4. EXISTING ENVIRONMENT

4.1 Sound Level Measurement Locations

Illingworth & Rodkin, Inc. (I&R) collected long-term (i.e., multiple day) and short-term (i.e., less than one hour) sound level measurements at multiple locations throughout the project vicinity to quantify the acoustic environment and provide qualitative descriptions of the dominant and minor sources of noise at each location. Measurements were taken in the vicinity of the proposed project area, as well as near Collins Elementary School. Note that the focus of this noise assessment is the Specific Plan Area only, and therefore the following summary of sound level data does not include sound level measurements taken near the Collins Elementary School. An illustration of the locations for long-term (LT) and short-term (ST) sound level measurements is found in **Figure 1**.

4.2 Existing Sound Sources

The existing acoustic environment is varied within Plan Area, but generally noise from traffic sources are considered dominant throughout. At residential areas located approximately within the northern half of the site, traffic noise from I-280 was observed as the dominant source, and also noted to be continuous over day and night periods with a slight reduction in sound levels during nighttime hours. At these and other locations, noise from local roadways, including Stevens Creek Boulevard and others, were received as acoustically dominant sources.

In general, the Plan Area is typical of an urban mixed-use setting within close proximity of major transportation corridors, where I-280 is a continuous noise source. There is an existing concrete fence along the entire western perimeter of the Specific Plan Area (i.e., the wall is located along the west side of Perimeter Rd, between the Specific Plan Area and homes west of the Specific Plan). It is anticipated that the barrier likely provides some shielding of I-280 traffic noise in the immediate backyards of homes adjacent to the wall, and likely less shielding further from the wall.

Traffic noise along local roadways in the Plan Area includes mostly cars and motorcycles, but also some buses and trucks including haul trucks from the quarries located at the west end of the Cupertino. Location residential noises are typical of common residential activity (e.g., lawn maintenance noises, children playing, etc.)

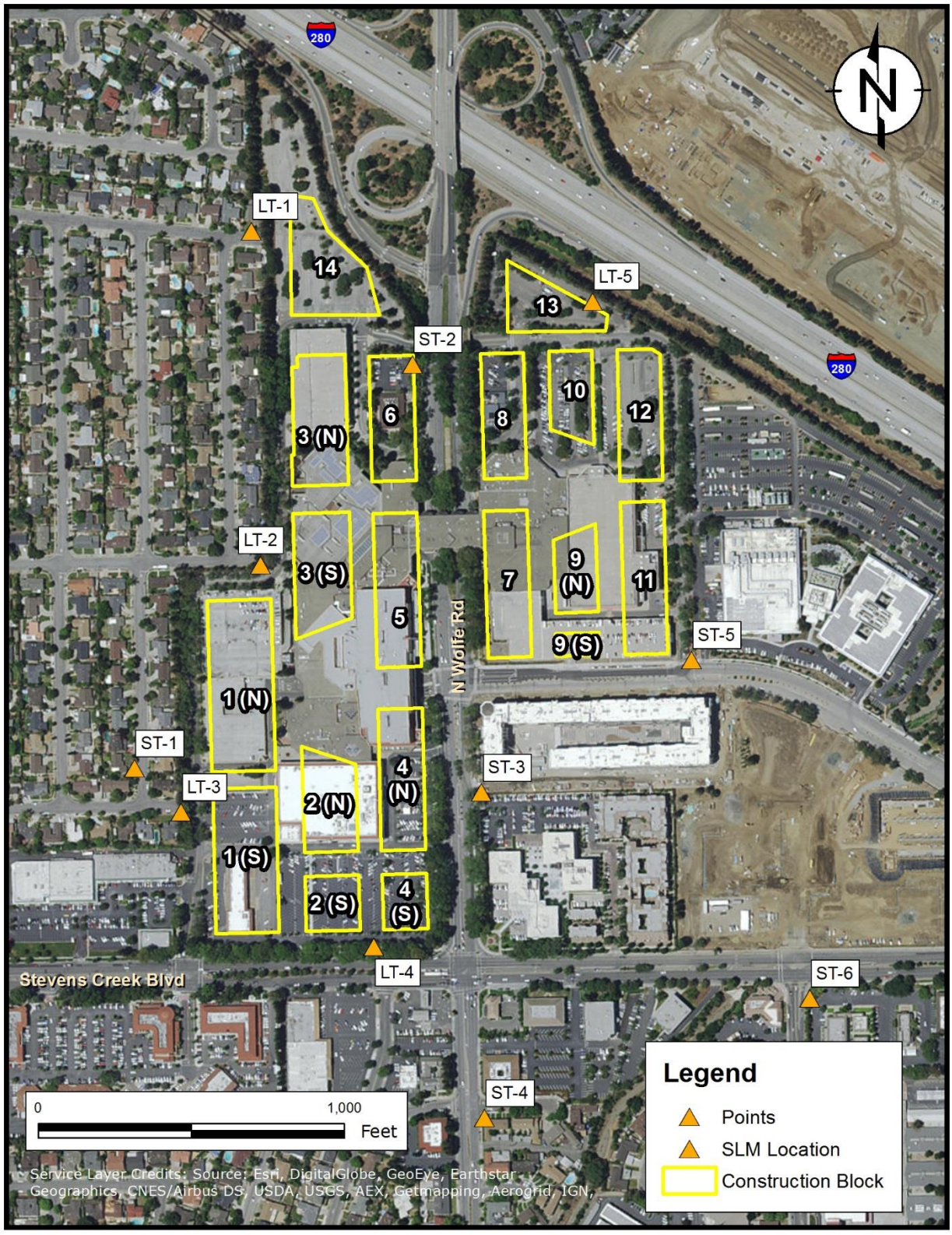


Figure 1. Sound Level Measurement Locations

4.3 Sound Level Measurement Data

Table 9 summarizes long-term sound level measurement data collected by Illingworth & Rodkin, Inc. between November 19 and November 23, 2015. Meteorological conditions during measurements were dry, with calm winds and daytime temperatures ranging between approximately 55 °F and 65 °F. Clear skies were observed on November 19 and overcast conditions were observed on November 23. Conditions during the measurement program were considered suitable for noise measurements.

Table 9: Long-Term Sound Level Measurement Data

Measurement ID#	Date Range	CNEL [a]		Quietest Hourly L_{eq} [b]	
		Range [c]	Avg. [d]	Daytime Avg. [e]	Nighttime Avg. [e]
LT-1	11/19 – 11/23	61 - 64	63	54	51
LT-2		57 - 60	58	49	46
LT-3		55 - 59	57	50	44
LT-4		68 - 71	70	64	53
LT-5		74 - 76	75	69	62

[a] CNEL is "community noise exposure level" and is based hourly sound levels with a 10-dBA penalty applied to levels measured between 11 p.m. and 7 a.m., and a 5-dBA penalty applied to levels measured between 7 p.m. and 10 p.m.

[b] L_{eq} is hourly equivalent sound level, a metric representing the sound level that if held constant over the same period of time would have the same sound energy as the actual, fluctuating sound (i.e., an energy-average sound level)

[c] CNEL range includes data from all measurement days including partial days when meters were deployed or retrieved

[d] Arithmetic average of daily CNEL values

[e] Arithmetic average of quietest hourly L_{eq} values

Source: Data summary by Ramboll Environ; measurement data collected by Illingworth & Rodkin, Inc.

In addition to the long-term measurement data summarized in Table 9, short-term sound level measurements were collected in several locations. During these 10-minute measurement periods, local traffic sources were counted and categorized. Table 10 summarizes these short-term sound level data.

Table 10: Short-Term Sound Level Measurement Data

ID	Date	Time [a]	Measurement Interval Metrics [b]			
			Leq	L10	L50	L90
ST-1 A	11/19/2015	14:00	52	54	50	48
ST-1 B		14:10	50	52	49	47
ST-1 C		14:20	51	54	49	48
ST-2	11/23/2015	12:00	70	74	68	62
ST-3	11/23/2015	12:30	64	67	62	55
ST-4 A	11/19/2015	14:40	63	66	62	57
ST-4 B		14:50	64	67	62	56
ST-5 A	11/23/2015	11:30	68	72	63	60
ST-5 B		11:40	65	68	61	56
ST-6	11/23/2015	14:50	65	69	64	58

[a] Represents start time of each measurement interval. Measurements ran for a total duration of 10 minutes.

[b] See Page v for a definition of sound level metrics

Source: Data summary by Ramboll Environ based on measurement data collected by Illingworth & Rodkin, Inc.

4.4 Existing Noise Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication; physiological and psychological stress; and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. Land uses are considered "sensitive receivers" to noise when low noise levels are necessary for these uses to preserve their intended goals such as relaxation, recreation, education, health, and general state of well-being. Residential uses are considered to be the most sensitive to noise because people spend extended periods of time at home for sleep and relaxation. Other noise sensitive receivers typically include hotels/motels, churches, schools, libraries, and hospitals.

The following summarizes the off-site sensitive residential receiving areas identified for this study. A full list of noise model receptor locations, representative of these residential areas and used in the construction and operational noise assessments, is found in **Table 11** (**page 32**). **Figure 4** (**page 53**) provides an illustration of the location of these receptors.

4.4.1 West of the Project Site

The residential community to the west of the proposed Specific Plan Areas, including the Town Center/Community Park and Block 14, includes homes along Denison Ave and Norwich Ave that have backyards adjacent to the Project property boundary. Backyards of these properties would be less than 100 feet from proposed Project, and likely much closer to construction activities (e.g., perimeter roads, landscaping, etc.). These residential areas have been identified as receptors R1 though R5.

The ambient noise environment within these residential areas is described by measurement data collected by LT-1, LT-2, and LT-3. Existing CNEL levels for these locations averaged 63 dBA, 58 dBA, and 57 dBA, respectively. Near LT-1, ambient levels are highest due to traffic noise from I-280 dominating the acoustic environment. Near LT-2, traffic noise from I-280 also dominates the acoustic environment with additional contribution from local traffic sources.

At the southernmost end of this residential area, near LT-3, the noise environment is comprised mostly of traffic noise from local roadways, with distant noise from I-280 and Stevens Creek Blvd.

As indicated, there is a concrete wall along the entire western side of Perimeter Rd, adjacent to homes that are nearest the Project property line. The barrier ranges in height from approximately 6 feet to 12 feet. The wall provides shielding within the northern half of residences adjacent to the west of the Project site (i.e., LT-1 and LT-2) from I-280 traffic, existing mall activities, and traffic on Perimeter Rd. South of LT-2 and at LT-1, the wall provides shielding from existing mall activity and traffic on Perimeter Rd.

Further west of these residential properties, northwest of N Portal Ave and Amherst Dr, is an existing daycare (Bright Horizons) and the Collins Elementary School.

4.4.2 Southeast of the Project Site, Existing Receivers

At the southeast corner of Vallco Pkwy and N Wolfe Rd is a newer 5-story condominium residential tower, located at 19800 N Wolfe Rd. This condominium building runs along Vallco Pkwy with balconies that face north and west, and that would be located as close as 150 feet from buildings within the proposed new development (i.e., within Blocks 4, 7, 9, and 11 of the Project), with Project construction activity likely occurring even closer. This area is exposed to high levels of background traffic from I-280 as well as existing ongoing nearby construction activity.

South of 19800 N Wolfe Rd is a smaller block of 3-story residential buildings. Sound level measurements were not taken at these homes, however given their location, it is likely that residences are exposed to traffic noise from I-280, Stevens Creek Blvd, and other local traffic.

4.4.3 Main St Cupertino

East of the 19800 N Wolfe Rd residential building is a new development currently under construction called Main St Cupertino. This new development, when completed, will include a 4-story residential building with underground parking, a 5-story, 180-room hotel, retail services, office space, and a parking garage. Both the residential condominium building and hotel would be considered noise-sensitive uses, once built. It is expected that the Main St development will be fully open, including residential lofts, by late 2017. The potential for construction and operational noise impacts has been considered at the adjacent 19800 N Wolfe Rd building, and so environmental design features intended to reduce noise at 19800 N Wolfe Rd will apply to Main St Cupertino.

4.4.4 South of Stevens Creek Blvd

South of Stevens Creek Blvd are mostly commercial and retail developments, with some residential development located southeast and southwest of the Plan Area. The nearest residences to the proposed Project, located on the south side of Stevens Creek Blvd, are west of Portal Ave and approximately 850 feet southwest of the nearest block within the Plan Area (Block 1).

4.5 New Noise Sensitive Receptors within Town Center/Community Park

Proposed as part of the Town Center/Community Park are a number of residential buildings, recreational trails, playgrounds, and other noise-sensitive uses. This assessment has considered the potential for operational impacts at these uses, and

therefore the follow provides a discussion of the expected existing environment at these locations, once the Project is built.

4.5.1 New Residential Development

Residential units are proposed to be built in Blocks 1, 2, 4, and 5. Each block that would house residential units also would comprise of other uses, as follows:

- Blocks 1, 2, and 4: Residential, retail, amenities, and parking;
- Block 5: Residential, retail, office, and amenities

Residential units would be constructed within multi-use buildings, and depending on the location of the building and the orientation of the residential units, would be exposed to noise from a range of sources including traffic noise from Stevens Creek Blvd and N Wolfe Rd, noise from entertainment venues within the new Project site (i.e., Town Square West), and other noises from miscellaneous residential and recreational activities within the site itself. It is anticipated that the highest levels of ambient noise would be at those new residential units that are nearest to Stevens Creek Blvd. I-280 is not expected to be a dominant source of noise at proposed new residential units because of the design configuration that shields line of sight between new residential units at the highway.

4.5.2 New Recreational Facilities

Throughout the approximately 30-acre green roof over the Project site are proposed amenities for recreational use. These amenities include nearly 4 miles of trail, gardens, an amphitheater, play grounds, amenity pavilions, and natural areas. Much of the roof would be considered a noise-sensitive area, and therefore has been included in this assessment. At the northeastern most end of the Town Center/Community Park site (i.e., near Block 12), recreational green roof facilities could be within approximately 200 feet of I-280, and therefore likely would be subject to high levels of traffic noise. LT-5 is the nearest measurement location to this portion of the Project site and the average measured CNEL is 75 dBA. However note that this level of traffic noise likely would only be observed at the northeastern-most edge of the green roof because it is elevated above ground by 7 floors (approximately 112 feet), and therefore above the grade of I-280. The roof slopes down and away from I-280 from the eastern edge of Block 12, and so it would be expected that traffic noise levels would be lower as one moves further away.

Due to the configuration of the roof that would shield traffic noise from I-280 (i.e., the elevated roof at the east end of the Project slopes away and down toward the west), sound levels throughout most of the roof, and especially at western end of the roof, are expected to be lower than existing levels west of the Project site.

4.5.3 New Office Space and Retail

Many Blocks within the Town Center/Community Park area will consist of a mix of retail, office, and amenities. Although not considered to be sensitive land uses (such as residential), commercial and retail spaces are afforded a level of protection in the Cupertino General Plan to ensure that such facilities can operate under commonly accepted conditions. Given the variety of retail and office spaces that may be developed within the Project site, it is not possible to determine the existing ambient levels for each possible location. However, in general, at the northeast portion of the site, ambient levels would be highest near I-280. Indoor office and retail spaces are expected to be shielded from outdoor noise due to appropriately specified building materials to ensure proper noise insulation ratings (see **Section 5.4.3**). At locations near onsite roadways (e.g. N Wolfe Rd) and near active outdoor retail spaces and outdoor venues (e.g., Town Square West), ambient outdoor levels may be higher than at other areas within the Project site.

4.6 New Noise Sensitive Receptors within Block 14

A new hotel is proposed within Block 14 of the Project, to be located at the north end of the Project site, east of existing residential properties. The existing noise environment at Block 14 is dominated by traffic from I-280, represented by sound level measurements at LT-1. Sensitive uses will be located inside the building are expected to be shielded from outdoor noise due to appropriately specified building materials to ensure proper noise insulation ratings (see **Section 5.4.3**), most notably for hotel rooms that would face northeast toward I-280.

4.7 Noise Assessment Receptors

The assessments of permanent and temporary noise impacts due to the construction and operation of the Project are based on calculations and noise model estimates at nearby receiving properties, both located off-site and on-site. **Table 11** summarizes each receptor and provides a description of the noise environment.

Table 11: Noise Assessment Receptor Locations

ID	Description
R1	Residential homes along Merritt and Auburn Dr, near the north west corner of the Project Site. Backyards are adjacent to Project property line.
R2	Residential homes along Norwich Ave, West of the Project Site. Backyards are adjacent to Project property line.
R3	Residential homes near the intersection of Norwich Ave and Amherst Dr, west of the Project Site. Backyards are adjacent to Project property line.
R4	Residential homes along Denison Ave, West of the Project Site. Backyards are adjacent to Project property line.
R5	Residential homes near the intersection of Denison Ave and Wheaton Dr, west of the Project Site. Backyards are adjacent to Project property line.
R6	Residential rooms of the future hotel at Block 13, facing Perimeter Rd.
R7	Residential apartments on the west side of the 19800 N. Wolfe Rd condominium building, facing N Wolfe Rd.
R8	Residential apartments on the north side of the 19800 N. Wolfe Rd condominium building, facing Vallco Pkwy
Source: Ramboll Environ	

5. IMPACTS AND ENVIRONMENTAL DESIGN FEATURES

5.1 Significance Criteria

This section summarizes the criteria of significance that are used to establish the thresholds for determining whether a project noise impact is beneficial, less-than-significant, or significant and unavoidable.

Specific to the Project and relative to the EA for which this noise assessment has been prepared, and in accordance with Appendix G of the CEQA Guidelines and General Plan, the project would have a significant noise impact if it resulted in:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the General Plan or noise ordinance, or applicable standards of other agencies

- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (see **Section 5.1.1**)

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (see **Section 5.1.1**)

- Exposure of persons to, or generate excessive levels of, groundborne vibration or noise

- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels

- For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels

5.1.1 Approach to Analysis

For the purposes of this assessment, a substantial permanent increase in ambient noise is defined as an increase of 3 dBA or more, and a substantial temporary increase in ambient noise is defined as increase of 5 dBA or more. Note that a 3-dBA or more increase in ambient noise is considered to be perceptible to most people with normal hearing in a quiet and calm environment, and therefore a 3-dBA increase would be considered substantial if it were permanent. A 5-dBA or greater increase in ambient noise would be readily perceptible to most people with normal hearing in a typical (i.e., noisy) environment and is, therefore, considered substantial even if temporary.

5.2 Beneficial Impacts

5.2.1 Reduced Ambient Noise Levels at Some Locations in the Project Vicinity

At residential areas located west of the Plan Area, specifically along Denison Avenue and along Norwich Avenue, as well as most residences within one or two housing rows west of these streets, ambient noise levels with implementation of the Specific Plan may decrease because the Town Center/Community Park would act as a buffer between homes within this residential community and traffic noise from I-280. Development on Bock 14 also would act as a buffer that would reduce ambient noise levels in those residential areas nearest Block 14. And because there are no other known significant noise sources impacting these homes, it is estimated that ambient sound levels could be reduced by as much as 3 dBA or more when I-280 is not the dominant traffic noise source (i.e., when traffic noise from I-280 is

shielded). N Wolfe Rd or Stevens Creek Blvd would remain a dominant traffic at those homes nearest these roadways.

Therefore, relative to existing conditions at some noise-sensitive receivers, new land uses within the Plan Area could result in an improvement (i.e., lowering) of ambient noise.

5.3 Less-Than-Significant Noise Impacts

Implementation of the project would result in noise emissions from facilities and activities that are considered to be less-than-significant. The following summarizes operational facilities and equipment that may generate noise but that are not expected to require implementation of environmental design features that would be aimed at reducing noise.

5.3.1 Operational Noise from Stationary Sources

As summarized in **Section 3**, both elements of the Specific Plan, including the Town Center/Community Park and Block 14, are subject to both the land use compatibility standards established in Cupertino General Plan, and the sound level limits established in Cupertino Municipal Code (CMC). The compatibility standards establish thresholds above which certain land uses may be discourage or not recommended, and are based the 24-hour CNEL. The CMC criteria describe sound level limits for sounds received at residential property, and generated by either residential or non-residential sources. These limits are based on whether noise is received during daytime hours or nighttime ours (daytime is defined as 7 a.m. to 8 p.m. weekdays and 9 a.m. to 6 p.m. weekends).

Uses within the Specific Plan will include residential, lodging, office, retail, amenities, entertainment, and recreational. In addition, there would be supporting equipment and services such as emergency generators, ventilation systems, and a transit center. The following summarizes the expected stationary noises that would be generated by each.

5.3.1.1 New Residential Uses - Town Center/Community Park

Approximately 800 residential apartments would be located within four (4) blocks at the southwestern-most portion of the Project site (Blocks 1, 2, 4, and 5), including market rate, below market rate, and senior apartments. Apartments would be located within the second to fifth (2nd to 5th) floors of buildings with designated residential units, although some buildings may contain fewer floors (e.g., Block 1

would include four floors total, the top three with residential apartments. It is not expected that typical residential uses would generate noises that would be considered significant at any nearby existing noise-sensitive receivers, including residences west of the Project site along Denison Ave, or at the 19800 N Wolfe Rd residential building that is located approximately 200 feet east of new residences within Block 4. Further, at existing homes west of the Project site, the proposed green roof that would cover the entirety of these Blocks would shield noises from the residential activities.

5.3.1.2 Lodging – Block 14

Included in Block 14 of the Specific Plan is a proposed multi-story hotel. The hotel will include rooms for transient lodging, as well meeting rooms and various services typical of a high-end hotel. Noise emissions generated by hotel operation are expected mostly to be from roof-top ventilation systems and traffic. Ventilation systems will be located high above ground level and are not expected to be audible at nearby existing residential communities, nor are they expected to be audible at the transient lodging facility at Block 13 of the Specific Plan. Traffic noise will minimal, generated by relatively low levels of traffic through the hotel's parking lot, traveling a low speeds.

5.3.1.3 Office Space - Town Center/Community Park

Approximately 2,000,000 square feet of office space is proposed through eight (8) Blocks (Blocks 5 through 12). Office space use is not considered an acoustically significant noise source, and no significant levels of noise are anticipated from office use at the Project.

5.3.1.4 Retail and Amenities - Town Center/Community Park

Located within the Town Center/Community Park are proposed retail services and amenities. Amenities will be provided for residential, office, and other uses within the Project site. Most amenity services would be located at ground level within the Block buildings, although some are proposed on the roof the green roof structure. Typical amenities, such as coffee stands, bakeries, etc., as well as retail establishments, do not operate during nighttime hours, do not typically generate acoustically significant levels of noise, and therefore are not expected to be audible at off-site locations. For new on-site residential uses, noise generated by retail and amenities is not expected to exceed the compatibility requirements summarized in **Table 8** (i.e., 70 dBA CNEL for multi-family units).

5.3.1.5 Entertainment - Town Center/Community Park

Entertainment venues would be developed in Block 3 of the Specific Plan, including a movie theater, a bowling alley, an ice rink, a fitness center, and dining. These venues would be located inside the buildings of Block 3 and are not expected to be audible outdoors. Outdoor and/or patio dining may be offered along 6th Street or Avenue B, although these uses are not expected to generate acoustically-significant levels of noise.

There are two (2) town squares proposed for the Project, including Town Square East and Town Square West. Town Square East, to be located between Blocks 9 and 10, would be a passive outdoor gathering place that would include amenities for office employees and residences. Noise generated from Town Square East is not expected to be acoustically significant.

Town Square West, to be located between Blocks 2 and 3, would also be a gathering place for office employees and residences. In addition, Town Square West would include venues for cultural events, live music and other outdoor performances, movies, etc. For most activities at Town Square West, noise emissions would be negligible at residences within the Specific Plan, and at nearby off-site residences.

