	0	0	6	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	0	0	6	0	10	0	26	0	0	6	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	10	0	26	0	0	6	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	6	0	10	0	26	0	0	6	17
PCE Module:												
AutoPCE:	0	0	0	6	0	10	0	26	0	0	6	17
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	6	0	10	0	26	0	0	6	17

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	32	6	6	0
MaxVolume:	xxxxxx	1197	1197	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1197	1197	1200
ApproachVol:	xxxxxx	16	26	23
ApproachV/C:	1.00	0.01	0.02	0.02
ApproachDel:	xxxxxx	3.0	3.1	3.1
ApproachLOS:	*	A	A	A
Queue:	xxxx	0.0	0.1	0.1

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Appendix H

Collision Data

Collision Data Information

Item Name	Description	Possible Values
Collision Date	the date when the collision occurred	
Collision Time	the time when the collision occurred (24 hour time)	
Primary Rd	primary road	
Secondary Rd	secondary road	
Intersection	whether the collision occurred at an intersection	Y - Intersection N - Not Intersection
Collision Severity	the injury level severity of the collision (highest level of injury in collision)	1 - Fatal 2 - Injury (Severe) 3 - Injury (Other Visible) 4 - Injury (Complaint of Pain) 0 - PDO
Killed victims	counts victims in the collision with degree of injury of 1	0 to N for each collision
Injured victims	counts victims in the collision with degree of injury of 2, 3, or 4	0 to N for each collision
Party Count	counts total parties in the collision	1 to N for each collision
Primary Collision Factor	primary reason for collision	A - (Vehicle) Code Violation B - Other Improper Driving C - Other Than Driver D - Unknown E - Fell Asleep - - Not Stated
Hit And Run		F - Felony M - Misdemeanor N - Not Hit and Run
Type of Collision	type of collision	A - Head-On B - Sideswipe C - Rear End D - Broadside E - Hit Object F - Overturned
Pedestrian Collision	indicates whether the collision involved a pedestrian	Y or blank
Bicycle Collision	indicates whether the collision involved a bicycle	Y or blank
Motorcycle Collision	indicates whether the collision involved a motorcycle	Y or blank
Truck Collision	indicates whether the collision involved a big truck	Y or blank

COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	HIT_AND_RUN	TYPE_OF_COLLISION	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT
2/21/2023	1323	16500 LARK AVE	HIGHLAND OAKS DR	2	0	1	2	A	N	G	Y			
12/5/2021	1437	CHARTER OAKS DR	LARK AVE	4	0	1	2	A	N	H		Y		
5/20/2018	1041	LARK AV	HIGHLAND OAKS DR	4	0	1	3	A	N	C				
11/11/2017	1831	LARK AV	GARDEN HILL DR	3	0	2	2	A	N	D				
12/27/2018	1340	LARK AV	CHARTER OAKS DR	4	0	3	2	A	N	D				
8/8/2018	914	LARK AV	MILL RD	4	0	1	3	A	N	C				
5/17/2016	1305	LARK AV	CHARTER OAKS DR	4	0	1	2	A	N	B				
3/1/2016	1650	LARK AV	CHARTER OAKS DR	4	0	1	2	A	N	D		Y		
3/31/2015	1240	LARK AV	ARROYO GRANDE	3	0	1	1	C	N	H		Y		
3/12/2019	1749	LARK AV	GARDEN HILL DR	4	0	1	3	A	N	C				
10/15/2015	804	LARK AV	HIGHLAND OAKS DR	4	0	1	3	A	N	C				
10/19/2019	1437	LARK AV	WINCHESTER BL	4	0	1	2	A	F	C				
11/1/2015	1403	LARK AV	ARROYO GRANDE WY	3	0	1	1	C	N	E		Y		
4/13/2018	1815	LARK AV	CHARTER OAKS RD	4	0	1	2	A	N	C				
8/28/2019	1318	LARK AV	HIGHLAND OAKS DR	4	0	1	2	A	N	D				
6/24/2015	857	LARK AV	WINCHESTER BL	4	0	1	2	A	N	C				
4/12/2015	1134	LARK AV	ARROYO GRANDE WY	3	0	1	1	A	N	E		Y		
2/28/2016	2138	LARK AV	GARDEN HILL DR	4	0	1	2	A	N	A				
7/12/2017	1422	LARK AV	HIGHLAND OAKS DR	3	0	1	4	A	F	C				
8/24/2017	1559	LARK AV	GARDEN HILL	4	0	2	2	A	N	C				
10/10/2018	1736	LARK AV	OKA RD	4	0	2	3	A	N	C				
1/24/2020	752	LARK AV	ARROYO GRANDE WY	4	0	1	2	A	N	D				
6/19/2014	1727	LARK AV	ARROYO GRANDE	4	0	1	1	D	N	H		Y		
7/29/2019	1339	LARK AV	HIGHLAND OAKS DR	4	0	1	2	A	N	D				
5/29/2019	1529	LARK AV	GARDEN HILL DR	4	0	1	2	A	N	A				
11/15/2023	1755	LARK AVE	HIGHWAY 17	3	0	1	1	A	N	E				
5/19/2022	1535	LARK AVE	OKA RD	3	0	1	2	A	N	H		Y		
4/28/2023	2025	LARK AVE	NB HWY 17 ON-RAMP	2	0	1	2	D	F	H		Y		
11/28/2022	730	LARK AVE	GARDEN HILL DRIVE	3	0	3	3	A	N	C				
7/26/2022	808	LARK AVE	UNIVERSITY AVE	3	0	1	2	A	N	H		Y		
6/30/2023	825	LARK AVE	WINCHESTER BLVD	3	0	1	2	A	N	C				
2/3/2023	532	LARK AVE	HIGHWAY 17	3	0	1	1	A	N	E				
3/22/2023	2139	LARK AVE	HWY 17 S	3	0	1	3	A	N	D				
10/12/2021	1916	LARK AVE	HWY 17	3	0	1	2	A	N	A				
1/10/2022	931	LARK AVE	ARROYO GRANDE	3	0	1	2	A	N	A				Y
9/23/2022	1554	LARK AVENUE	WCL EXTENSION LOS GATOS BLVD	3	0	1	2	A	N	B			Y	

COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	HIT_AND_RUN	TYPE_OF_COLLISION	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT
12/1/2020	1715	LARK AVENUE	WINCHESTER BLVD	3	0	1	2	A	N	D				
11/24/2020	1411	LARK AVENUE	CHARTER OAKS DRIVE	3	0	1	2	A	N	D				
1/19/2016	1243	LOS GATOS BL	GATEWAY AV	4	0	1	5	A	N	C				
10/2/2018	1416	LOS GATOS BL	TERRENO DE FLORES LN	4	0	3	2	A	N	C				
12/5/2018	1741	LOS GATOS BL	CAMINO DEL SOL	4	0	1	2	A	N	D				
8/7/2015	745	LOS GATOS BL	LARK AV	4	0	2	2	A	N	D				
2/9/2018	1122	LOS GATOS BL	SAMARITAN DR	4	0	3	2	A	N	D				
10/16/2017	1440	LOS GATOS BL	LARK AV	4	0	2	3	A	N	C				
2/5/2017	1948	LOS GATOS BL	SAMARITAN DR	4	0	1	3	A	N	C				
6/5/2018	1619	LOS GATOS BL	TERRENO DE FLORES LN	4	0	1	2	A	N	D				
4/21/2017	1344	LOS GATOS BL	SAMARITAN WY	3	0	1	2	A	N	D				
4/1/2019	1044	LOS GATOS BL	LARK AV	4	0	1	2	A	N	D				
5/19/2020	1804	LOS GATOS BL	LARK AV	4	0	3	2	A	N	A				
6/20/2016	1746	LOS GATOS BL	SAMARITAN DR	3	0	1	2	A	N	C		Y		
12/19/2019	2326	LOS GATOS BL	LARK AV	4	0	1	2	A	N	C				
3/19/2014	1251	LOS GATOS BL	SAMARITAN DR	4	0	1	3	A	N	C				
7/21/2014	1801	LOS GATOS BL	CAMINO DEL SOL	4	0	1	2	A	N	D				
11/29/2017	1343	LOS GATOS BL	SAMARITAN DR	4	0	1	2	A	N	D		Y		
5/17/2018	1637	LOS GATOS BL	BENNETT WY	2	0	1	2	A	N	B			Y	
1/30/2017	1537	LOS GATOS BL	TERRENO DE FLORES	4	0	1	4	A	N	C				
12/21/2016	1516	LOS GATOS BL	CAMINO DEL SOL	4	0	1	2	A	N	D				
2/14/2014	1425	LOS GATOS BL	BENNETT WY	4	0	1	2	A	N	C				
8/11/2016	1238	LOS GATOS BL	BENNETT WY	4	0	1	2	A	N	D				
3/7/2016	1118	LOS GATOS BL	SAMARITAN DR	4	0	1	2	A	N	D				
8/22/2015	1924	LOS GATOS BL	BURTON RD	3	0	1	2	A	N	B		Y		
6/3/2014	1702	LOS GATOS BL	LARK AV	3	0	1	2	A	N	D		Y		
7/27/2017	1604	LOS GATOS BL	LARK AV	4	0	2	2	A	N	C				
11/23/2020	1150	LOS GATOS BLVD	ECL OF LARK AVENUE	3	0	1	2	A	N	D				
9/27/2023	1355	LOS GATOS BLVD	LARK AVE	3	0	1	3	A	N	C				
5/1/2023	1235	LOS GATOS BLVD	SAMARITAN	3	0	2	2	A	F	C				
8/10/2021	1650	LOS GATOS BLVD	WALKER STREET	3	0	1	2	A	N	C				
1/5/2021	1225	LOS GATOS BLVD	BENNETT WAY	3	0	1	2	A	N	D				
10/7/2020	1408	LOS GATOS BLVD	LARK AVE	3	0	2	2	A	N	D				
5/28/2019	2029	SAMARITAN DR	LOS GATOS BL	4	0	2	2	A	N	D				
9/17/2021	614	SAMARITAN DR	LOS GATOS BLVD	3	0	2	2	A	N	A				
4/20/2017	1432	UNIVERSITY AV	LARK AV	4	0	1	1	A	N	E				
7/4/2019	843	UNIVERSITY AV	LARK AV	3	0	1	1	A	N	A				
1/11/2019	1840	WINCHESTER BL	LARK AV	4	0	2	3	A	N	D				
6/27/2020	1453	WINCHESTER BL	LARK AV	4	0	3	2	A	N	C				

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7/15/2020	1908	WINCHESTER BL	LARK AV	3	0	1	2	A	N	B		Y		
3/10/2015	1540	WINCHESTER BL	LARK AV	4	0	1	1	A	N	E				
7/5/2015	1559	WINCHESTER BL	LARK AV	2	0	1	2	A	N	H			Y	
7/16/2022	2349	WINCHESTER BLVD	LARK AVE	4	0	1	1	A	N	E				