As summarized in **Table 7** (**page 19**), CMC 10.48.051 outlines specific criteria for outdoor events. In summary, noise from activities such as music concerts or outdoor movies shall not exceed 70 dBA at a residence for more than 3 hours during daytime hours, not more than 65 dBA between 8 p.m. and 11 p.m., and not more than 45 dBA during nighttime hours. Lastly, continuous or repeated peak noise shall not exceed 95 dBA at any location where persons may be continuously. An assessment of performance noise was completed assuming a standard sound level of 90 dBA at 100 feet for an outdoor music concert at Town Square West. This assumption is based on a loud, non-rock type music performance, with amplified instruments and a PA system rated to reach an audience within the entire Town Square West. Noise attenuation at off-site receivers will be provided by the new intervening building structure because Town Square West venue would sit below the opening of the new intervening building relative to off-site locations. Attenuation due to the Town Center/Community Park building has been estimated at 15 dBA based on experience with similar acoustic scenarios. The nearest off-site residential area to this venue is represented by measurements taken at LT-3,

approximately 450 feet from the center of Town Square West. At LT-3, the average existing evening sound level, between 6 p.m. and 9 p.m. (assumed time when evening concerts at Town Square West could take place) is 56 dBA. A major source of existing noise at LT-3 is traffic on I-280, however and once built it is anticipated that topography of the Town Center/Community Park buildings would shield LT-3 from I-280, thus reducing ambient noise levels. For this assessment, a reduction of 3 dBA from existing ambient levels has been estimated, assuming roughly half the existing acoustic environment at LT-3 is from I-280 traffic noise. The future ambient sound levels near LT-3 therefore has been estimated at 53 dBA. The resulting sound level from an outdoor performance event, based on distance attenuation and attenuation due to the new intervening buildings, is 63 dBA. This level exceeds the estimated future evening ambient sound levels by approximately 10 dBA. However, the resultant sound levels would be within the allowable limits, per the CMC 10.48.051. A summary of these calculations is provided in **Table 12**.

At the time of this assessment, the configuration of new residential units within the Town Center/Community Park had not yet been finalized, however should new on-site residences be oriented to face Town Square West, noise from outdoor performances may exceed 70 dBA at a resident's window, depending on the performance. Therefore, performances that generate high levels of noise (i.e., > 65 dBA at the nearest residence) may be limited to daytime hours only (i.e., 7 a.m. to 8 p.m. weekdays and 9 a.m. to 6 p.m. on weekends).

Based on limits provided by CMC for outdoor performance venues during daytime and evening hours (i.e., CMC 10.48.051), and that adherence to these limits would be required for outdoor performances, noise impacts from outdoor performance events at Town Square West would be less than significant.

Table 12: Outdoor Performance Venue

Existing Avg. Evening Sound Level at LT-3 [a]	Estimated Future Evening Sound Level at LT-3 [a]	Estimated Non-Rock Concert Sound Level at 100 feet [c]	Concert at 450 feet (LT-3), With Topo [d]	Limits [e]	Within Limits?
56	53	90	63	70 dBA (daytime, can be exceeded for up to 3 hours)	Yes
				65 dBA (8pm – 11pm)	Yes

[a] From Illingworth & Rodkin, Inc. Sound Level Measurement summary data at LT-3, average of hourly evening sound levels between 6 p.m. and 9 p.m., Nov 19, 20, 21, and 22, 2015.

[b] Assumed reduction of 3-dBA in ambient levels based on I&R observations that I-280 is major noise source. Future configuration of buildings would provide intervening topography between LT-3 and I-280 and reduce noise from I-280.

[c] Anticipated concert sound level for outdoor venue in busy urban area by a non-rock type performance (rock music or similar typically 10 to 20 dBA higher). Actual sound levels at 100 feet may be higher or lower depending performance and unlikely to be a continuous noise source.

[d] Based on standard attenuation rate of 6-dBA per doubling of distance for a point source (i.e., concert stage). Assumed reduction provided by Project green roof is 15 dBA.

[e] From CMC 10.48.051

Source: Sound level measurement data by Illingworth & Rodkin, Inc.; calculations and assessment by Ramboll Environ

5.3.1.6 Recreational - Town Center/Community Park

Proposed on the green roof of the Town Center/Community Park are nearly four (4) miles of walking/jogging trails, vineyards, orchards, gardens, an amphitheater, children's play areas, single level amenities pavilions, and a refuge for native fauna. Most of these facilities do not generate significant levels of noise. Activity within the children's play areas and the amphitheater have the potential to emit noise that may be audible at distance, although at low levels. Noise emissions from recreational activities would be less than significant.

5.3.1.7 Landscaping Activities - Town Center/Community Park

The green roof of the Town Center/Community Park would be approximately 30 acres in size and will include a wide range of vegetated cover, most of which likely will require routine maintenance and landscaping. As indicated in **Section 3.3.2**,

the CMC includes timing restrictions that apply specifically to landscaping for public facilities. Pursuant to CMC 10.48.051, use of motorized equipment for landscaping of public facilities (the green roof is assumed to be a public facility) is limited to the hours of 7 a.m. and 8 p.m. weekdays, and 7 a.m. and 6 p.m. weekends. In addition, reasonable effort must be made to minimize disturbance through use of properly-sized mufflers, noise baffles, minimized equipment operation, and locating noisy equipment far from sensitive receiving properties. Adherence to these requirements would ensure that landscaping noise impacts would be ess than significant.

5.3.1.8 Emergency Generators - Town Center/Community Park and Block 14

Emergency generators will be provided for all buildings that are over five (5) stories in height, for a total of thirteen (13) generators located within the Specific Plan Area. Generators will be located locally at each building within a dedicated emergency power room. Two (2) additional generators are proposed for the green roof to provide backup power for roof support systems. These units also will be enclosed within a dedicated power room. Generators will be powered by either diesel or propane fuel, rated at capacities up to 500 kW, and are expected to be tested for up to one hour each week during daytime hours.

During emergency use, noise from emergency generators is exempt from municipal sound level criteria. However, during routine testing of these units, noise emissions are subject to CMC sound level limits. Because generators would be located within a fully enclosed power room, noise emissions during routine testing is expected to be minimal. Generators buildings located on the green roof would be several hundred feet from the nearest off-site residential property, and therefore noise emissions from rooftop generator testing would be attenuated by the cumulative effect of distance attenuation and shielding provided by the generator building. Noise from testing of emergency power generators is expected to be less than significant.

5.3.1.9 Ventilation Systems - Town Center/Community Park and Block 14

Buildings within the Specific Area Plan will be serviced by ventilation systems that provide cooling and heating to residential units, lodging, offices, retail, amenities, and others. Additionally, underground parking garages will require ventilation to ensure vehicle emissions do result in unsafe air quality conditions. Ventilation systems will be located indoors and underground, while ventilation air intake and

exhaust openings will be located at various locations on the roof of Specific Plan buildings. Noise emissions from the ventilation equipment are anticipated to generate relatively low, acoustically insignificant levels of noise. Noise from ventilation systems would be less than significant.

5.3.1.10 Loading/Unloading - Town Center/Community Park

Loading and unload of materials at the Specific Plan will be required for the large number of commercial uses and for residential units located within the Town Center/Community Park. Loading docks will be located underground and so not directly visible or audible at outside, off-site receiving areas. Noise from loading docks would be less than significant.

5.3.2 Increases in Off-Site Traffic Noise Within Vicinity of Specific Plan

The Specific Plan would generate traffic through operation of new residential, lodging, office, retail, entertainment, and recreational facilities. The expected average annual daily traffic (AADT) for the project, once fully occupied, is forecasted to be nearly 57,000 vehicles during weekdays, and nearly 42,000 vehicles on Saturdays. During weekdays, forecasted traffic represents an approximately 90% increase above existing AADT levels at the existing facilities, and about a 10% increase over existing AADT levels on Saturdays. Therefore, the assessment of increases in traffic noise due to the project was focused on weekday traffic noise emissions.

As identified in **Section 5.1**, *Significance Criteria*, a substantial permanent increase in ambient noise is defined as an increase of 3 dBA or more. Therefore, a traffic noise assessment was completed to determine the potential for impacts related to a substantial permanent increase in noise due to traffic. The assessment evaluated existing traffic noise conditions and compared with future with-project conditions, excluding the cumulative contribution from other area projects that are planned and/or approved. This assessment was completed for multiple roadway segments within the project area, as illustrated in **Figure 2**.

An impact was assessed if noise from future Specific Plan traffic exceeded existing traffic noise by 3 dBA or more, or if future conditions with the Specific Plan resulted in an overall sound level that exceeded the compatibility requirements of the General Plan, as identified in **Table 8**. Note that to determine land use compatibility, existing noise-sensitive areas were identified within the vicinity of

each roadway segment to determine the most stringent compatible use requirements (e.g., if a hotel and a residence were within the same roadway segment, the land use compatibility level for residential use was applied because it is more restrictive than for a hotel).

In addition, and as was recently completed for a large scale project within the jurisdiction of the City of Cupertino, an assessment was completed to determine the potential increase in sound levels under future cumulative conditions, with and without the Specific Plan. Cumulative traffic volumes would include traffic from a number of new projects in the vicinity of the Specific Plan. As a result, the horizon year (2040) forecasted traffic volumes for the Specific Plan would be expected to contribute less to overall area traffic volumes. An impact was determined if the difference in sound levels between cumulative with and without Project traffic volumes was greater than 1 dBA. Sound level increases below 1 dBA, due to operation of the Specific Plan, would be indicative of the overall minimal contribution that the Project would have on the overall acoustic environment within the nearby network of roads.

Traffic noise modeling was completed using the FHWA Traffic Noise Model (TNM) Version 2.5 for twenty-three (23) roadway segments within the Specific Plan Area and vicinity. Traffic lane configurations and receptor distances from roadways were digitized from recent aerial photography, and traffic volumes were provided by the Project's traffic consultant. A summary of traffic volume data is provided in Appendix A of this report.

Results of the traffic noise assessments are found in **Table 13** and **Table 14**. Note that for both scenarios, increases in traffic noise were small and for all roadway segments, would be less than significant. Note that this includes new residential and transient uses with the Specific Plan. CNEL values were computed from hourly sound levels that were estimated using a standard hourly daily traffic distribution and adjusting each hourly sound levels relative to the modeled peak hour L_{eq}. This procedure was developed by the Sacramento Air Quality Management District (SAQMD) in *Recommended Protocol for Evaluating the Location for Sensitive Land Uses Adjacent to Major Roadways – Technical Appendix*, January 2009.

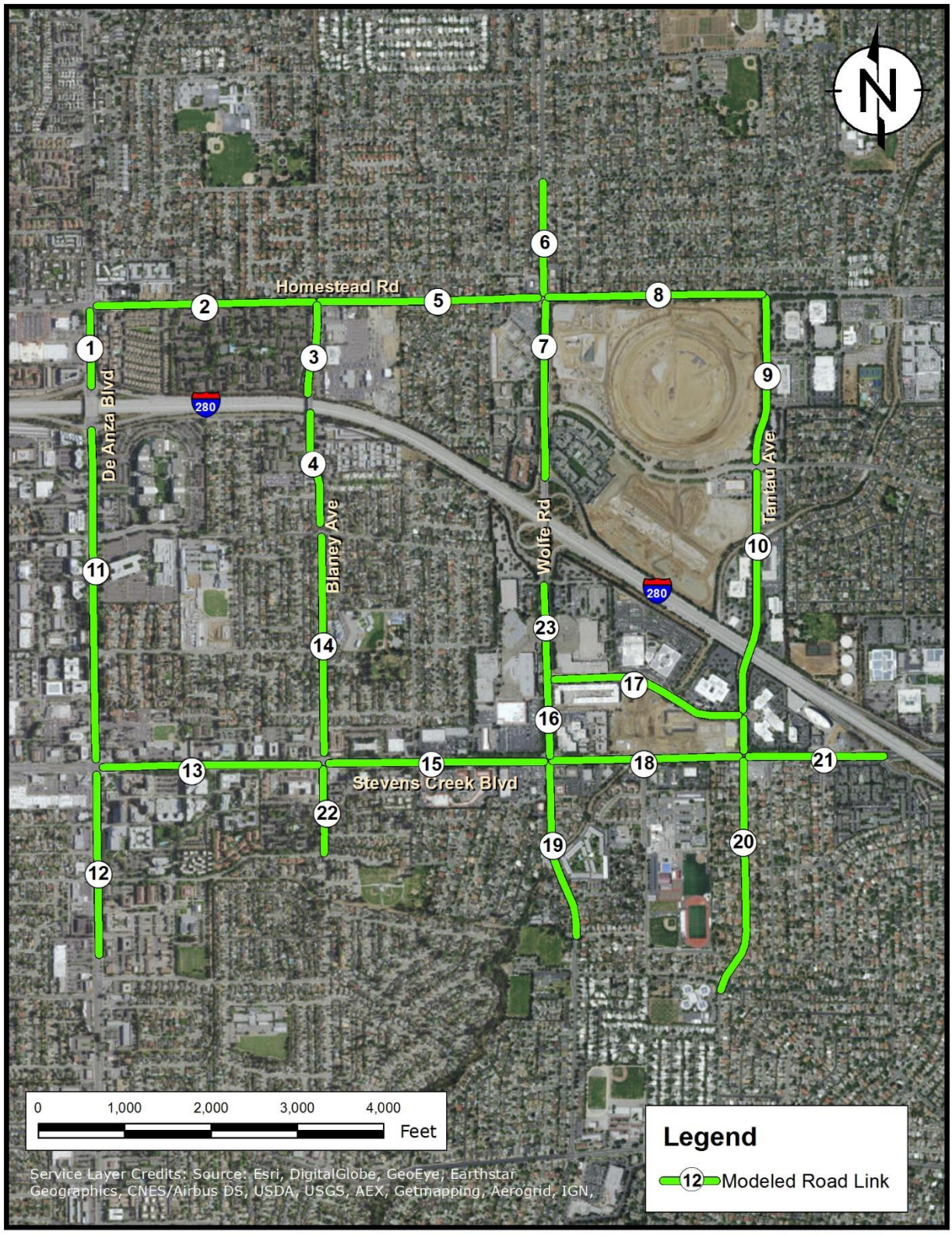


Figure 2. Project Vicinity Traffic Noise Modeling Domain

Table 13: Traffic Noise: Existing and Existing Plus Specific Plan

Seg #	Segment Description	Land Use	Dist. (feet) [a]	Sound Level (CNEL, dBA)			Exist. Levels Exceed Comp. Use Limit [b]	Sig. Impact [c]
				Exist	Exist. + SP	Change		
1	De Anza Boulevard - I-280 Ramps North to Homestead Road	MF Res	48	85.3	85.3	0.0	Yes	No
2	Homestead Road - De Anza Boulevard to N Blaney Ave (east end)	MF Res	66	80.9	81.0	0.1	Yes	No
3	N Blaney Ave - Merritt Drive to Homestead Road (north end)	MF Res	47	77.4	77.5	0.1	Yes	No
4	N Blaney Ave - Merritt Drive to Homestead Road (south end)	SF Res	45	77.8	77.9	0.1	Yes	No
5	Homestead Road - N Blaney Ave to N Wolfe Rd	SF Res	59	80.5	80.6	0.1	Yes	No
6	S Wolfe Road - Homestead Road to Inverness Way	SF Res	44	80.9	81.3	0.4	Yes	No
7	N Wolfe Rd- I-280 Ramps North to Homestead Road	MF Res	100	77.8	78.4	0.6	Yes	No
8	E Homestead Road - N Wolfe Rd to N Tantau Ave	SF Res	45	80.3	80.5	0.2	Yes	No
9	N Tantau Ave - Pruneridge Ave to E Homestead Road	SF Res	222	66.4	66.6	0.2	No	No
10	N Tantau Ave - Vallco Pkwy to Pruneridge Ave	SF Res	345	63.1	63.5	0.4	No	No
11	N De Anza Boulevard - Stevens Creek Boulevard to I-280 Ramps South	SF Res	84	82.7	83.0	0.3	Yes	No
12	S De Anza Boulevard - Pacifica Drive to Stevens Creek Boulevard	MF Res	50	84.3	84.7	0.4	Yes	No

Seg #	Segment Description	Land Use	Dist. (feet) [a]	Sound Level (CNEL, dBA)			Exist. Levels Exceed Comp. Use Limit [b]	Sig. Impact [c]
				Exist	Exist. + SP	Change		
13	Stevens Creek Boulevard - De Anza Boulevard to S Blaney Ave	MF Res	117	78.4	79.2	0.8	Yes	No
14	N Blaney Ave - Stevens Creek Boulevard to Merritt Drive	SF Res	43	75.2	75.5	0.3	Yes	No
15	Stevens Creek Boulevard - S Blaney Ave to Miller Ave	MF Res	102	79.4	80.6	1.2	Yes	No
16	N Wolfe Rd- Stevens Creek Boulevard to Vallco Pkwy	MF Res	41	81.6	81.9	0.4	Yes	No
17	Vallco Pkwy - N Wolfe Rd to N Tantau Ave	MF Res	40	77.7	79.6	1.8	Yes	No
18	Stevens Creek Boulevard - N Wolfe Rd to N Tantau Ave	MF Res	65	80.7	81.3	0.6	Yes	No
19	Miller Ave - Calle De Barcelona to Stevens Creek Boulevard	MF Res	34	81.3	81.8	0.5	Yes	No
20	S Tantau Ave - Barnhart Ave to Stevens Creek Boulevard	SF Res	41	70.5	70.6	0.1	Yes	No
21	Stevens Creek Boulevard - S Tantau Ave to Calvert Drive	SF Res	42	82.7	83.5	0.8	Yes	No
22	S Blaney Ave - Rodrigues Ave to Stevens Creek Boulevard	SF Res	23	77.5	77.8	0.3	Yes	No
23	N Wolfe Rd- Vallco Pkwy to I-280	Trans.	200	76.5	78.7	2.2	Yes	No

[a] Distance between receiver and centerline of nearest roadway link (e.g., WB or EB, NB or SB)

[b] Compatible use limits for Single Family Residential, Multi-Family Residential and Transient are 60, 65, and 65 dBA CNEL, respectively

[c] Based on at least 3 dBA permanent increase over existing sound levels

Source: Traffic noise modeling results by Ramboll Environ

Table 14: Traffic Noise: Cumulative and Cumulative Plus Specific Plan

Seg #	Segment Description	Land Use	Dist. (feet) [a]	Sound Level (CNEL, dBA)			Exist. Levels Exceed Comp. Use Limit [b]	Sig. Impact [c]
				Cumm.	Cumm. + SP	Change		
1	De Anza Boulevard - I-280 Ramps North to Homestead Road	MF Res	48	86.0	86.0	0.0	Yes	No
2	Homestead Road - De Anza Boulevard to N Blaney Ave (east end)	MF Res	66	82.5	82.3	-0.2	Yes	No
3	N Blaney Ave - Merritt Drive to Homestead Road (north end)	MF Res	47	79.1	78.9	-0.2	Yes	No
4	N Blaney Ave - Merritt Drive to Homestead Road (south end)	SF Res	45	79.4	79.2	-0.2	Yes	No
5	Homestead Road - N Blaney Ave to N Wolfe Rd	SF Res	59	82.7	82.5	-0.2	Yes	No
6	S Wolfe Road - Homestead Road to Inverness Way	SF Res	44	83.0	83.0	0.0	Yes	No
7	N Wolfe Rd - I-280 Ramps North to Homestead Road	MF Res	100	79.8	80.2	0.4	Yes	No
8	E Homestead Road - N Wolfe Rd to N Tantau Ave	SF Res	45	82.4	82.2	-0.2	Yes	No
9	N Tantau Ave - Pruneridge Ave to E Homestead Road	SF Res	222	68.1	68.6	0.5	No	No
10	N Tantau Ave - Vallco Pkwy to Pruneridge Ave	SF Res	345	65.4	66.2	0.8	No	No
11	N De Anza Boulevard - Stevens Creek Boulevard to I-280 Ramps South	SF Res	84	83.2	83.7	0.5	Yes	No
12	S De Anza Boulevard - Pacifica Drive to Stevens Creek Boulevard	MF Res	50	85.0	85.5	0.5	Yes	No

Seg #	Segment Description	Land Use	Dist. (feet) [a]	Sound Level (CNEL, dBA)			Exist. Levels Exceed Comp. Use Limit [b]	Sig. Impact [c]
				Cumm.	Cumm. + SP	Change		
13	Stevens Creek Boulevard - De Anza Boulevard to S Blaney Ave	MF Res	117	79.1	80.2	1.1	Yes	No
14	N Blaney Ave - Stevens Creek Boulevard to Merritt Drive	SF Res	43	75.4	74.9	-0.5	Yes	No
15	Stevens Creek Boulevard - S Blaney Ave to Miller Ave	MF Res	102	80.5	81.2	0.7	Yes	No
16	N Wolfe Rd - Stevens Creek Blvd to Vallco Pkwy	MF Res	41	81.8	83.5	1.6	Yes	No
17	Vallco Pkwy - N Wolfe Rd to Tantau Ave	MF Res	40	79.9	80.8	1.0	Yes	No
18	Stevens Creek Boulevard - N Wolfe Rd to N Tantau Ave	MF Res	65	82.3	82.5	0.2	Yes	No
19	Miller Ave - Calle De Barcelona to Stevens Creek Boulevard	MF Res	34	81.9	81.8	-0.1	Yes	No
20	S Tantau Ave - Barnhart Ave to Stevens Creek Boulevard	SF Res	41	70.8	71.2	0.4	Yes	No
21	Stevens Creek Boulevard - S Tantau Ave to Calvert Drive	SF Res	42	84.5	84.5	0.1	Yes	No
22	S Blaney Ave - Rodrigues Ave to Stevens Creek Boulevard	SF Res	23	77.7	77.5	-0.2	Yes	No
23	N Wolfe Rd - Vallco Pkwy to I-280	Trans.	200	78.0	79.0	1.0	Yes	No [d]

[a] Distance between receiver and centerline of nearest roadway link (e.g., WB or EB, NB or SB)

[b] Compatible use limits for Single Family Residential, Multi-Family Residential and Transient are 60, 65, and 65 dBA CNEL, respectively

[c] Based on at least 1 dBA permanent increase over existing sound levels

[d] No impact because increase does not exceed 1 dBA and because use is transient and less senstive to traffic noise increases than Res.

Source: Traffic noise modeling results by Ramboll Environ.

5.3.3 Groundborne vibration

Vibration levels will be generated by a range of construction equipment activities. Typical construction activity will involve use of equipment that generates levels between approximately 0.003 PPV and 0.21 PPV, when measured at 25 feet. Note that pile driving is not proposed or anticipated as part of the construction program within the Specific Plan.

Construction activities could operate within close proximity to existing residential units located along the west perimeter of the Plan Area. Homes within this area are located as close as 25 feet from the Specific Plan boundary. Heavy equipment such as vibratory rollers could operate as close of 10 feet from the property line and could result in vibration levels of up to 0.150 PPV, with other typical equipment such as bulldozers and loaders resulting in vibration levels of 0.064 PPV. These levels are below the 0.2 PPV threshold for non-engineered timber and masonry buildings (FTA 2006), of which most single family homes in this area are constructed. Therefore, vibration impacts are not expected at these nearest residences during construction.

The hotel at Block 13 and 19800 N Wolfe Rd would be located between 75 and 100 feet or more from heavy construction activities. Therefore, vibration levels at these sensitive receptors would be lower than at residences along the western perimeter of the Plan Area. Nearby hotels farther from the Plan Area would experience even lower vibration levels. Vibration impacts would be less than significant.

5.3.4 Noise from airport-related sources

There are no public use airports located within a 2-miles radius of the project site, nor is the project site located within an airport land use plan. Therefore, the project would not expose people to excessive noise levels associated with public airport operations.

5.3.5 Noise from a private airstrip

There are no private airstrips located within a 2-miles radius of the project site. Therefore, the project would not expose people to excessive noise levels associated with private airstrip operations. There would be no impact.

5.4 Significant Noise Impacts

5.4.1 NOI-1: Construction Noise

IMPACT NOI-1: Noise from construction-related activities is expected to result in substantial temporary or periodic increases in ambient noise levels and is expected to exceed the applicable sound level limits established in Cupertino Municipal Code.

Construction of the Specific Plan would include a wide range of equipment and activities, and would result in elevated levels of construction-related noise at nearby residential receivers. To estimate the overall noise emissions that could be generated by construction, an assessment was completed of the construction schedule, construction equipment, and noise emissions from each equipment type. Using these data, an assessment was completed of the expected construction sound levels at nearby residential receivers.

5.4.1.1 Schedule

Construction is expected to occur over two (2) phases, for a total duration of five (5) years. Each phase of construction would focus on specific blocks within Speific Plan Area.

Construction is expected to include the following sequence of activities within each block:

- Demolition of existing structures
- Site preparation
- Grading
- Building construction
- Paving
- Architectural coating

Phase 2 of construction would begin 8 months before the end of Phase 1. Therefore, there likely would be overlap of construction activities at neighboring blocks during this 8-month period. For example, building construction may occur on a Phase 1 block while demolition, site preparation, or grading activities occur at a neighboring Phase 2 block. Paving or architectural coating also could occur on a Phase 1 block while grading occurs at a neighboring Phase 2 block. A graphical illustration of the location of each block is found in **Figure 1** on **page 25.**

Figure 3 illustrates the proposed construction schedule, with estimates of start and end dates for each major milestone:

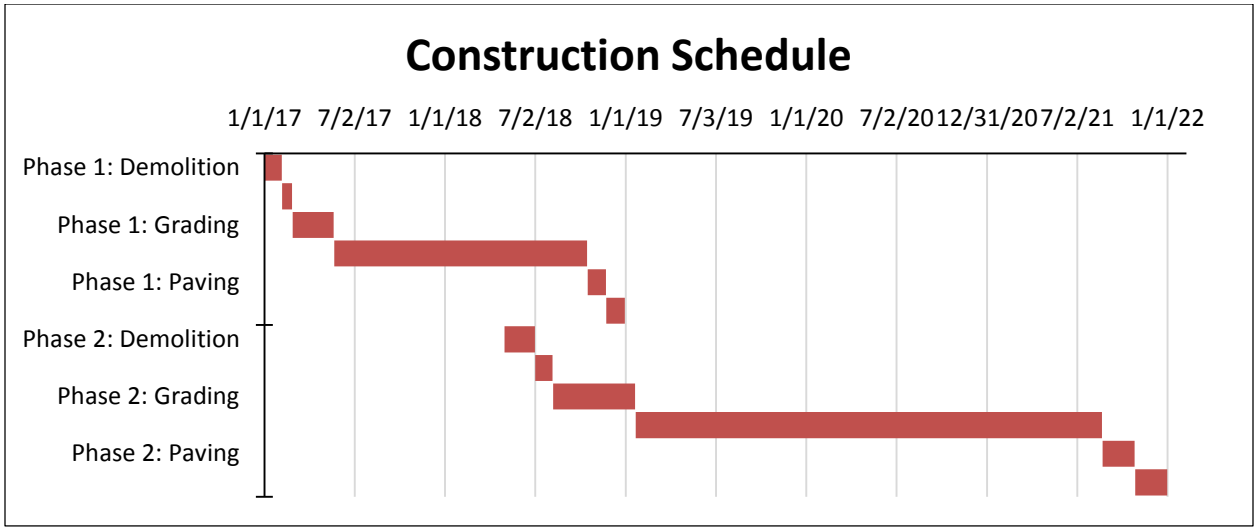


Figure 3. Specific Plan Construction Schedule

5.4.1.2 Construction Equipment

Estimates of construction equipment were determined using the CalEEMod model, version 2013.2.2. Construction equipment required for Phase 1 and Phase 2 construction would be identical because they include the same activities, but with different durations. These equipment are summarized in **Table 15**.

Table 15: Construction Equipment

Phase Name	Equipment	Horsepower	Quantity
Demolition	Concrete/Industrial Saws	81	1
Demolition	Excavators	162	3
Demolition	Rubber Tired Dozers	255	2
Demolition	Water Trucks	400	1
Demolition	Haul Trucks	400	2
Site Preparation	Rubber Tired Dozers	255	3
Site Preparation	Tractors/Loaders/Backhoes	97	4
Site Preparation	Water Trucks	400	1
Grading	Excavators	162	3
Grading	Graders	174	1
Grading	Rubber Tired Dozers	255	1
Grading	Scrapers	361	2
Grading	Tractors/Loaders/Backhoes	97	3
Grading	Water Trucks	400	1
Grading	Haul Trucks	400	2
Building Construction	Cranes	226	1
Building Construction	Forklifts	89	3
Building Construction	Generator Sets	84	1
Building Construction	Tractors/Loaders/Backhoes	97	3
Building Construction	Welders	46	1
Building Construction	Vendor Truck	200	2
Paving	Pavers	125	2
Paving	Paving Equipment	130	2
Paving	Rollers	80	2
Architectural Coating	Air Compressors	78	1
Source: Ramboll Environ estimates using CalEEMod model, version 2013.2.2			

5.4.1.3 Construction Equipment Sound Levels

Construction noise levels of typical equipment were estimated using readily available sound level data. To estimate emission data, the FHWA Roadway Construction Noise Model (RCNM) version 1.1 was employed using default usage ratings (i.e., percent usage per hour). Hourly noise levels for all construction equipment were estimated at a distance of 25 feet. The noise levels and RCNM equipment types associated with these equipment are summarized in **Table 16**. Also included in this table is an estimate of whether individual equipment (based on sound levels at 25 feet) would comply with CMC 10.48.053(A)(1), which limits noise emissions to 87 dBA at 25 feet.

5.4.1.4 Noise-Sensitive Receivers

As indicated, noise-sensitive residential uses border the Specific Plan Area to the west near Perimeter Road, southeast at the 19800 N Wolfe Rd building, and north at the Block 13 hotel. Representative receptors, labeled R1 though R8, were positioned to estimate sound levels at these noise-sensitive areas. An illustration of these receptors is found in **Figure 4**. As indicated earlier, there is an existing concrete fence along the west side of perimeter road that ranges in height from approximately 6 to 12 feet. The wall likely acts as a noise barrier to activities at the existing mall, traffic on Perimeter Rd, and traffic from I-280. The barrier has been considered in the assessment of Specific Plan construction activities.

Table 16: Construction Equipment Sound Levels

Phase Name	Project Equipment at Site	L_{eq} at 25 feet (dBA)	Complies with CMC? [a]
Concrete/Industrial Saws	Concrete Saw	**89**	**No**
Excavators	Excavator	83	Yes
Rubber Tired Dozers	Dozer	84	Yes
Water Trucks	Pickup Truck	77	Yes
Tractors/Loaders/Backhoes	Tractor	86	Yes
Tractors/Loaders/Backhoes	Backhoe	80	Yes
Tractors/Loaders/Backhoes	Front End Loader	81	Yes
Water Trucks	Pickup Truck	77	Yes
Graders	Grader	87	Yes
Scrapers	Scraper	86	Yes
Cranes	Crane	79	Yes
Forklifts	Front End Loader	81	Yes
Generator Sets	All Other Equipment>5HP	**88**	**No**
Welders	Welder / Torch	76	Yes
Pavers	Paver	80	Yes
Paving Equipment	Paving Dump Truck	78	Yes
Rollers	Roller	79	Yes
Air Compressors	Compressor (air)	80	Yes
Vendor Truck	Concrete Mixer Truck	81	Yes
Haul Truck	Dump Truck	78	Yes

[a] CMC 10.48.053(A)(1) states that no individual device shall produce a noise level more than 87 dBA at a distance of 25 ft

Source: FHWA Roadway Construction Noise Model, assembled by Ramboll Environ

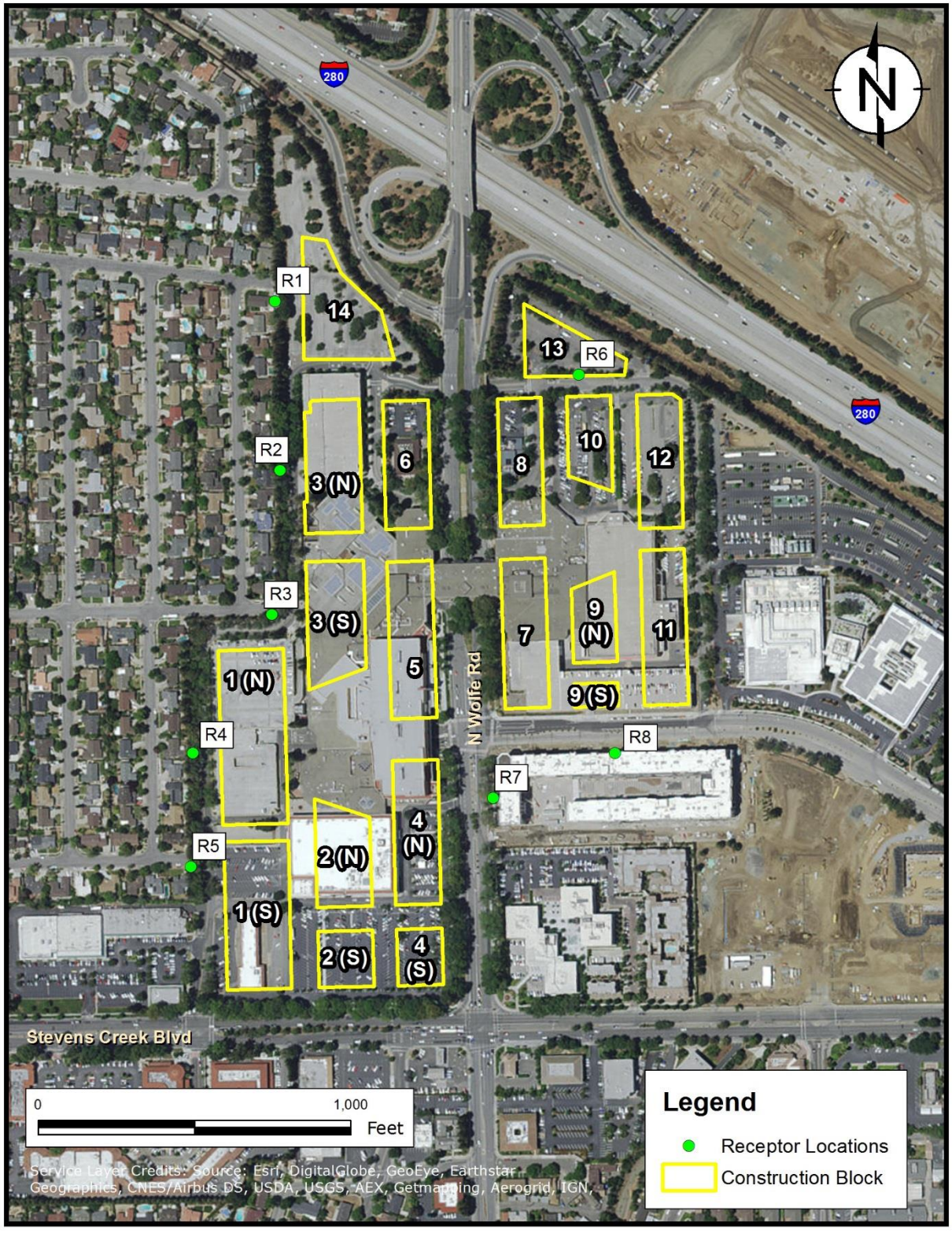


Figure 4. Construction Noise Receptor Locations

5.4.1.5 Construction Noise Assessment Results

To evaluate the potential for impacts relative to the Municipal Code standards, which provide an absolute sound level criteria of 80 dBA at the property line, estimates of the loudest construction activity type were evaluated under absolute worst-case conditions, when equipment operating within each activity type could be nearest the property line (e.g., equipment operating under demolition, site preparation, grading, building construction, paving, and architectural coating). Because estimates for each activity type include a range of equipment, it was assumed that the reasonable nearest center of equipment/activities, under worst-case conditions, would be 25 feet from the property line. For receivers west of the Town Center/Community Park and Block 14 components of the Plan, construction noise was estimated 10 feet within the property line (i.e., a total distance of 35 feet) and accounted for the approximately 8-foot tall concrete wall that would shield existing homes from construction-related noise. At other locations, including 19800 N Wolfe Rd (residences) and Block 13 (hotel), there are no existing walls that would shield construction noise. **Table 17** summarizes expected worst-case construction noise levels.

As illustrated in **Table 17**, the highest levels of construction noise are expected at 19800 N Wolfe Rd and Block 13, exceeding the Municipal Code 80-dBA construction noise limit. Along the western perimeter of The Town Center/Community Park and Block 14, the existing wall would provide a high level of reduction of construction noise, especially at those homes nearest the wall (i.e., the wall is less effective for homes located farther away). However, note that even with the existing wall, construction noise may exceed the 80-dBA limit under at least two (2) construction scenarios (grading and building construction), resulting in a significant noise impact. Note that the existing wall is varied in height and may be taller than 8 feet in some areas, and therefore the actual levels of reduction achieved by the wall may be higher.

Table 17: Construction Noise Emissions at Property Line

Rec	Distance to Receptor (ft)	Sound Level from Construction at 25 feet from Property Line (dBA)						CMC Construction Noise Limit
		Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	
R1-R5 [a]	35	79	80	82	81	74	66	80 dBA
R6-R8	25	93	94	95	94	87	80	

Source: Calculations by Ramboll Environ

Note: Shading denotes sound levels that exceed CMC construction noise limit

[a] Noise levels for R1-R5 assume the receptor is located 10 feet from an 8-foot wall for a total distance of 35 feet from source; walls provides an approximate reduction of 11 dBA.

Note that this is a worst-case estimate and actual construction noise levels may be lower immediately adjacent to the wall (where shielding provided by the wall would be greatest) and also farther than 10-feet away.

Also, as construction activity is located further within the Specific Plan Area, farther away from nearby receivers that is estimated in **Table 17**, construction noise would be lower than is identified in **Table 17**, and possibly below the CMC 80-dBA construction noise level limit. However, the increase over existing conditions during construction activities within the nearest Specific Plan Area block centroids to each receiver (i.e., center of each Specific Plan block) would range from 9 dBA to 28 dBA over existing hourly sound levels, depending on the receiver location, construction activity type, and time of day. This potential range of increases over existing conditions exceeds the significance criteria for a "substantial temporary increase in ambient noise", defined as increase of 5 dBA or more.

ENVIRONMENTAL DESIGN FEATURE NOI-1a: To reduce the potential for noise impacts during demolition, site preparation, grading, building construction and paving, the project Applicant will be required to adhere to the construction noise limits of the CMC, in addition to specific construction-related provisions aimed at ensuring construction noise does not result in undue impacts at nearby sensitive uses. The following summarize these additional requirements identified in the CMC:

- CMC 10.48.053(B): During Saturdays, Sunday, and holidays, grading, street construction, demolition, or underground utility work is not permitted within 750 ft of a residential area

- CMC 10.48.053(C): Construction is prohibited on holidays, except for street construction

- CMC 10.48.053(D): Construction is prohibited during nighttime hours, except for street construction, unless it meets the nighttime noise standards identified above in **Table 5**.

The following items may further help to reduce to the potential for high levels of noise from construction equipment or activities, and to ensure that noise complaints are addressed promptly and if necessary, corrective action is taken:

- Along the western boundary of the Town Center/Community Park and Block 14, near the existing residential district, prepare and implement a 24-hour construction noise monitoring program to be installed and operated remotely. The noise monitoring program would continuously monitor construction noise levels at select perimeter locations and alert a designated person(s) when noise levels exceed allowable limits. If noise levels are found to exceed allowable limits, additional noise attenuation measures (i.e., sound walls) will be undertaken

- Require that all equipment be fitted with properly sized mufflers, and if necessary, engine intake silencers

- Require that all equipment be in good working order.

- Use quieter construction equipment models if available, and whenever possible use pneumatic tools rather than diesel or gas-powered tools.

- Place portable stationary equipment as far as possible from existing residential areas, and if necessary, place temporary barriers around stationary equipment.

- Whenever possible, require that construction contractors lift heavy equipment rather than drag.

- For mobile equipment that routine operates near residential area (i.e., within approximately 200 feet), consider placement of typical fixed pure-tone backup alarms with ambient-sensing and/or broadband backup alarms.

- Assign a noise control officer to ensure that the above requirements are being implemented.

- Implement a noise complaint hot-line and post the hot-line phone number on nearby visible signs and online. Require that either the noise control officer or a designated person be available at all times to answer hot-line calls and ensure that follow-up and/or corrective action is taken, if necessary.

5.4.2 NOI-1b: Construction Haul Traffic Noise

IMPACT NOI-1b: Substantial and temporary traffic noise impacts would result from construction-related haul traffic noise received at off-site locations.

A large number of haul trucks are anticipated duration all phases of construction of the Town Center/Community Park to remove debris and dirt, provide construction materials and concrete, and to mobilize heavy equipment. It is estimated that approximately 129 haul trucks per day would be required during Phases 1 and 2, and an additional 50 vendor trucks per day supplying materials and equipment.

The precise haul routes had not been determined at the time of this study, however consistent with other studies prepared for this study, haul traffic was assumed to arrive and leave the site from the north end, along N Wolfe Rd, and traveling either traveling either southbound or northbound on I-280. Therefore, an assessment of haul truck traffic was completed to evaluate these two haul options. Noise receptors were placed at the nearest potentially affected receiving locations including the 19800 N Wolfe Rd building, residences near LT-1, the hotel at 10605 N Wolfe Rd (northwest of I-280 and N Wolfe Rd) and the apartment homes at 19500 Pruneridge Ave (northeast of I-280 and N Wolfe Rd). Haul trucks and vendor traffic were modeled using the FHWA Traffic Noise Model (TNM) with assumed travel speeds of 35 mph on N Wolfe Rd and I-280 ramps.

Results of the haul truck assessment are provided below in **Table 18**. Sound levels provided in this table represent the worst-case haul route sound levels for each receptor location (i.e., northbound or southbound route on I-280). Results are provided as 1-hour L_{eq} during daytime hours. Background sound levels represent the quietest sound levels measured during daytime hours. Sound levels at 10605 N Wolfe Rd and 19500 Pruneridge Ave, as well as at the 19800 N Wolfe Rd building,

were based on sound level measurement data taken at locations that were acoustically similar to these receivers.

Table 18: Off Site Haul Traffic Noise (dBA)

Location	Background Sound Level	Offsite Truck Noise Only	Offsite Truck plus Background	Increase Over Background
Hotel N of I-280 10605 N Wolfe Rd	68.7	56.7	69.0	0.3
Apartment Homes N of I-280 19500 Pruneridge Ave	53.9	56.9	58.6	4.8
Rental Condominiums 19800 N Wolfe Rd	49.4	61.4	61.7	12.2
Existing Residential near LT-1 Merritt Dr, east of Norwich Ave	53.9	52.1	56.1	2.2
Note: Shading denotes sound levels that are considered a significant impact Source: Calculations by Ramboll Environ				

Results of the haul route assessment indicate that at both the 10605 N Wolfe Rd hotel and 19500 Pruneridge Ave apartment homes, as well as at residential homes near LT-1, worst-case increases in daytime sound levels (i.e., hourly L_{eq}) would be between 0.3 dBA and 4.8 dBA. This increase is below the 5-dBA threshold determination for a significant impact from a temporary noise source. At the 19800 N Wolfe Rd building, an increase of up 12.2 dBA during daytime hours exceeds the temporary impact threshold by 7.2 dBA.

ENVIRONMENTAL DESIGN FEATURE NOI-1b: To reduce haul traffic noise, the Project applicant can require that haul trucks travel at low speeds (e.g., 10 mph) when operating on or near the Plan Area. The Town Center/Community Park applicant and other project applicants for future development shall ensure that this requirement is included in the construction specifications. In addition, the construction contractor shall ensure that haul trucks be fitted with properly sized and functioning exhaust mufflers. However, note that even with these environmental design features, it is likely that haul traffic noise emissions will exceed existing levels by more than 5-dBA. Therefore this temporary noise impact cannot be fully mitigated.

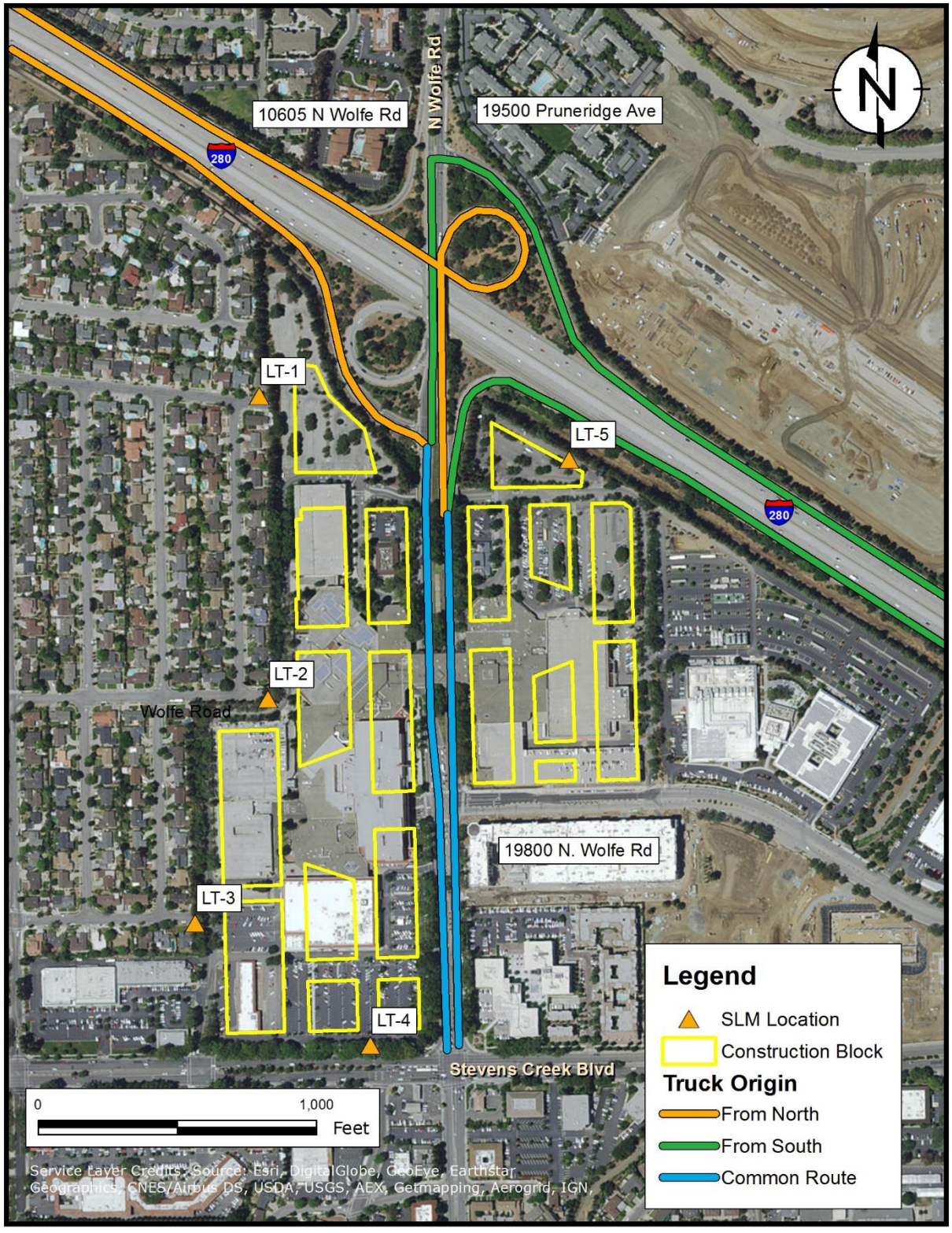


Figure 5. Construction Haul Routes

5.4.3 NOI-2: Future Uses Exposed to Noise from New and Existing Roadways

IMPACT NOI-2: Noise levels at future sensitive noise uses that are adjacent to major existing roadways, and potentially new on-site roadways, will exceed the requirements for noise assessment of interior sound levels.

Title 24, Part 2 of the California Code of Regulations contains requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings, intended to limit the extent of noise transmitted into habitable spaces from exterior noise sources. These requirements are collectively known as the California Noise Insulation Standards. The Standards set forth an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed, and require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard in situations where units are proposed in areas subject to transportation noise levels greater than 60 dBA CNEL. The Specific Plan would contain a range of habitable uses with outdoor traffic noise levels expected to exceed 60 dBA CNEL in some areas. As summarized in **Table 14** for roadway segment 15 (Stevens Creek Blvd, between S Blaney Ave and Miller Ave) and segments 16 (N Wolfe Rd, between Stevens Creek Blvd and Vallco Pkwy) project future cumulative sound levels with the proposed project are expected to reach 81.0 and 83.9 dBA CNEL, respectively. This exceeds the 60 dBA Title 24 requirements for an acoustic analysis, and it also exceeds compatibility requirements for residential use, as identified in the Cupertino General Plan (see **Table 8**). These sound levels are representative of residential receivers within Blocks 1, 2(S), 4(S), 4(N), and 5 (see **Figure 1**). Sound levels were calculated for ground-level receivers, however even at upper floor apartments, future sound levels are expected be near or above 80 dBA, CNEL.

Similarly, at the 191-room hotel in Block 14, the existing noise environment at rooms with a direct line of sight to traffic on I-280 will be dominated mostly by traffic noise within the range measured at LT-1 (i.e., 61 – 64 dBA, CNEL), possibly higher depending on the final location and layout of the hotel at Block 14. This exceeds the 60-dBA threshold that triggers an acoustic assessment of interior habitable spaces.

In addition, new office spaces located within all Blocks that would be near existing major roadways, including N Wolfe Rd, Vallco Pkwy, and I-280, would be required

to ensure interior noise is within levels that are considered suitable for proposed new uses.

ENVIRONMENTAL DESIGN FEATURE NOI-2: Prior to completion of detailed design for dwelling units within The Town Center/Community Park and Block 14, the project Applicant shall prepare an acoustical assessment to demonstrate how interior sound levels would achieve interior sound levels at or below 45 dBA CNEL. The following development standards shall be included in the acoustical assessments:

- Install HVAC systems for all residential units to ensure that windows and doors can remain closed during warm weather;
- Install double-glazed windows, especially on sides of buildings that are adjacent to busy roadways;
- Ensure that all windows and doors are properly sealed; and
- Ensure that exterior wall building materials are of an adequately rated Sound Transmission Class

At office spaces, retail, and other commercial uses, the requirements for reduction of noise from exterior sources will be dependent on the proposed commercial use. In most cases, use of HVAC for cooling and standard commercial grade construction techniques are suitable for ensure an acceptable interior noise level. However for noise-sensitive office space, and for commercial uses that are adjacent or near high-traffic sources such as N Wolfe Rd, Vallco Pkwy, or I-280, additional noise insulating techniques, such as those identified above, may be warranted.

In addition to the above measures to reduce interior sound levels, environmental design features can be implemented to reduce traffic noise emissions from nearby roadways. Along N Wolfe Rd and Vallco Pkwy, speed limits could be reduced to the minimum acceptable speed, thereby reducing noise emissions from these roadways. Further, limits could be implemented on the size and weights of trucks allowed through the Plan Area.

APPENDIX A

Table A-1: Peak Hour Traffic Volumes, Composition, and Speed

Roadway Segment		Dir	Peak Hour Traffic Volumes				Traffic Composition			Speed (mph)
#	Description		Exist.	Exist.+ Proj	Cum.	Cum. + Proj	LDV	MDV	HDV	
1	De Anza Blvd south of Homestead Rd	NB	2453	2482	2845	2787	98%	1%	1%	40
		SB	2153	2167	2895	2828	98%	1%	1%	40
2	Homestead Rd east of De Anza Blvd	WB	977	1036	1604	1627	98%	1%	1%	35
		EB	1800	1829	2379	2374	98%	1%	1%	35
3	Blaney Ave south of Homestead Rd	NB	367	382	525	482	100%	0%	0%	35
		SB	710	717	1059	1012	100%	0%	0%	35
4	Blaney Ave north of Merritt Dr	NB	367	382	525	482	100%	0%	0%	35
		SB	710	717	1059	1012	100%	0%	0%	35
5	Homestead Rd east of Blaney Ave	WB	1024	1068	1816	1840	98%	1%	1%	35
		EB	1355	1377	2064	2064	98%	1%	1%	35
6	Wolfe Rd north of Homestead Rd	NB	877	1022	1519	1490	98%	2%	0%	35
		SB	1177	1251	1931	1844	98%	2%	0%	35
7	Wolfe Rd south of Homestead Rd	NB	1058	1319	1874	1845	98%	2%	0%	35
		SB	1684	1787	3055	2810	98%	2%	0%	35
8	Homestead Rd west of Tantau Ave	WB	1005	1012	1661	1480	98%	1%	1%	35
		EB	946	1019	1522	1479	98%	1%	1%	35
9	Tantau Ave south of Homestead Rd	NB	436	465	910	912	98%	2%	0%	35
		SB	686	701	892	907	98%	2%	0%	35
10	Tantau Ave north of Vallco Pkwy	NB	454	541	1009	1067	98%	2%	0%	35
		SB	744	788	1384	1290	98%	2%	0%	35
11	De Anza Blvd north of Stevens Creek	NB	1893	2020	2175	2215	98%	1%	1%	40
		SB	2675	2762	3215	3197	98%	1%	1%	40
12	De Anza Blvd south of Stevens Creek	NB	1574	1717	1925	2055	98%	1%	1%	40
		SB	2669	2952	3167	3435	98%	1%	1%	40
13	Stevens Creek east of De Anza Blvd	WB	1326	1997	1810	2263	98%	1%	1%	35
		EB	2067	2418	2620	2757	98%	1%	1%	35
14	Blaney Ave north of Stevens Creek	NB	394	438	394	380	100%	0%	0%	30
		SB	474	496	474	442	100%	0%	0%	30
15	Stevens Creek west of Wolfe Rd	WB	1522	2183	2137	2479	98%	1%	1%	35
		EB	2143	2866	2732	3160	98%	1%	1%	35
16	Wolfe Rd south of Vallco Pkwy	NB	1175	1333	1559	1386	98%	2%	0%	35
		SB	1593	1807	2256	1792	98%	2%	0%	35
17	Vallco Pkwy east of Wolfe Rd	WB	691	943	1137	1157	95%	5%	0%	35
		EB	390	731	770	880	95%	5%	0%	35

Roadway Segment		Dir	Peak Hour Traffic Volumes				Traffic Composition			Speed (mph)
#	Description		Exist.	Exist.+ Proj	Cum.	Cum. + Proj	LDV	MDV	HDV	
18	Stevens Creek east of Wolfe Rd	WB	1258	1454	1988	2104	98%	1%	1%	35
		EB	1730	1984	2341	2342	98%	1%	1%	35
19	Miller Ave south of Stevens Creek	NB	677	780	773	756	98%	1%	1%	35
		SB	1292	1379	1434	1390	98%	1%	1%	35
20	Tantau Ave south of Stevens Creek	NB	228	228	254	254	100%	0%	0%	25
		SB	235	235	258	258	100%	0%	0%	25
21	Stevens Creek east of Tantau Ave	WB	1029	1257	1916	2015	98%	1%	1%	35
		EB	1948	2332	2907	2927	98%	1%	1%	35
22	Blaney Ave south of Stevens Creek	NB	372	394	372	367	100%	0%	0%	30
		SB	539	583	539	554	100%	0%	0%	30
23	Wolfe Rd north of Vallco Pkwy	NB	1637	3078	2387	3313	98%	2%	0%	35
		SB	1712	2403	2394	2429	98%	2%	0%	35
24[(a)]	Tantau Ave north of Stevens Creek	NB	260	292	567	550	98%	2%	0%	35
		SB	702	913	1230	1331	98%	2%	0%	35
25[(a)]	Vallco Pkwy west of Wolfe Rd	WB	161	257	161	96	95%	5%	0%	15
		EB	159	327	159	168	95%	5%	0%	15

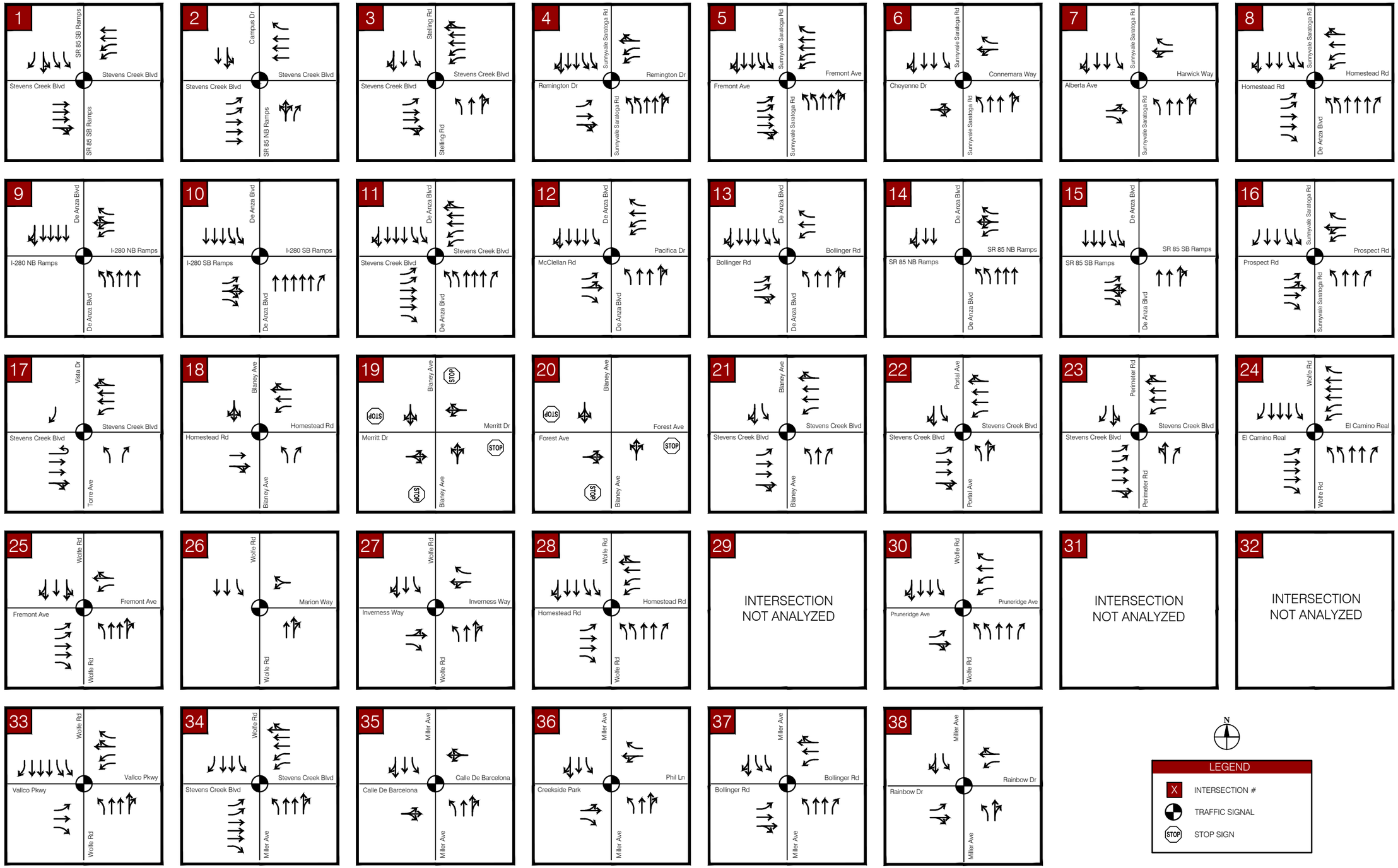
[(a)] Roadways would contribute to traffic noise received at nearby receivers that are adjacent to other area roadways (i.e., roadway segments not included in sound level model results)

Source: Ramboll Environ, 2016

Appendix TR-A

Baseline Existing Conditions, Background Conditions, Background Conditions Plus Specific Plan, Cumulative Conditions, Cumulative Conditions Plus Specific Plan

Lane Geometry and Traffic Control



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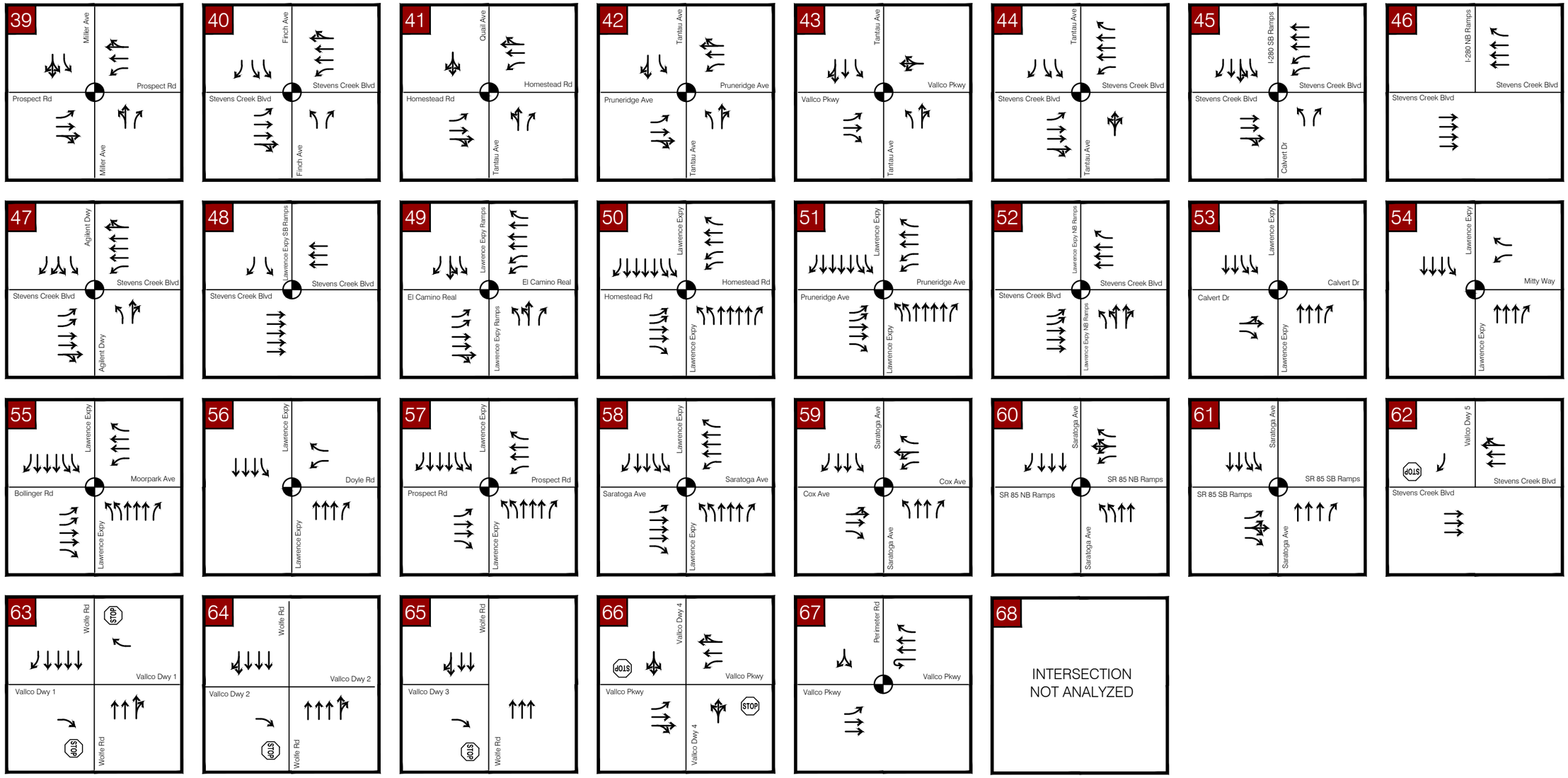
APPENDIX TR-A:FIGURE 1A
BASELINE EXISTING CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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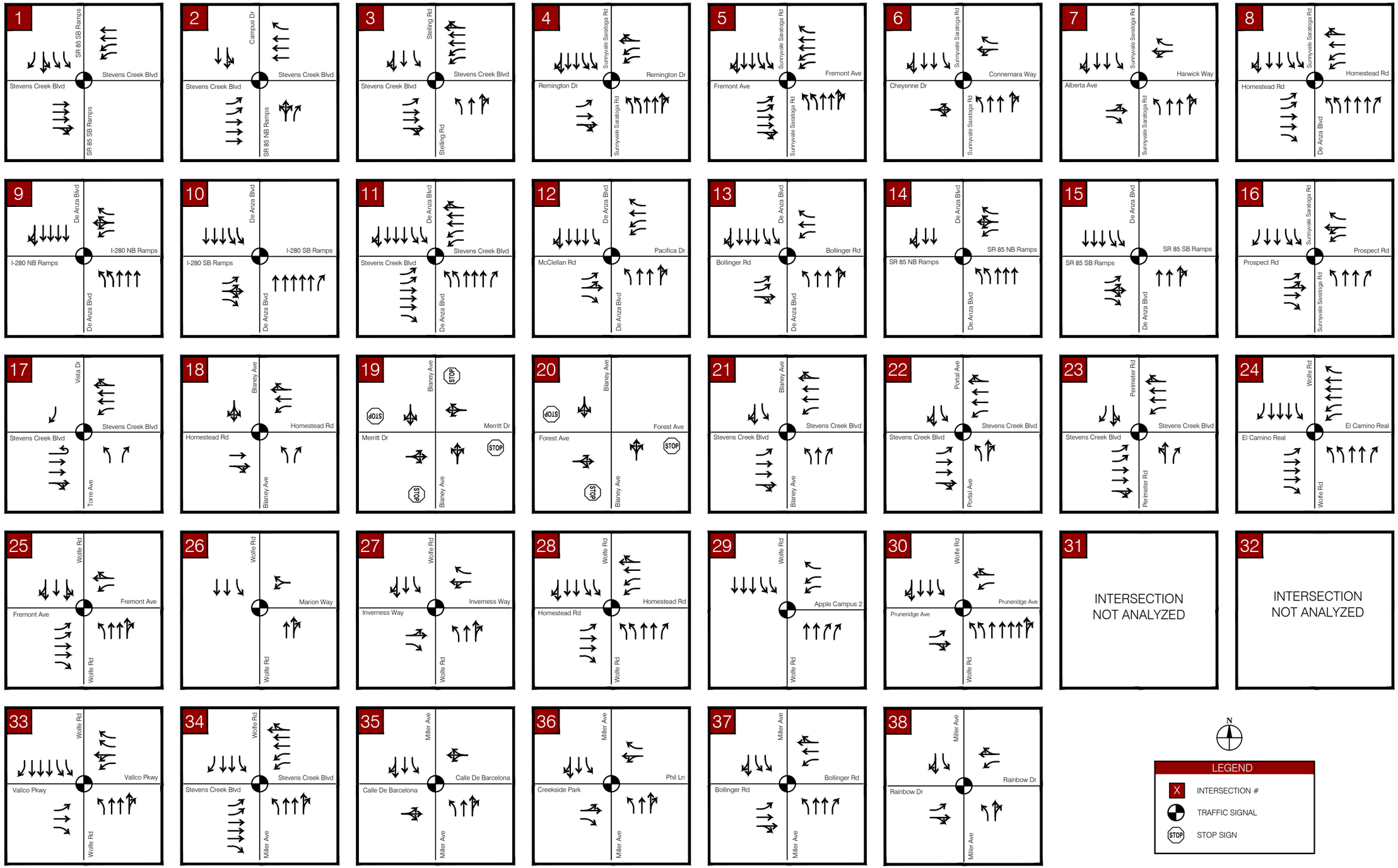
APPENDIX TR-A:FIGURE 1B
BASELINE EXISTING CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL



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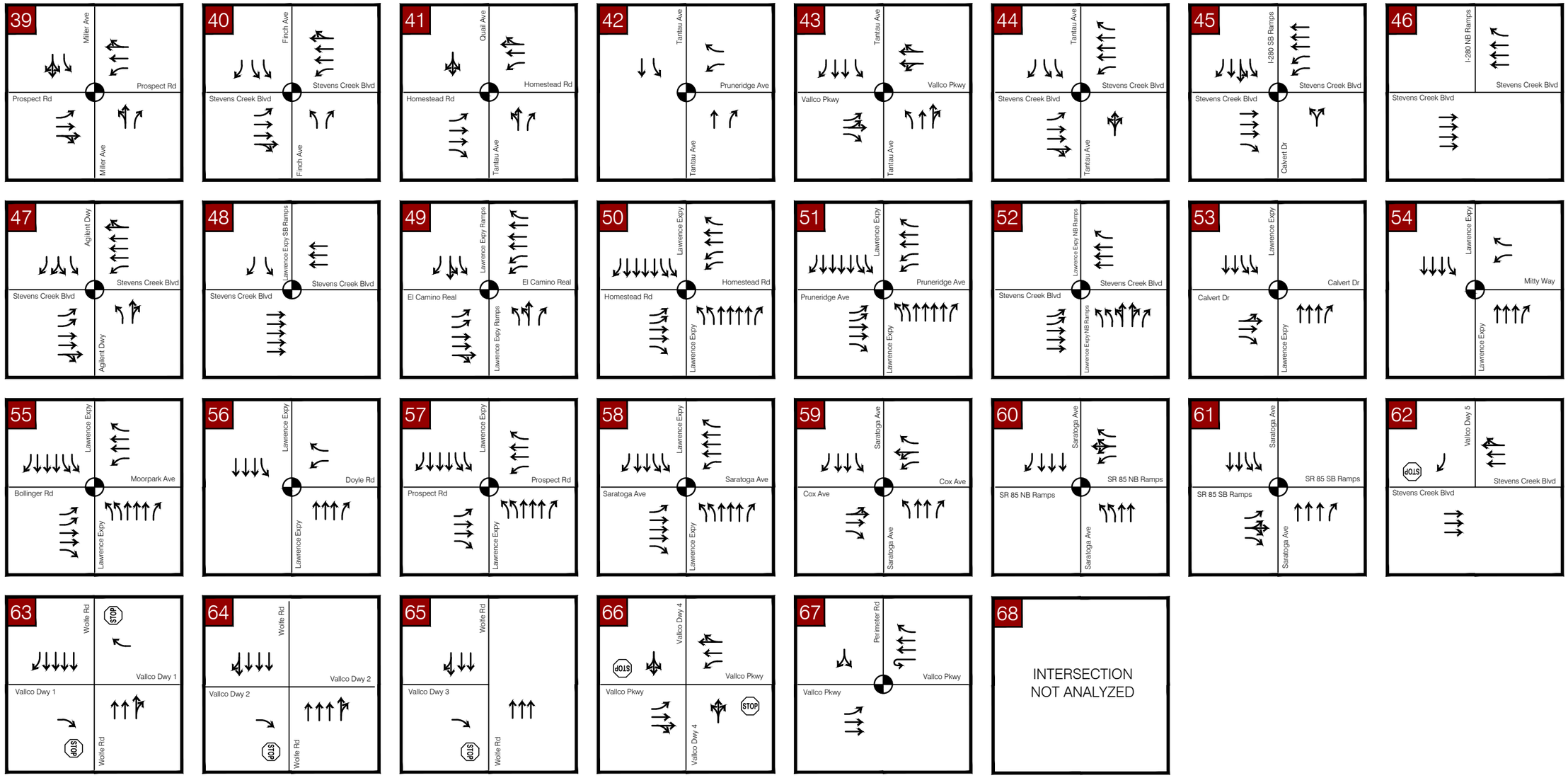
APPENDIX TR-A:FIGURE 2A
BACKGROUND CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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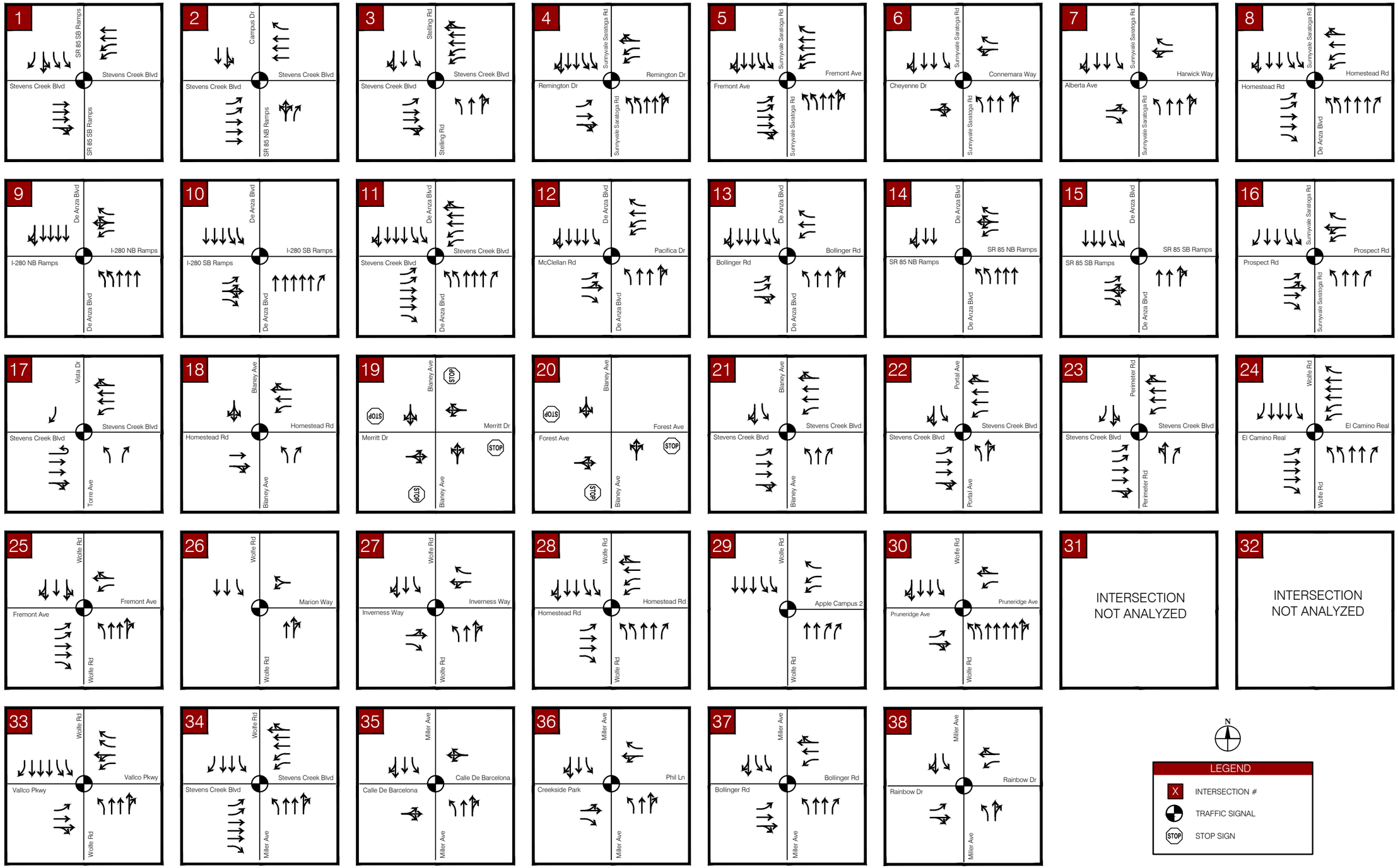
APPENDIX TR-A:FIGURE 2B
BACKGROUND CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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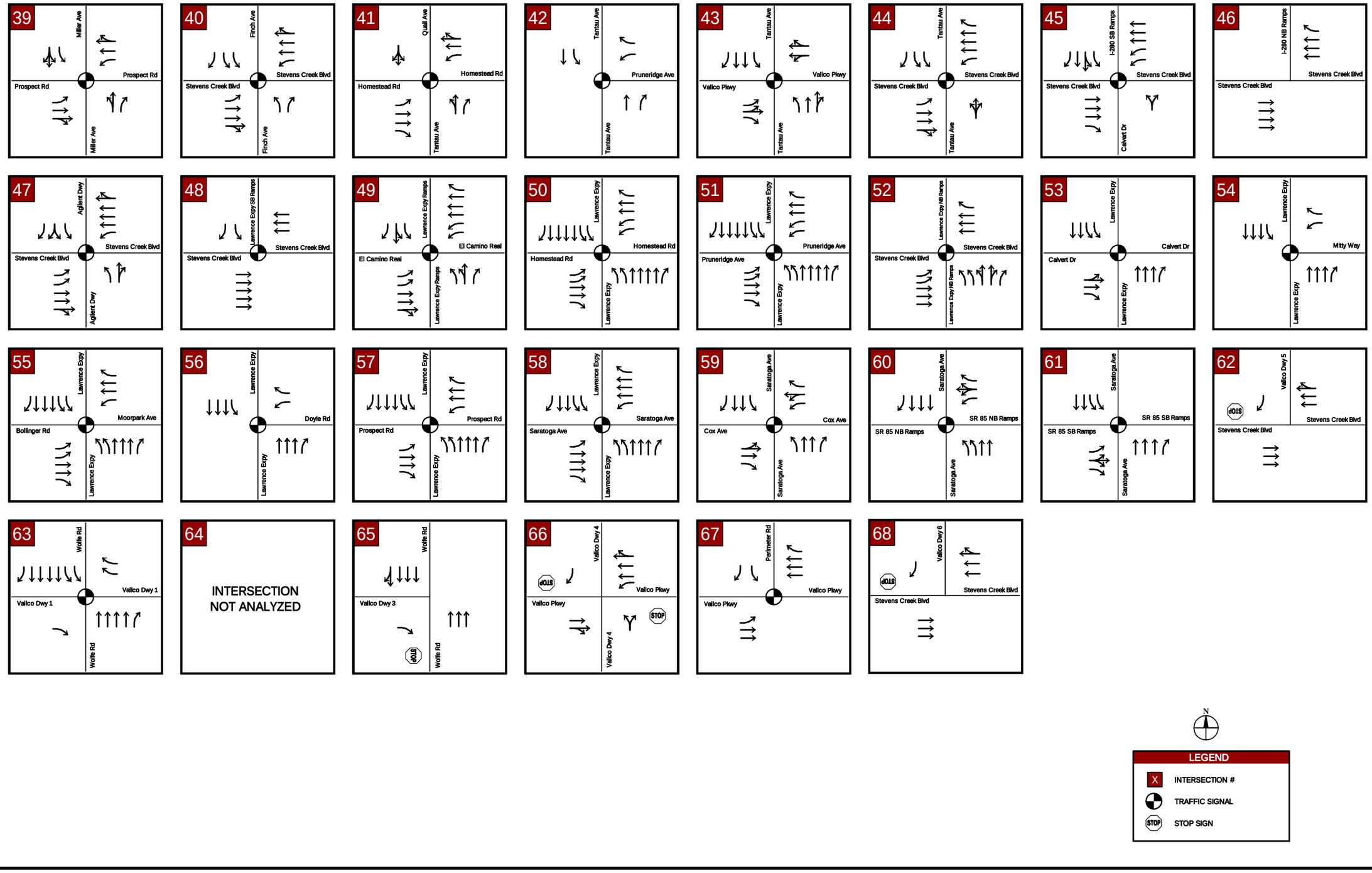
APPENDIX TR-A:FIGURE 3A
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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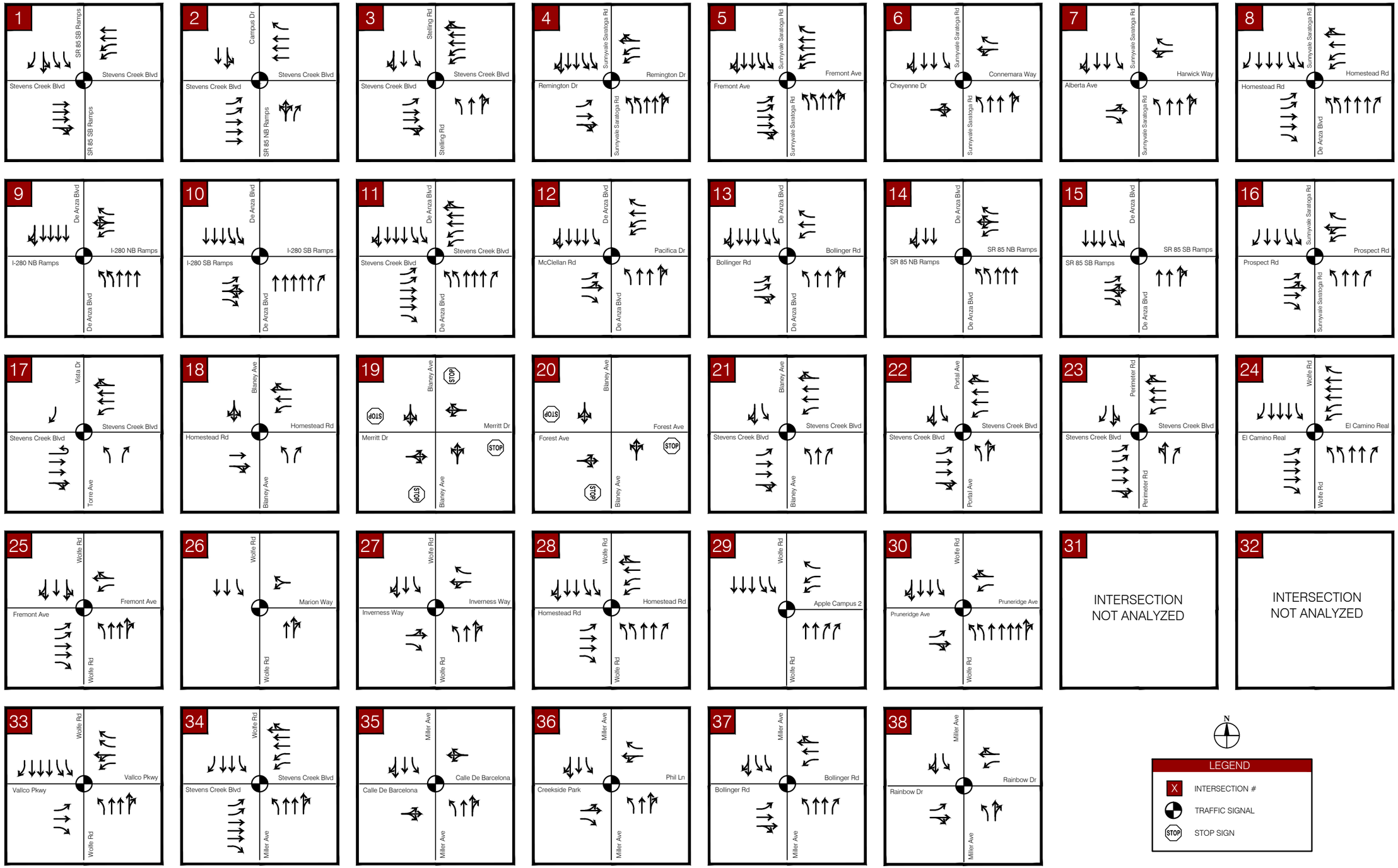
APPENDIX TR-A:FIGURE 3B
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL



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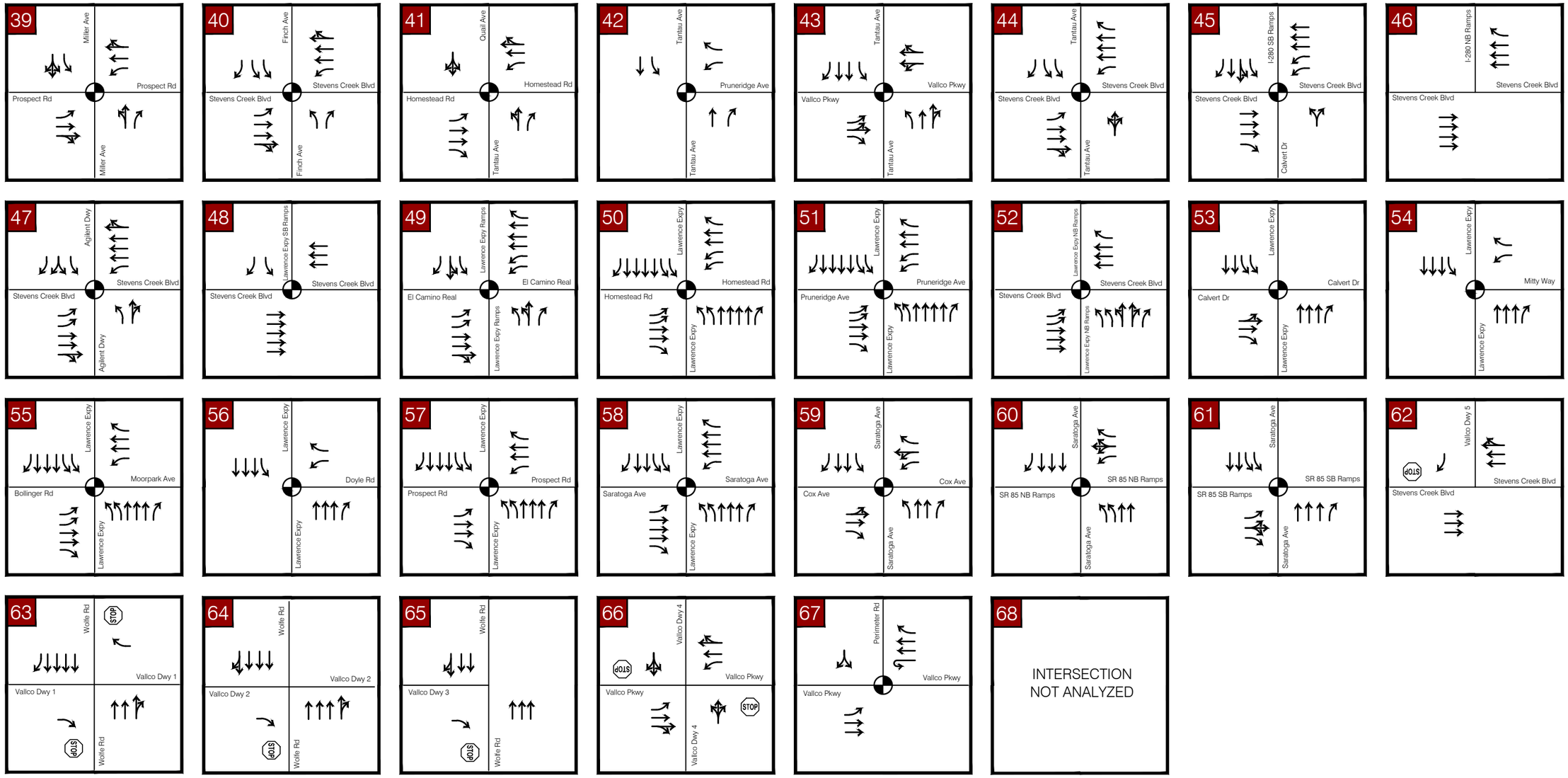
APPENDIX TR-A:FIGURE 4A
CUMULATIVE CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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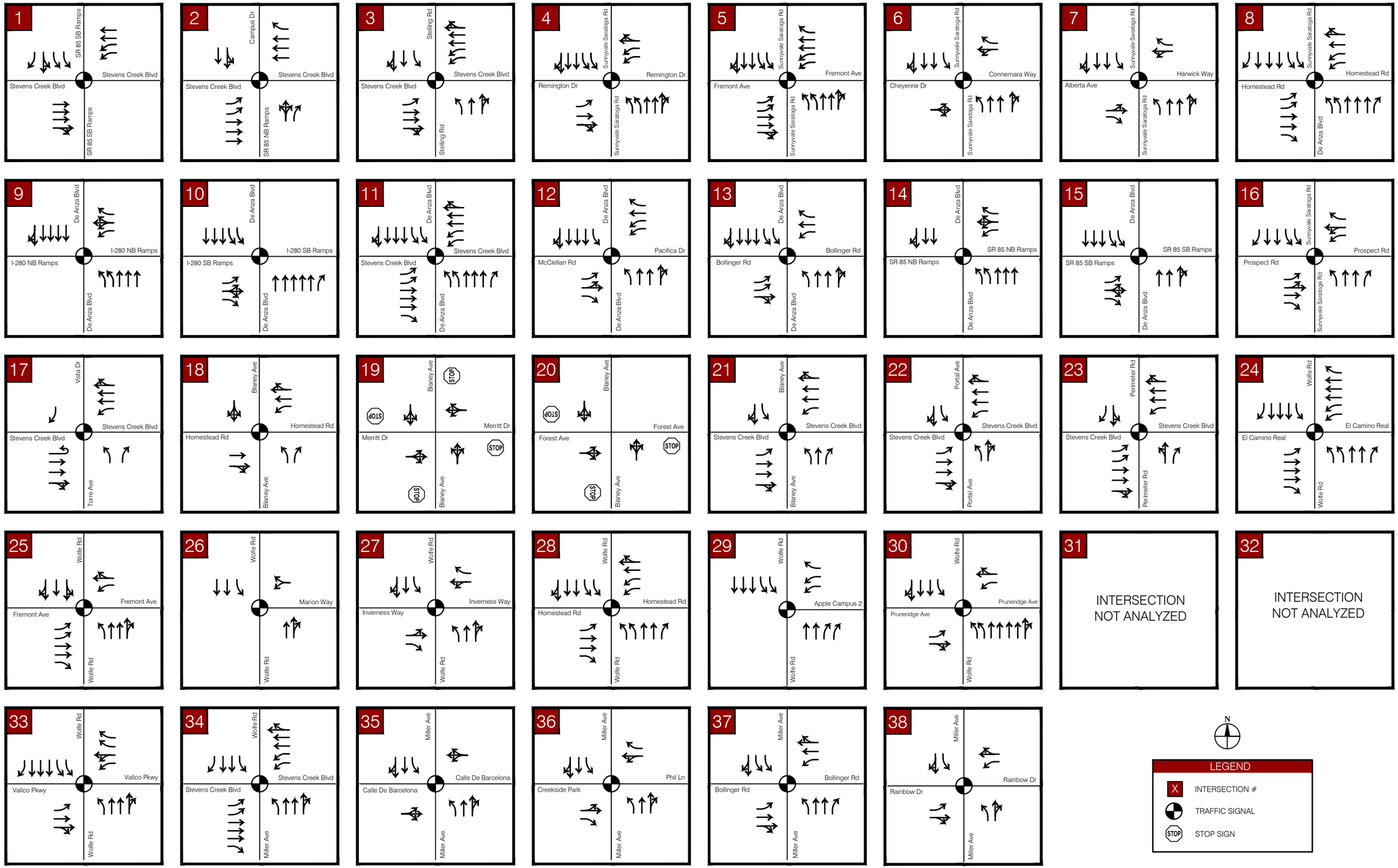
APPENDIX TR-A:FIGURE 4B
CUMULATIVE CONDITIONS
LANE GEOMETRY AND TRAFFIC CONTROL

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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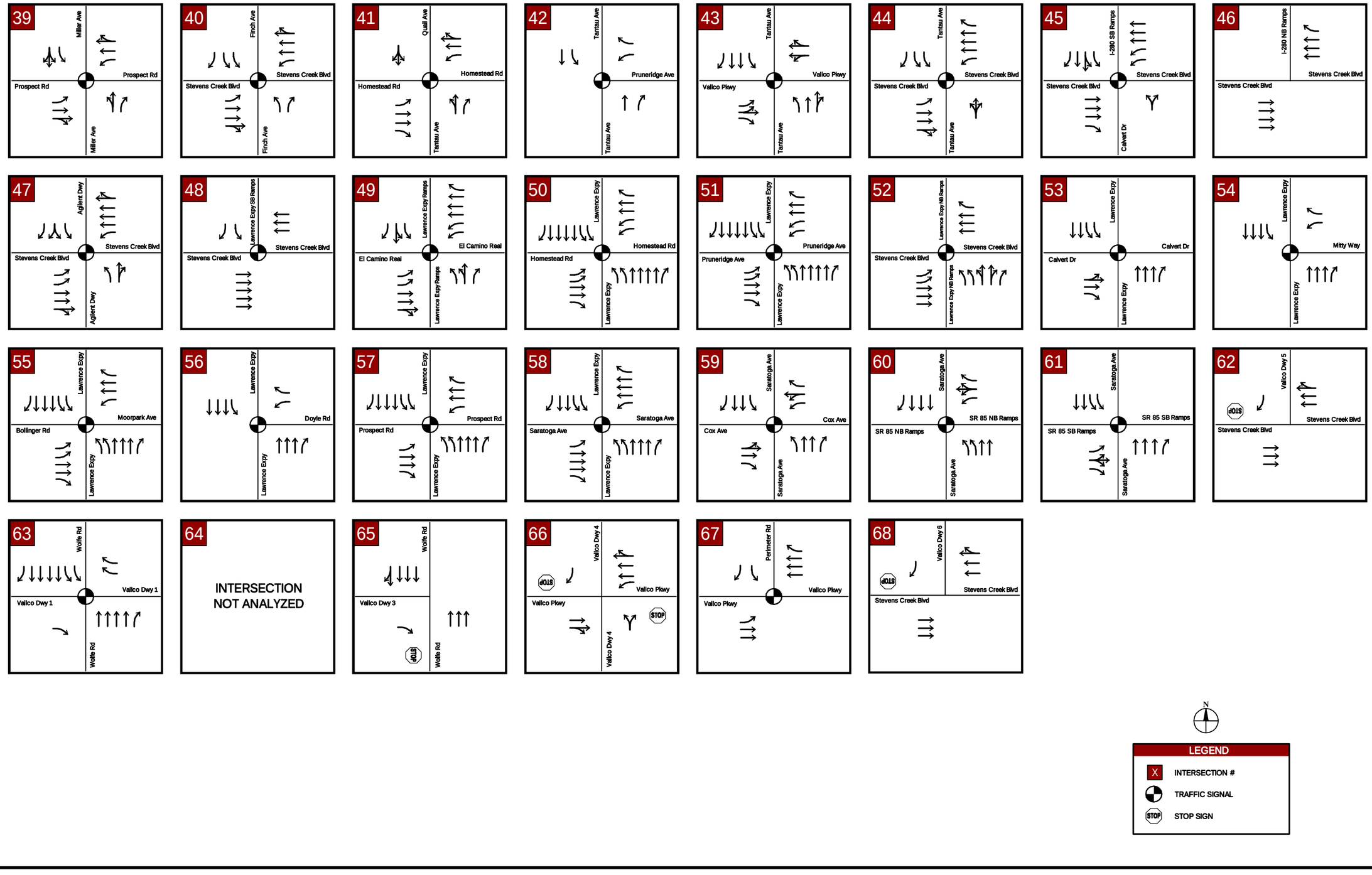
APPENDIX TR-A:FIGURE 5A
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL



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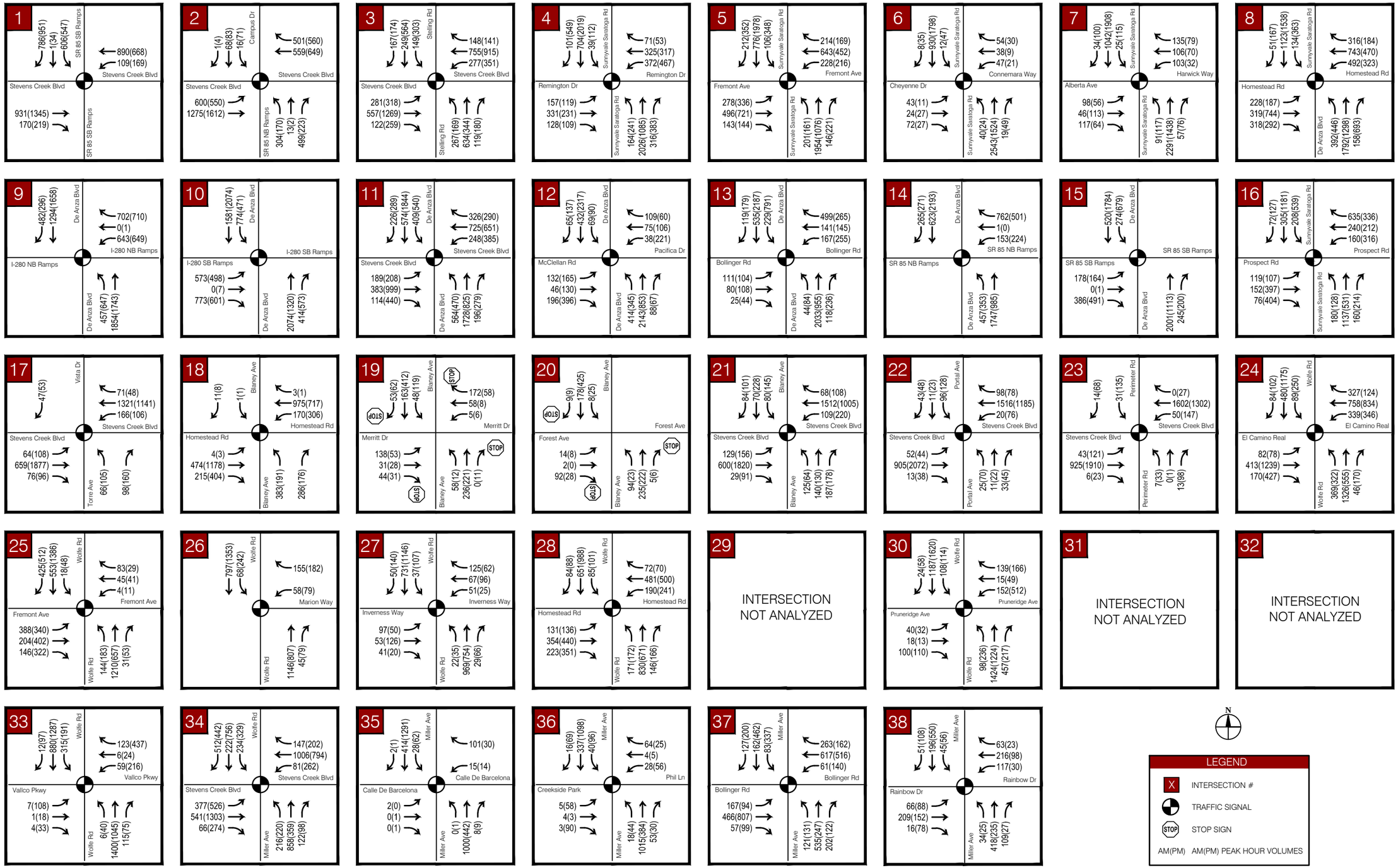
APPENDIX TR-A:FIGURE 5B
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
LANE GEOMETRY AND TRAFFIC CONTROL

Appendix TR-B

Baseline Existing Conditions, Background Conditions, Background Conditions Plus Specific Plan, Cumulative Conditions, Cumulative Conditions Plus Specific Plan

Turning Movement Volumes



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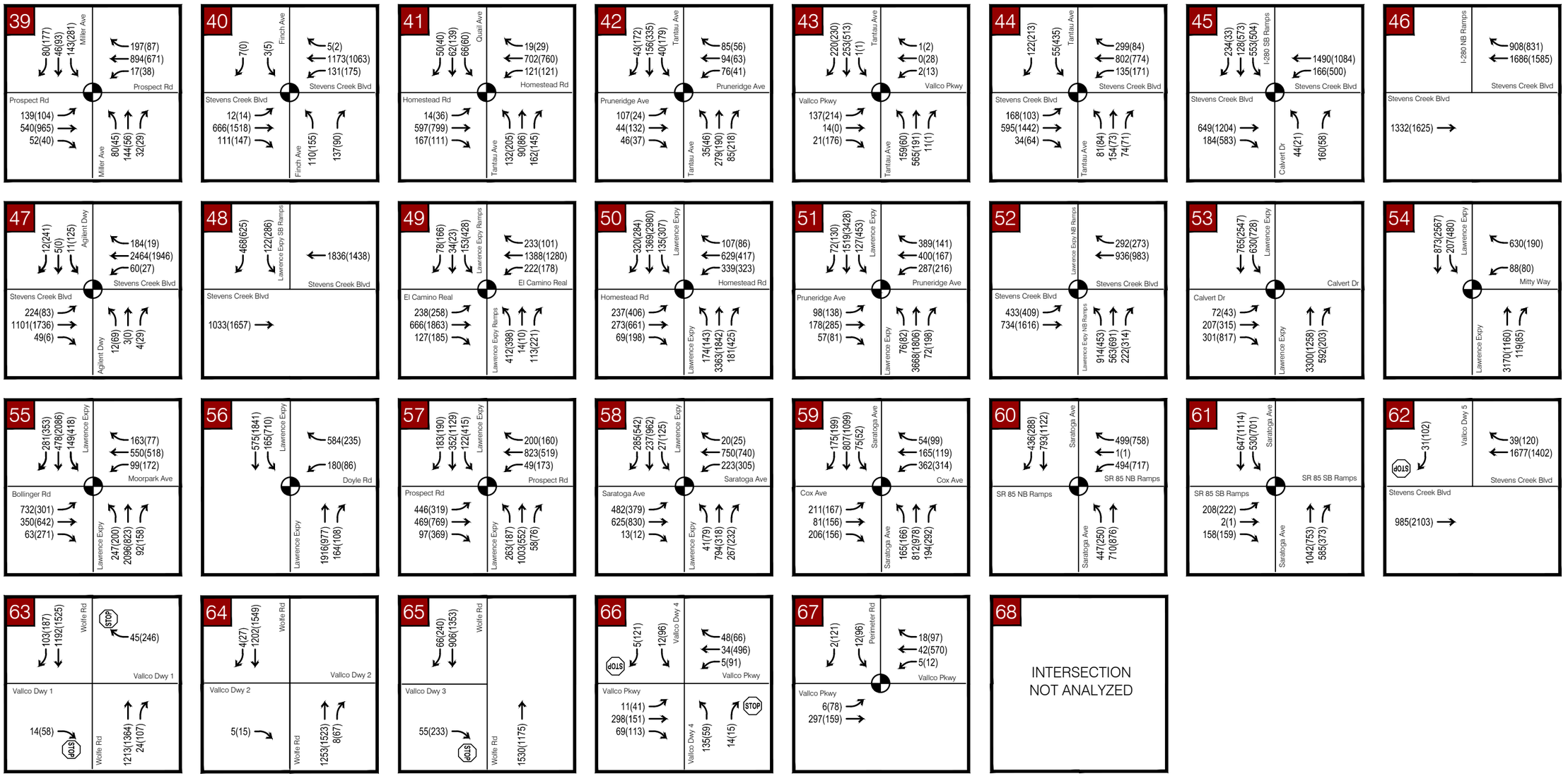
APPENDIX TR-B: FIGURE 1A
BASELINE EXISTING CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES



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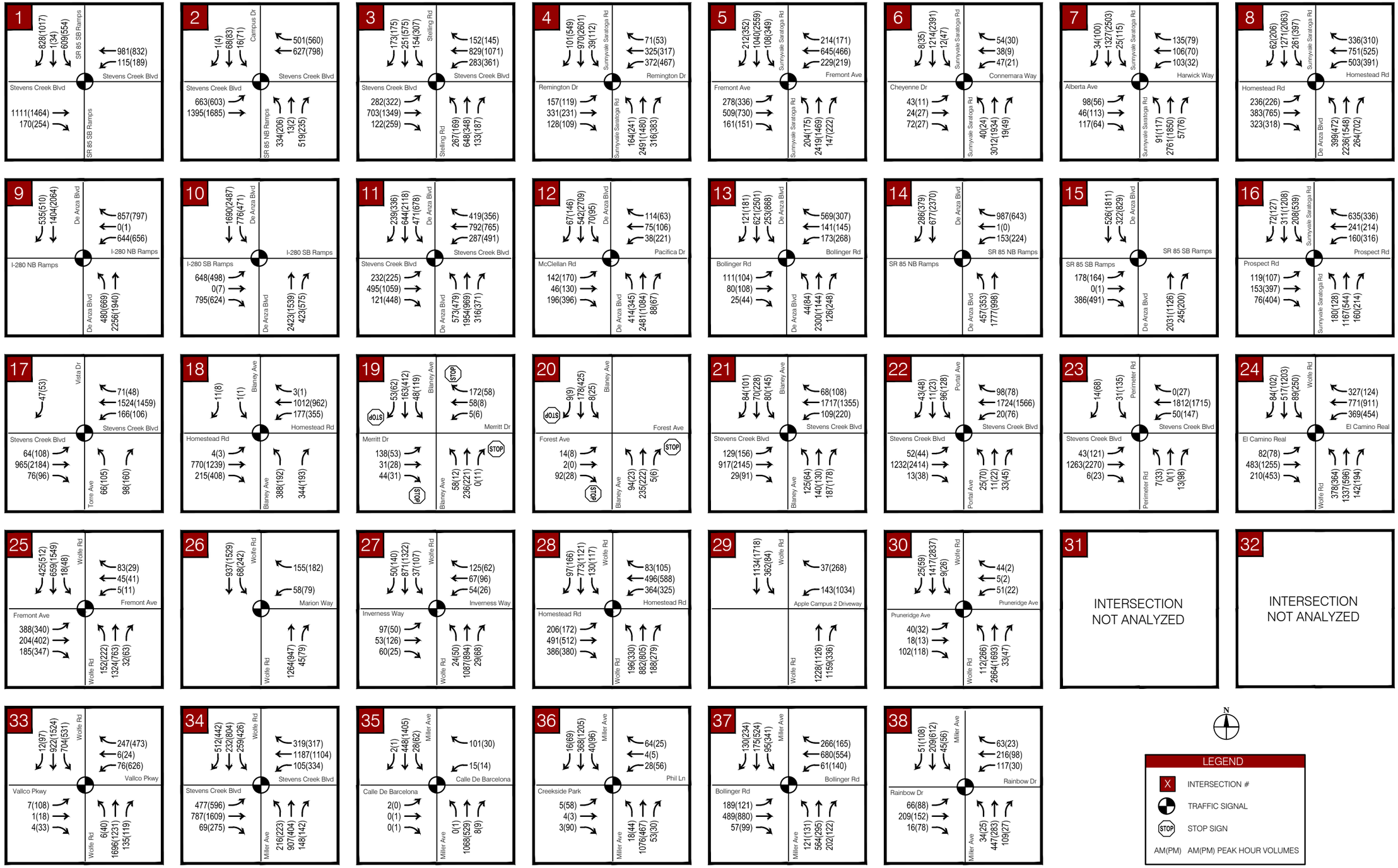
APPENDIX TR-B: FIGURE 1B
BASELINE EXISTING CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES



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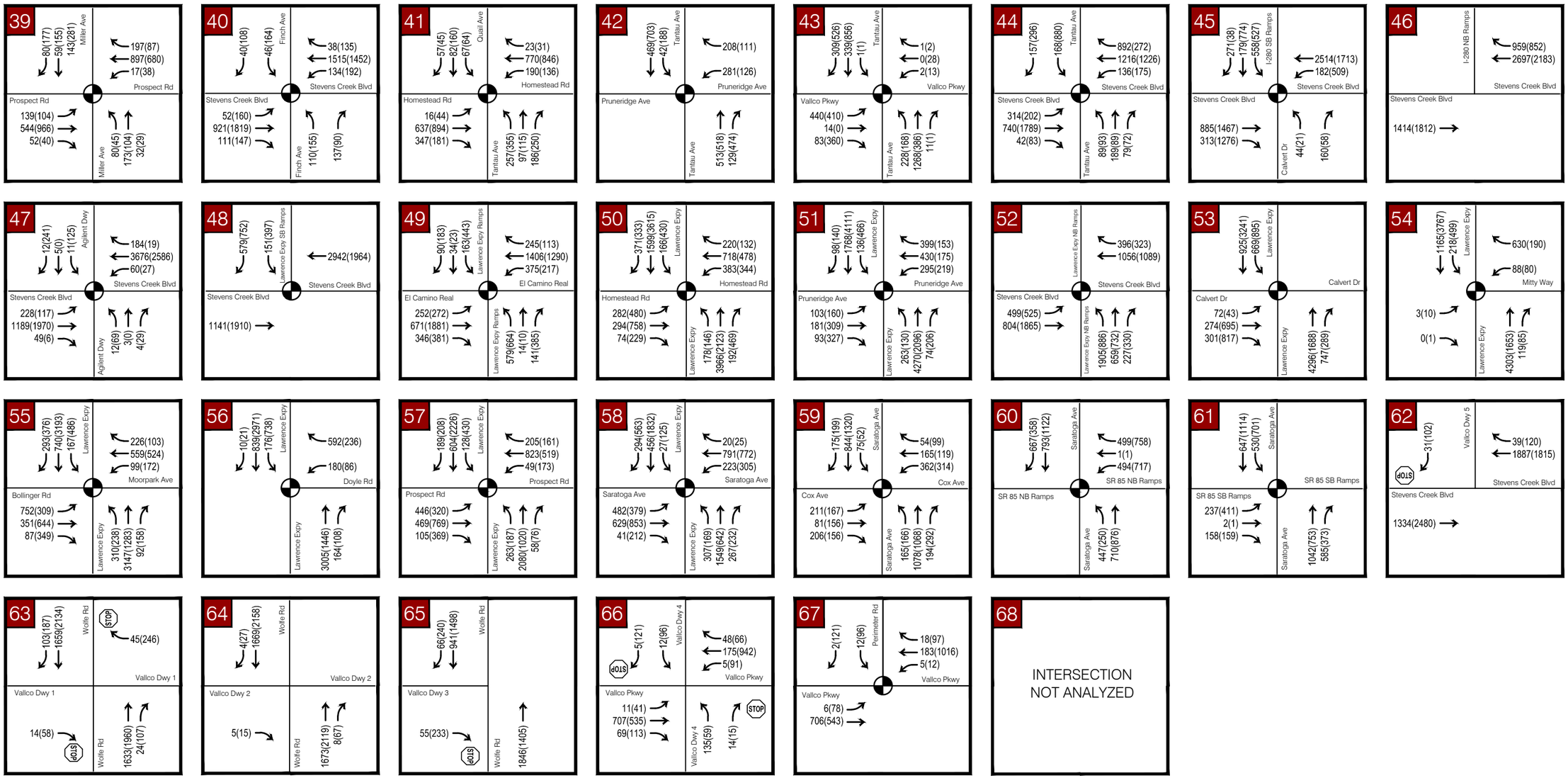
APPENDIX TR-B: FIGURE 2A
BACKGROUND CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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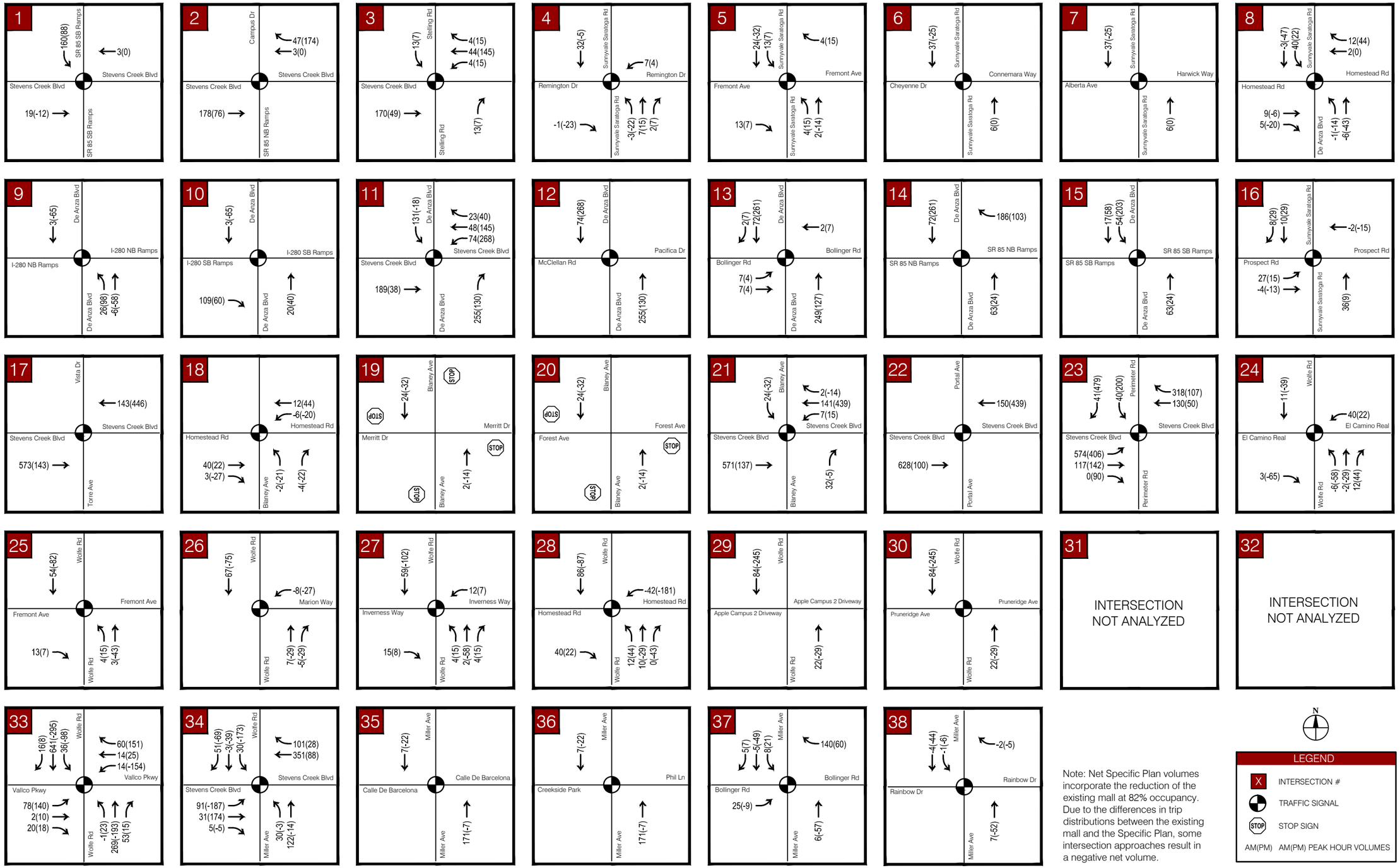
APPENDIX TR-B: FIGURE 2B
BACKGROUND CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES



Note: Net Specific Plan volumes incorporate the reduction of the existing mall at 82% occupancy. Due to the differences in trip distributions between the existing mall and the Specific Plan, some intersection approaches result in a negative net volume.

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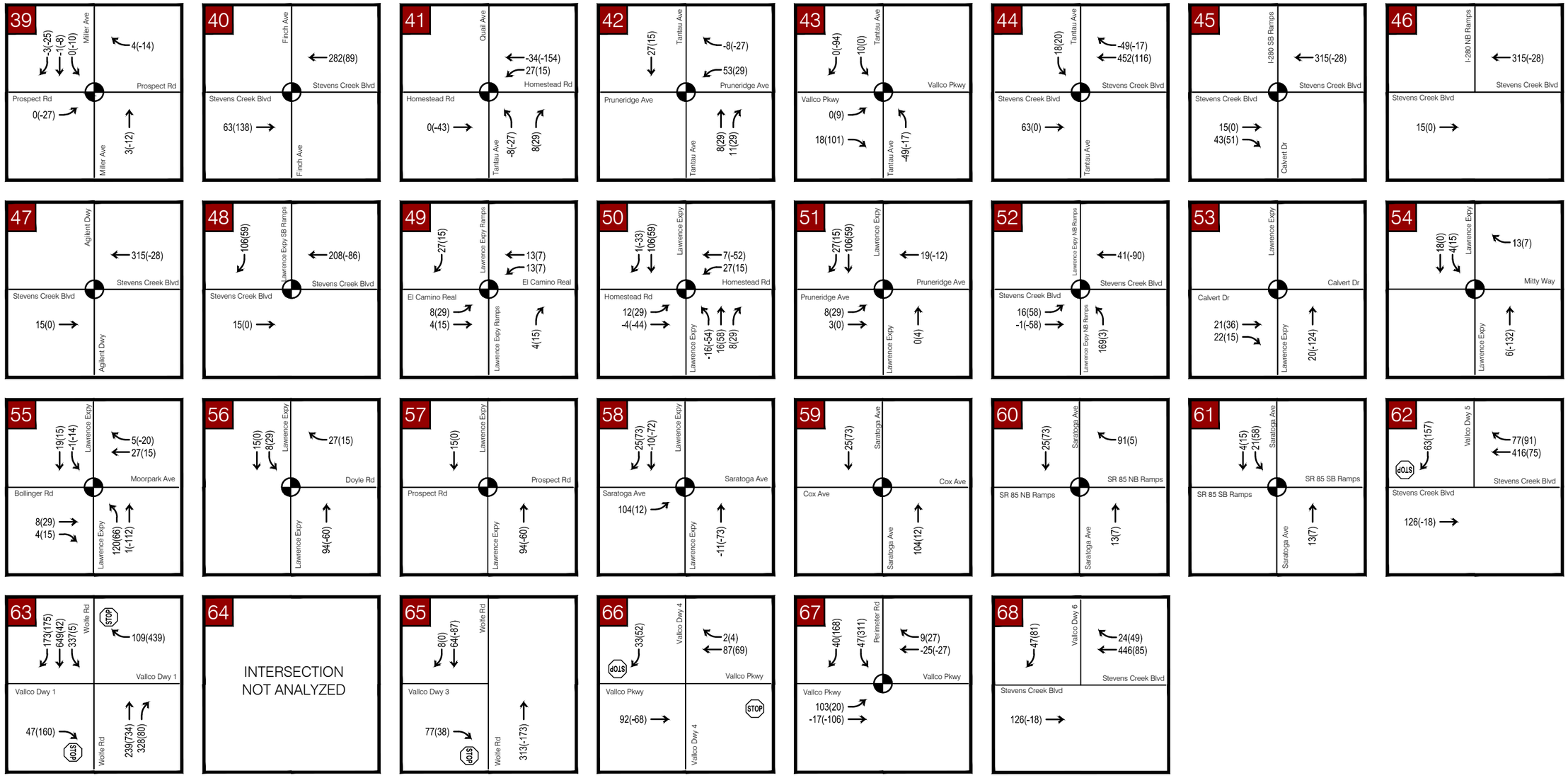
APPENDIX TR-B: FIGURE 3A
NET SPECIFIC PLAN GENERATED
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



Note: Net Specific Plan volumes incorporate the reduction of the existing mall at 82% occupancy. Due to the differences in trip distributions between the existing mall and the Specific Plan, some intersection approaches result in a negative net volume.

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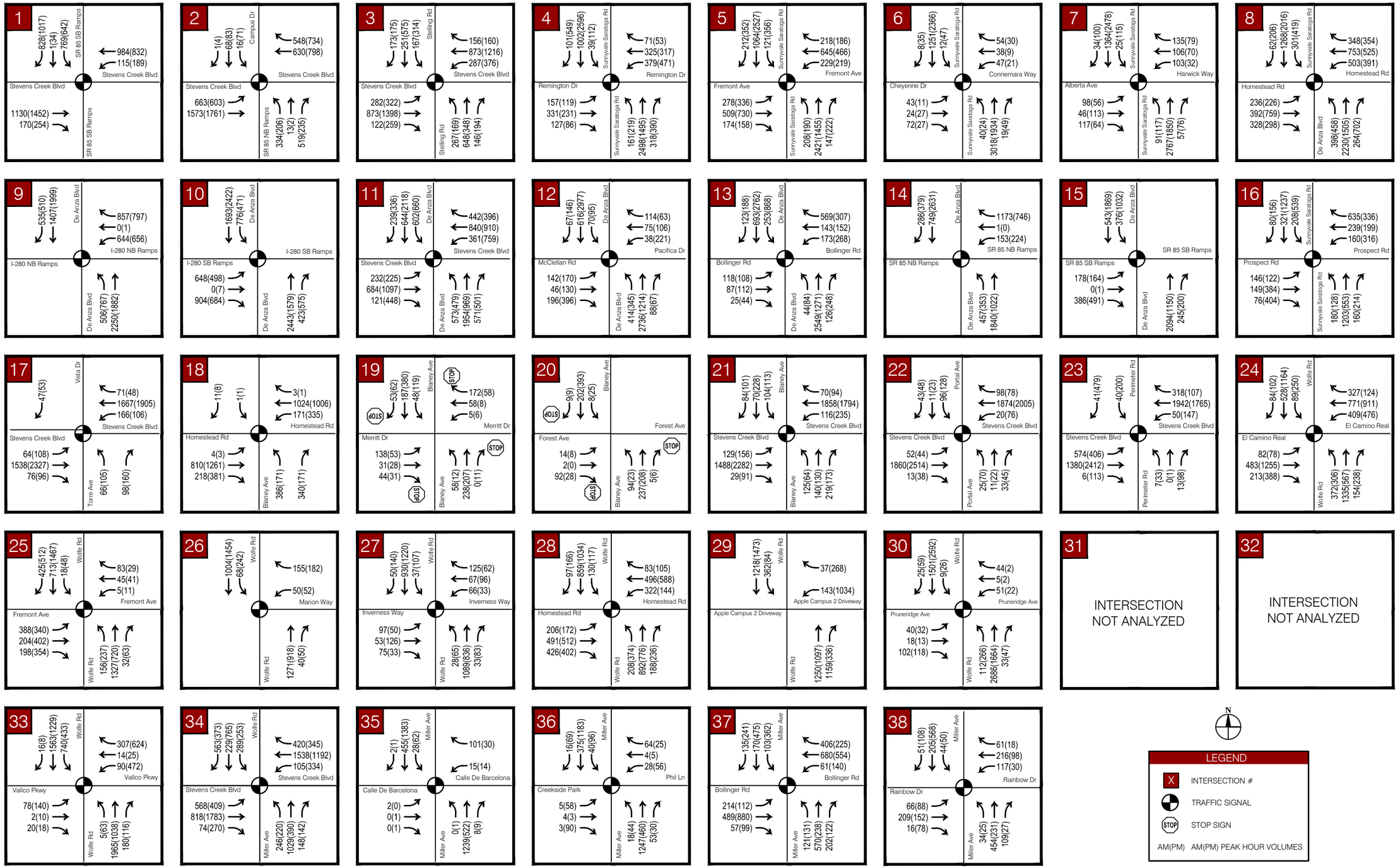
APPENDIX TR-B: FIGURE 3B
NET SPECIFIC PLAN GENERATED
PEAK HOUR TURNING MOVEMENT VOLUMES
THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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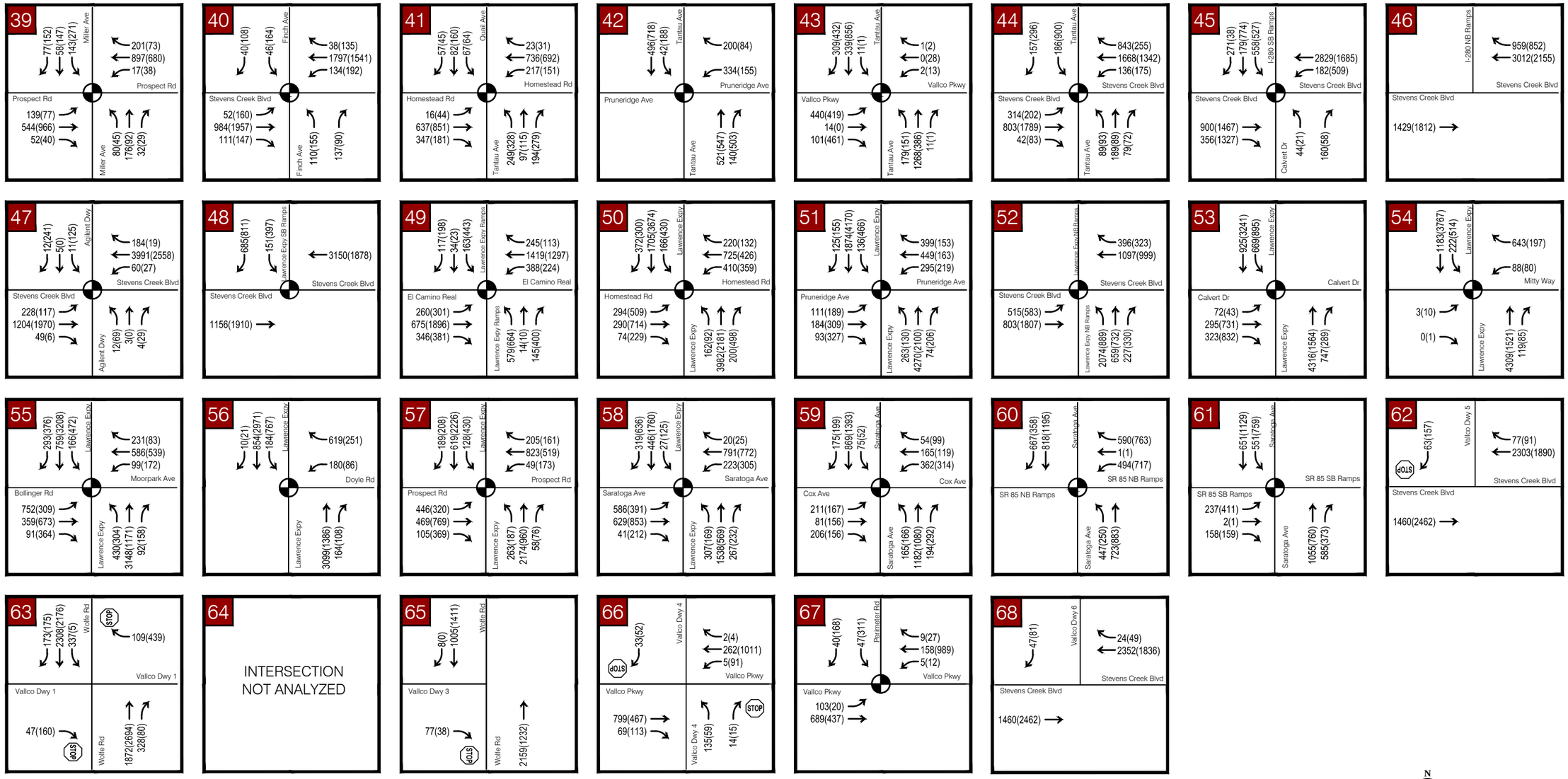
APPENDIX TR-B: FIGURE 4A
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
PEAK HOUR TURNING MOVEMENT VOLUMES



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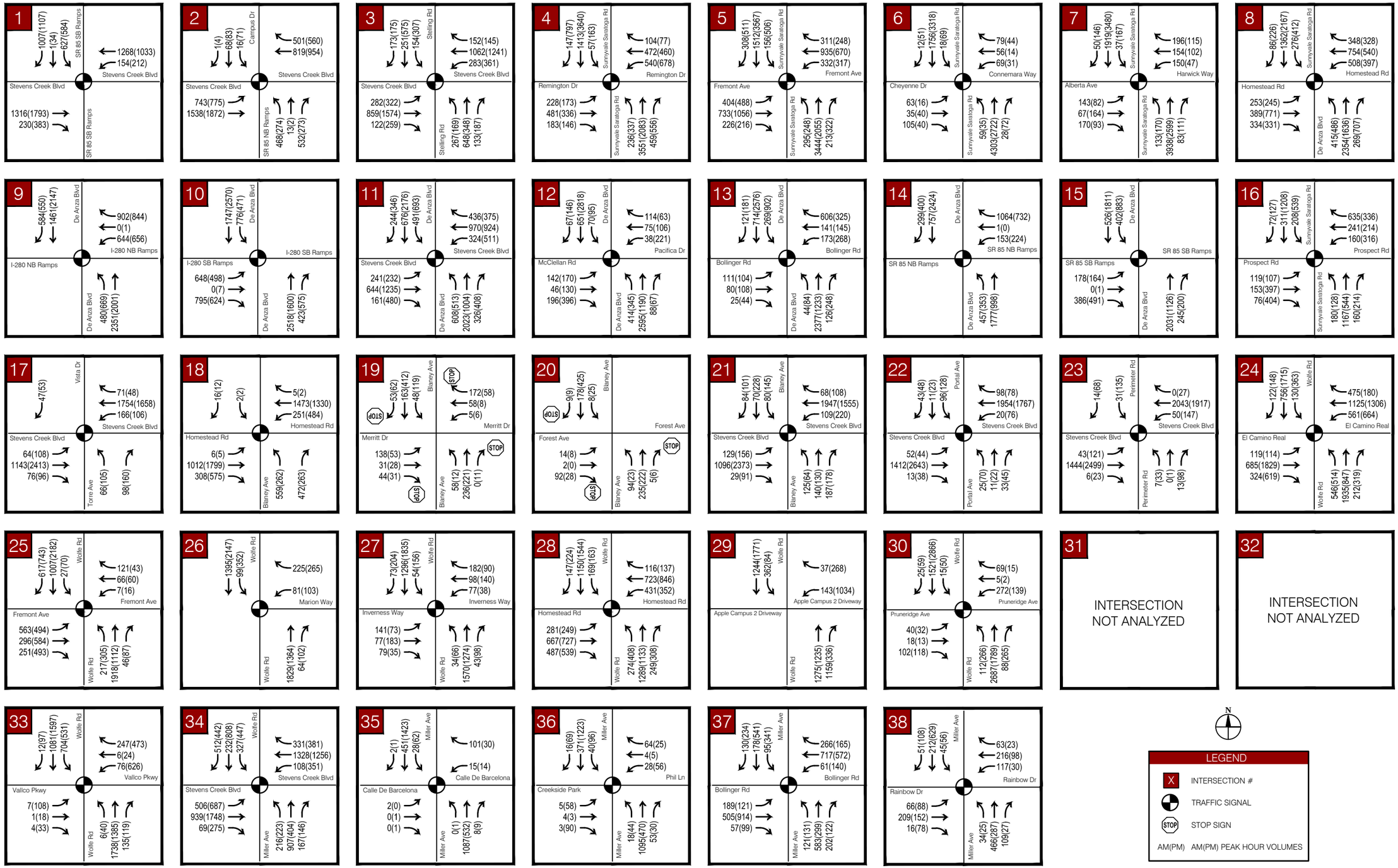
APPENDIX TR-B: FIGURE 4B
BACKGROUND CONDITIONS PLUS SPECIFIC PLAN
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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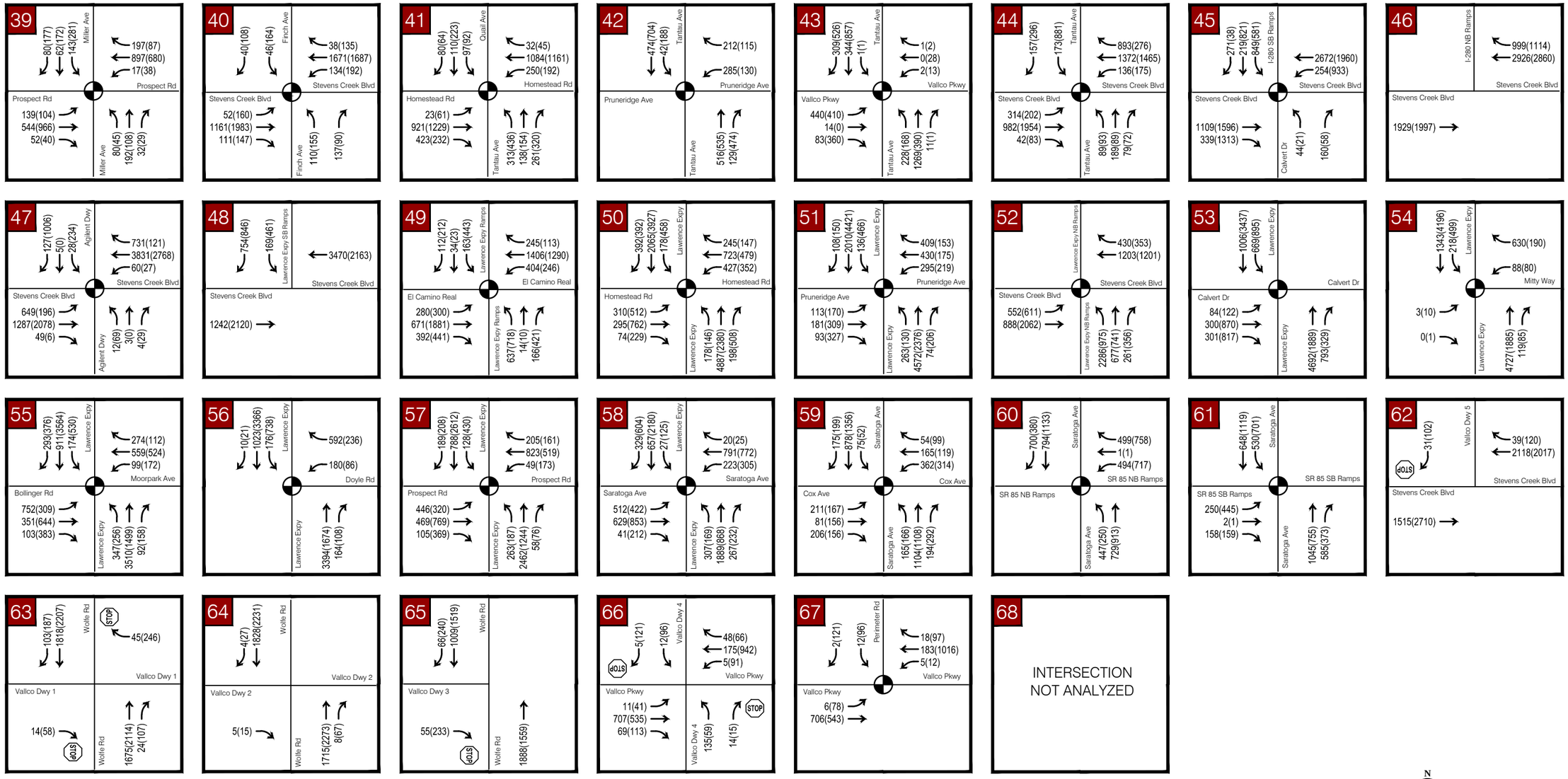
APPENDIX TR-B: FIGURE 5A
CUMULATIVE CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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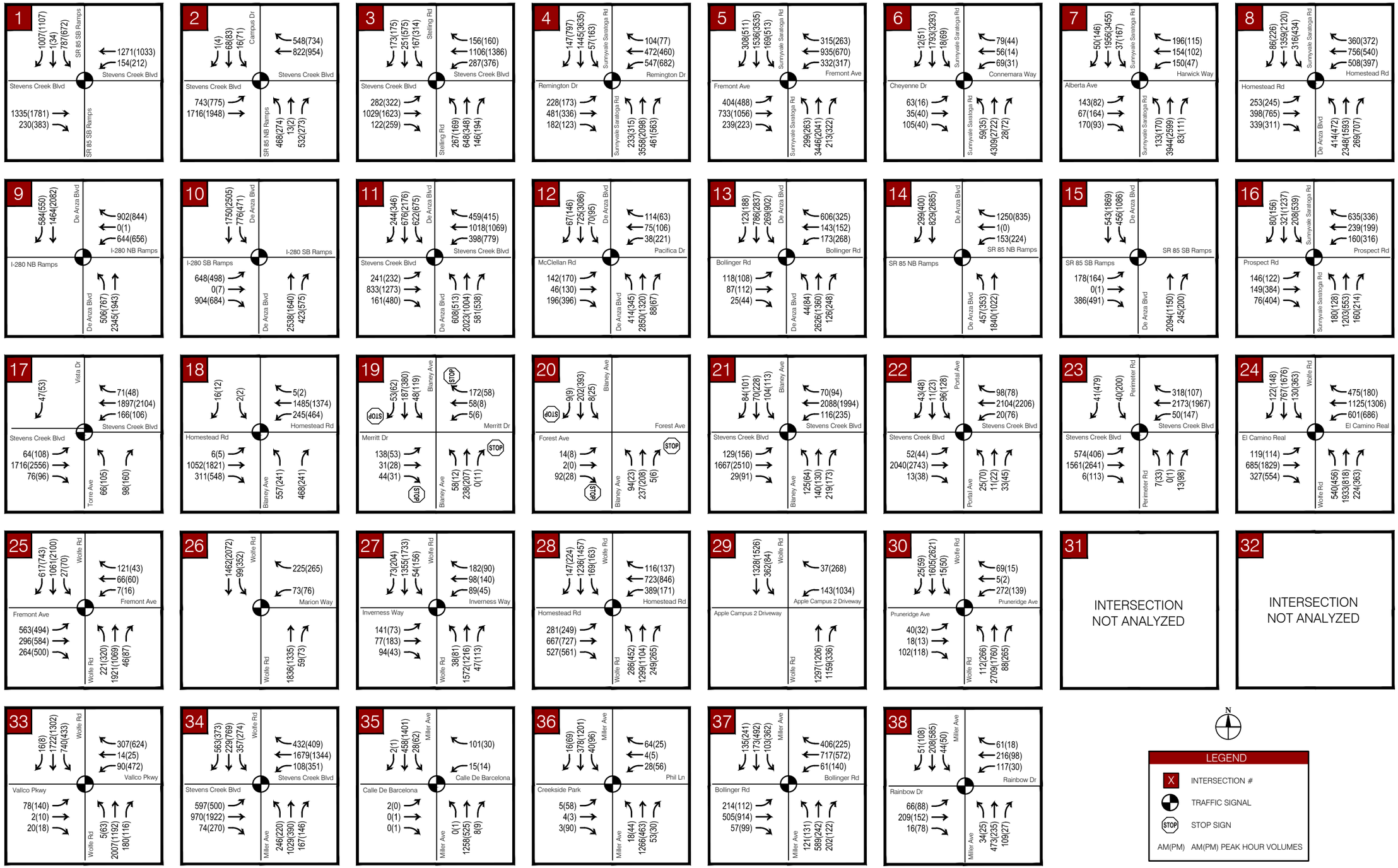
APPENDIX TR-B: FIGURE 5B
CUMULATIVE CONDITIONS
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO TOWN CENTER SPECIFIC PLAN – ENVIRONMENTAL ASSESSMENT



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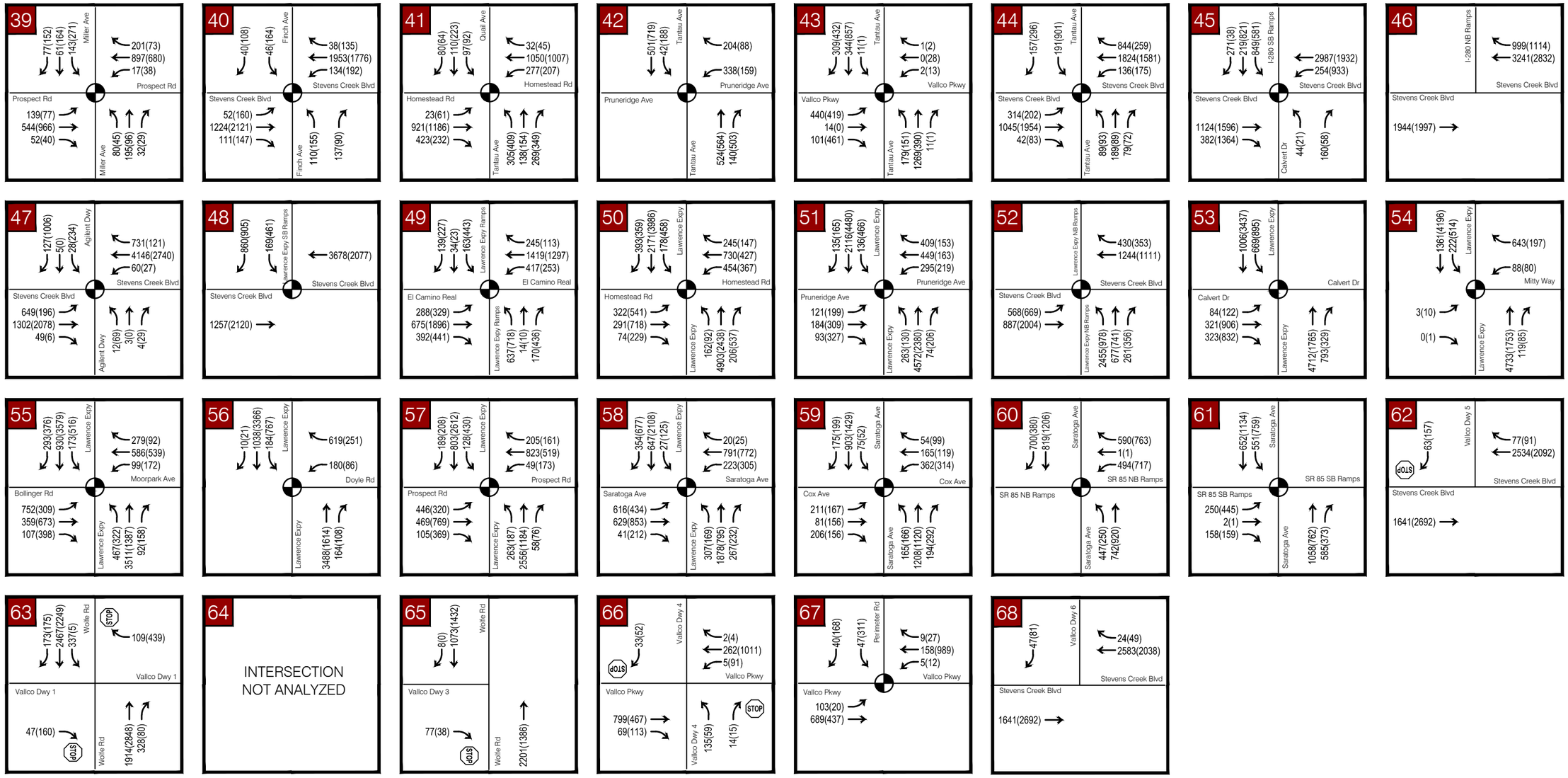
APPENDIX TR-B: FIGURE 6A
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
PEAK HOUR TURNING MOVEMENT VOLUMES



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APPENDIX TR-B: FIGURE 6B
CUMULATIVE CONDITIONS PLUS SPECIFIC PLAN
PEAK HOUR TURNING MOVEMENT VOLUMES

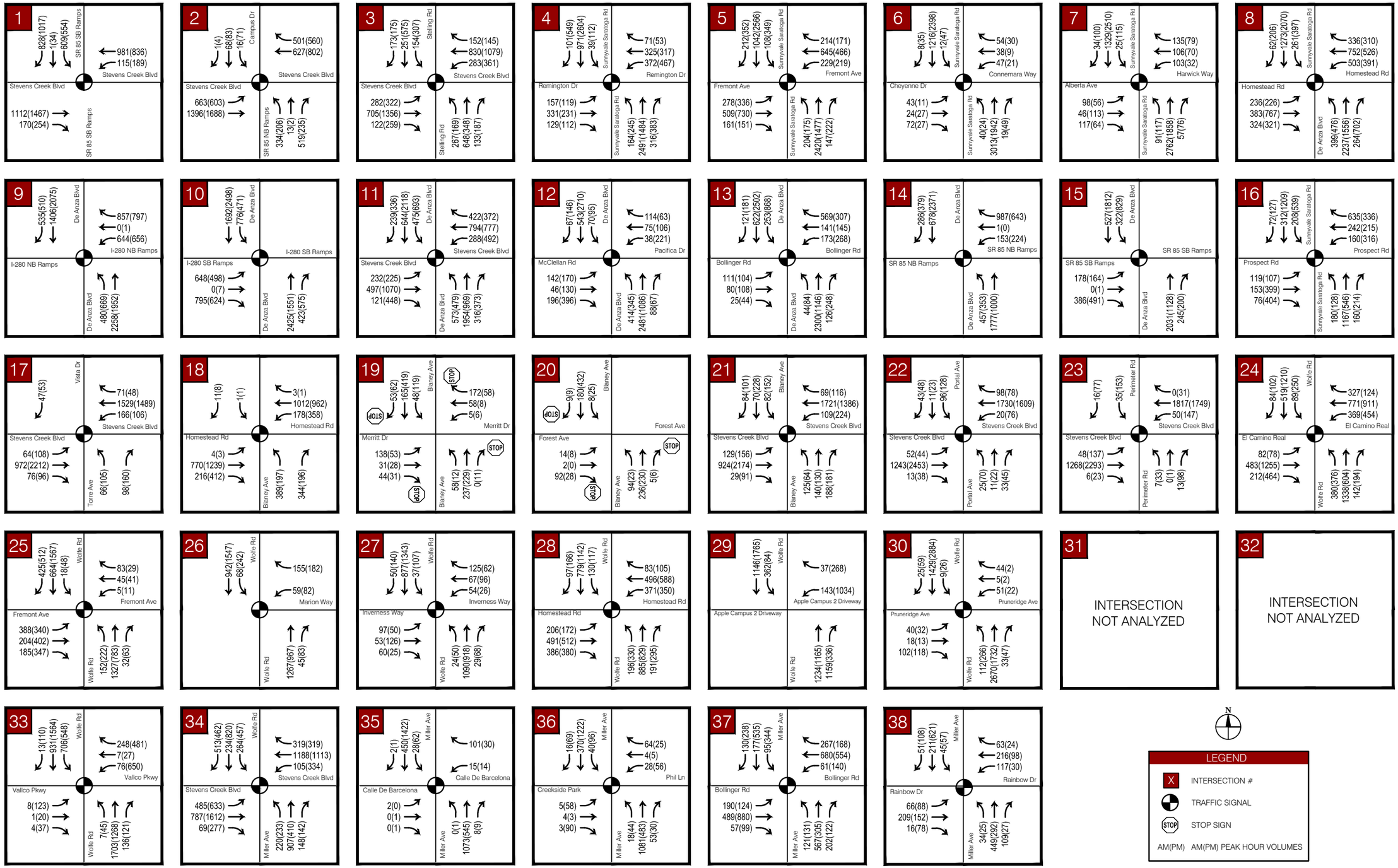

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FIGURE TR-B: FIGURE 7A
V100
PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO SHOPPING DISTRICT SPECIFIC PLAN ENVIRONMENTAL ASSESSMENT

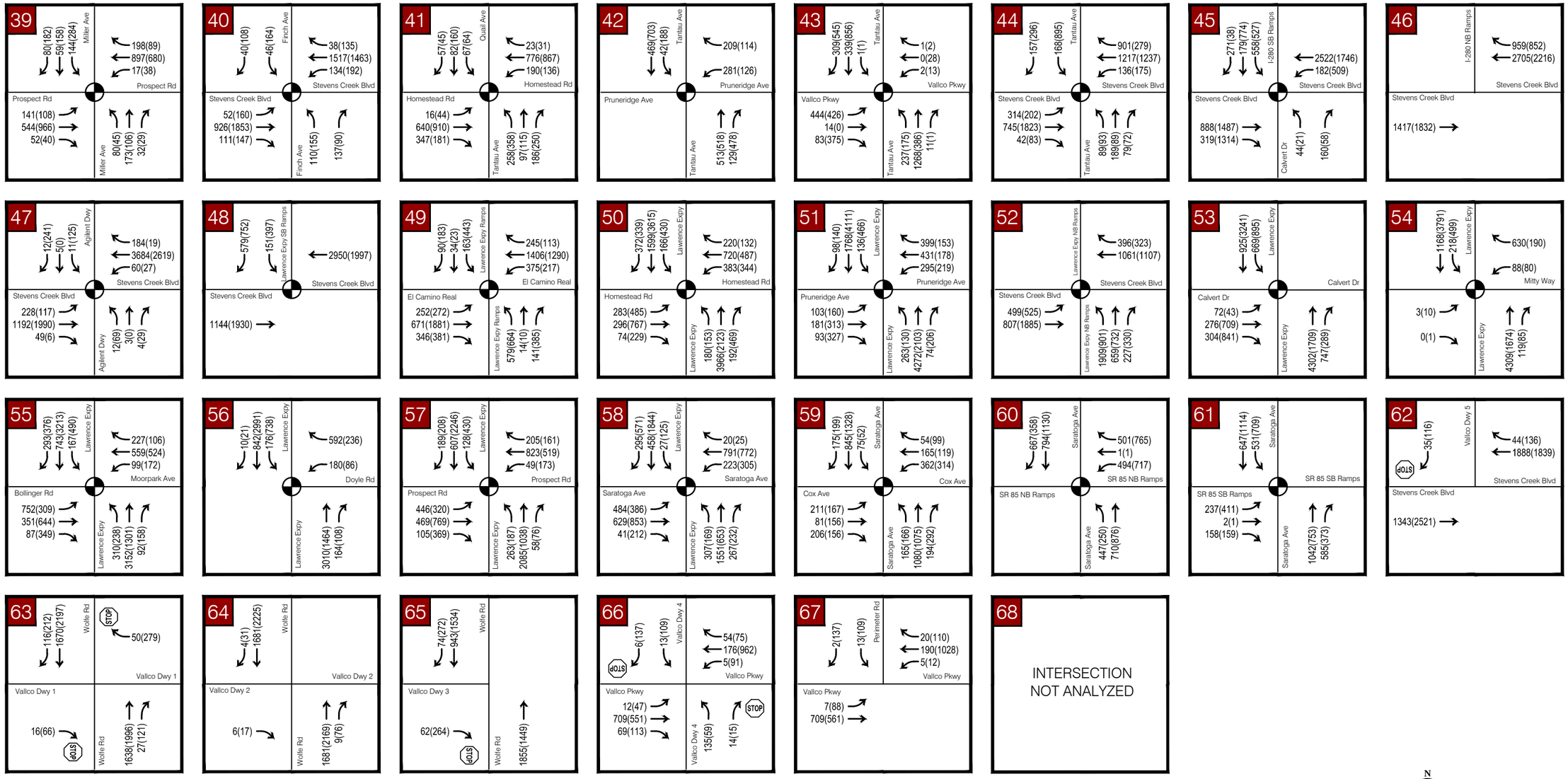

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FIGURE TR-B: FIGURE 7B

V100

PEAK HOUR TURNING MOVEMENT VOLUMES

THE VALLCO SHOPPING DISTRICT SPECIFIC PLAN ENVIRONMENTAL ASSESSMENT

Appendix TR-C

Baseline Existing Conditions, Background Conditions, Background Conditions Plus Specific Plan, Cumulative Conditions, Cumulative Conditions Plus Specific Plan, Existing Footprint Retail Alternative

LOS Tables

Baseline Existing Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Baseline Existing Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
1	Stevens Creek Boulevard/SR 85 Ramps West	D	CUP/CMP	Signalized	C-	33.8	0.736	32.7	D	42.9	0.861	49.8
2	Stevens Creek Boulevard/SR 85 Ramps East	D	CUP/CMP	Signalized	D	39.7	0.702	46.7	D+	38.8	0.535	53.2
3	Stevens Creek Boulevard/Stelling Road	E+	CUP/CMP	Signalized	D	45.4	0.676	46.4	D-	53.2	0.764	52.5
4	Sunnyvale Saratoga Road/Remington Drive	E	SUN/CMP	Signalized	D	48.3	0.798	45.9	D	50.4	0.868	52.9
5	Sunnyvale Saratoga Road/Fremont Avenue	E	SUN/CMP	Signalized	D	43.5	0.724	41.7	D	50.0	0.746	45.0
6	Sunnyvale Saratoga Road/Cheyenne Drive	E	SUN	Signalized	B	15.3	0.574	12.7	A	9.6	0.402	7.8
7	Sunnyvale Saratoga Road/Alberta Avenue	E	SUN	Signalized	C+	21.9	0.584	17.4	C	23.7	0.550	22.6
8	De Anza Boulevard/Homestead Road	D	CUP/CMP	Signalized	D	42.2	0.799	40.2	D	45.0	0.904	60.7
9	De Anza Boulevard/I-280 Ramps North	D	CUP/CMP	Signalized	C	27.2	0.745	35.2	D	44.0	0.853	54.2
10	De Anza Boulevard/I-280 Ramps South	D	CUP/CMP	Signalized	C-	33.7	0.830	43.1	D+	35.8	0.846	55.8
11	De Anza Boulevard/Stevens Creek Boulevard	E+	CUP/CMP	Signalized	D-	53.3	0.735	53.8	E	60.2	0.871	65.9
12	De Anza Boulevard/McClellan Road	D	CUP	Signalized	C	30.8	0.652	25.3	E	63.9	0.876	70.2
13	De Anza Boulevard/Bollinger Road	E+	CUP/CMP	Signalized	D	43.7	0.856	46.1	D	40.1	0.761	52.0
14	De Anza Boulevard/SR 85 Ramps North	D	CUP/CMP	Signalized	D	39.3	0.592	48.3	D+	37.0	0.753	45.6
15	De Anza Boulevard/SR 85 Ramps South	D	CUP/CMP	Signalized	C	23.7	0.664	27.3	D	39.7	0.665	57.7
16	Saratoga Sunnyvale Road/Prospect Road	D	CUP/CMP	Signalized	D	50.6	0.915	63.0	D	43.9	0.949	55.0
17	Stevens Creek Boulevard/Torre Avenue	D	CUP	Signalized	C+	20.9	0.397	17.3	C+	22.0	0.572	21.2
18	Homestead Road/Blaney Avenue	D	CUP	Signalized	C	25.5	0.628	32.5	D+	36.8	0.822	45.1
19	Blaney Avenue/Merritt Drive	D	CUP	AWSC	B	12.1	-	-	C	17.2	-	-
20	Blaney Avenue/Forest Avenue	D	CUP	AWSC	A	9.6	-	-	B	11.0	-	-
21	Stevens Creek Boulevard/Blaney Avenue	D	CUP	Signalized	C	31.5	0.565	28.7	D+	37.4	0.763	38.4
22	Stevens Creek Boulevard/Portal Avenue	D	CUP	Signalized	B	12.3	0.410	10.0	B	13.6	0.542	11.9
23	Stevens Creek Boulevard/Perimeter Road	D	CUP	Signalized	A	9.2	0.348	6.8	B	16.4	0.554	16.2
24	Wolfe Road/El Camino Real	E	SUN/CMP	Signalized	D-	54.1	0.679	46.9	E	61.2	0.707	69.0

Notes:
SSSC – Side-Street Stop Control
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The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Baseline Existing Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Baseline Existing Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
25	Wolfe Road/Fremont Avenue	D	SUN	Signalized	D	50.6	0.461	48.9	E+	57.4	0.725	47.2
26	Wolfe Road/Marion Way	D	SUN	Signalized	B	15.4	0.548	19.6	C+	21.2	0.599	30.7
27	Wolfe Road/Inverness Avenue	D	SUN	Signalized	B	17.3	0.411	14.3	B	17.1	0.511	14.7
28	Wolfe Road/Homestead Road	D	CUP	Signalized	D	40.4	0.514	40.0	D-	51.5	0.562	55.2
29	Wolfe Road/Apple Campus 2 Driveway	D	CUP	Signalized	Intersection Not Analyzed							
30	Wolfe Road/Pruneridge Avenue	D	CUP	Signalized	C+	21.4	0.625	23.2	C	30.4	0.702	33.4
31	Wolfe Road/I-280 Ramps North	D	CUP/CMP	Signalized	Intersection Not Analyzed[1]							
32	Wolfe Road/I-280 Ramps South	D	CUP/CMP	Signalized	Intersection Not Analyzed[1]							
33	Wolfe Road/Vallco Parkway	D	CUP	Signalized	C+	20.3	0.474	21.4	C-	32.7	0.485	31.1
34	Wolfe Road/Stevens Creek Boulevard	D	CUP/CMP	Signalized	D	49.0	0.817	56.1	D	46.3	0.804	53.2
35	Miller Avenue/Calle De Barcelona	D	CUP	Signalized	A	4.9	0.376	5.8	A	5.0	0.432	5.6
36	Miller Avenue/Phil Lane	D	CUP	Signalized	A	4.5	0.361	4.6	A	5.8	0.404	5.1
37	Miller Avenue/Bollinger Road	D	SJ	Signalized	D	43.3	0.616	45.9	D-	52.6	0.839	58.0
38	Miller Avenue/Rainbow Drive	D	SJ	Signalized	D	39.9	0.563	37.0	C-	33.8	0.578	30.9
39	Miller Avenue/Prospect Road	D	SJ	Signalized	C	26.0	0.750	28.9	C	29.7	0.687	31.7
40	Stevens Creek Boulevard/Finch Avenue	D	CUP	Signalized	B+	12.0	0.348	16.0	C	27.8	0.523	32.4
41	Tantau Avenue/Homestead Road	D	CUP	Signalized	C-	32.3	0.569	34.4	D+	35.8	0.697	38.7
42	Tantau Avenue/Pruneridge Avenue	D	CUP	Signalized	C	29.6	0.380	28.5	C	25.7	0.428	23.0
43	Tantau Avenue/Vallco Parkway	D	CUP	Signalized	C	24.0	0.455	22.3	C	27.3	0.434	26.3
44	Tantau Avenue/Stevens Creek Boulevard	D	CUP	Signalized	C-	34.6	0.524	38.0	D	39.2	0.706	41.5
45	Stevens Creek Boulevard/Calvert Drive/I-280 Ramps	E	CT/CMP	Signalized	C+	21.9	0.558	20.3	D	39.4	0.752	47.3

[1] The City of Cupertino, VTA, and Caltrans began a separate effort to analyze the I-280 and Wolfe Road interchange improvement options. This environmental analysis omits the analysis of the I-280 / Wolfe Road interchange improvements to eliminate duplicate effort.

Notes:
SSSC – Side-Street Stop Control
AWSC – All-way Stop Control
The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Baseline Existing Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Baseline Existing Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
46	Stevens Creek Boulevard/I-280 Ramps East	D	SJ	Unsignalized	A	-	-	-	A	-	-	-
47	Stevens Creek Boulevard/Agilent Driveway	D	SJ	Signalized	B	12.1	0.469	12.4	B	16.4	0.440	16.8
48	Stevens Creek Boulevard/Lawrence Expressway Ramps West	E	EX/CMP	Signalized	E+	55.9	0.619	79.8	D	40.4	0.629	42.0
49	Lawrence Expressway Ramps/El Camino Real	E	CT/CMP	Signalized	C	27.9	0.559	29.9	C	30.8	0.755	32.7
50	Lawrence Expressway/Homestead Road	E	EX/CMP	Signalized	E+	58.4	0.847	64.3	E+	57.2	0.669	65.8
51	Lawrence Expressway/Pruneridge Avenue	E	EX	Signalized	E+	57.5	0.784	64.5	D	50.0	0.565	63.2
52	Stevens Creek Boulevard/Lawrence Expressway Ramps East	E	EX/CMP	Signalized	C-	33.1	0.672	32.9	C	31.9	0.617	38.1
53	Lawrence Expressway/I-280 Ramps South	E	EX/CMP	Signalized	D-	53.5	0.726	94.8	D	42.1	0.918	37.2
54	Lawrence Expressway/Mitty Way	E	EX	Signalized	D	46.0	0.414	76.5	C	24.3	0.524	10.0
55	Lawrence Expressway/Bollinger Road	E	EX/CMP	Signalized	E	66.1	0.842	73.0	D-	52.6	0.547	58.3
56	Lawrence Expressway/Doyle Road	E	EX	Signalized	C	25.9	0.733	30.0	C	24.7	0.393	6.9
57	Lawrence Expressway/Prospect Road	E	EX/CMP	Signalized	E	61.4	0.735	72.6	D-	54.0	0.588	63.6
58	Lawrence Expressway/Saratoga Avenue	E	EX/CMP	Signalized	D	50.4	0.519	64.7	D-	54.6	0.475	65.2
59	Saratoga Avenue/Cox Avenue	D	SAR	Signalized	C-	34.8	0.654	38.0	C	31.0	0.683	35.9
60	Saratoga Avenue/SR 85 Ramps North	C	CT	Signalized	C	27.3	0.742	35.8	C	29.0	0.767	31.0
61	Saratoga Avenue/SR 85 Ramps South	C	CT	Signalized	C+	21.1	0.668	34.0	C+	21.0	0.599	32.1
62	Stevens Creek Boulevard/Vallco Driveway 5	D	CUP	SSSC	B	13.3	-	-	B	14.0	-	-
63	Wolfe Road/Vallco Driveway 1	D	CUP	SSSC	B	11.6	-	-	C	18.2	-	-
64	Wolfe Road/Vallco Driveway 2	D	CUP	SSSC	B	10.2	-	-	B	11.1	-	-
65	Wolfe Road/Vallco Driveway 3	D	CUP	SSSC	B	10.9	-	-	C	20.0	-	-
66	Valco Parkway/Vallco Driveway 4	D	CUP	SSSC	B	13.6	-	-	D	28.3	-	-
67	Vallco Parkway/Perimeter Road	D	CUP	Signalized	A	7.5	0.098	6.0	C+	22.3	0.350	22.5
68	Stevens Creek Boulevard/Vallco Driveway 6	D	CUP	SSSC	Intersection Not Analyzed							

Notes:
SSSC – Side-Street Stop Control
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The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Background Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
1	Stevens Creek Boulevard/SR 85 Ramps West	D	CUP/CMP	Signalized	C-	34.3	0.791	33.9	D	44.5	0.941	52.5
2	Stevens Creek Boulevard/SR 85 Ramps East	D	CUP/CMP	Signalized	D	39.9	0.767	48.3	C-	32.4	0.624	43.5
3	Stevens Creek Boulevard/Stelling Road	E+	CUP/CMP	Signalized	D	44.5	0.706	45.9	D-	54.1	0.788	58.1
4	Sunnyvale Saratoga Road/Remington Drive	E	SUN/CMP	Signalized	D	43.9	0.915	46.8	D-	52.3	0.992	59.9
5	Sunnyvale Saratoga Road/Fremont Avenue	E	SUN/CMP	Signalized	D+	37.4	0.834	37.5	D	47.3	0.872	44.6
6	Sunnyvale Saratoga Road/Cheyenne Drive	E	SUN	Signalized	B	12.9	0.678	11.8	A	8.4	0.515	7.3
7	Sunnyvale Saratoga Road/Alberta Avenue	E	SUN	Signalized	B-	18.0	0.685	15.5	C+	20.4	0.666	20.0
8	De Anza Boulevard/Homestead Road	D	CUP/CMP	Signalized	D	50.1	0.938	52.8	E+	56.3	0.978	62.8
9	De Anza Boulevard/I-280 Ramps North	D	CUP/CMP	Signalized	C	31.5	0.832	41.2	D	41.3	0.985	59.2
10	De Anza Boulevard/I-280 Ramps South	D	CUP/CMP	Signalized	D+	37.2	0.859	44.5	C	31.6	0.868	49.3
11	De Anza Boulevard/Stevens Creek Boulevard	E+	CUP/CMP	Signalized	D	45.8	0.895	50.7	E+	56.8	0.990	67.5
12	De Anza Boulevard/McClellan Road	D	CUP	Signalized	C	30.4	0.722	25.0	D	51.0	0.971	59.4
13	De Anza Boulevard/Bollinger Road	E+	CUP/CMP	Signalized	D-	53.8	0.971	60.7	D+	38.1	0.814	47.6
14	De Anza Boulevard/SR 85 Ramps North	D	CUP/CMP	Signalized	C-	32.4	0.687	37.5	C	30.2	0.874	36.8
15	De Anza Boulevard/SR 85 Ramps South	D	CUP/CMP	Signalized	C	24.2	0.688	27.8	C	27.7	0.739	40.7
16	Saratoga Sunnyvale Road/Prospect Road	D	CUP/CMP	Signalized	D	48.3	0.873	54.1	D	44.6	0.958	56.5
17	Stevens Creek Boulevard/Torre Avenue	D	CUP	Signalized	C+	21.4	0.429	17.3	C+	22.4	0.634	22.3
18	Homestead Road/Blaney Avenue	D	CUP	Signalized	C-	33.0	0.653	40.2	D	41.0	0.826	50.7
19	Blaney Avenue/Merritt Drive	D	CUP	AWSC	B	12.1	-	-	C	17.2	-	-
20	Blaney Avenue/Forest Avenue	D	CUP	AWSC	A	9.6	-	-	B	11.0	-	-
21	Stevens Creek Boulevard/Blaney Avenue	D	CUP	Signalized	C	29.9	0.606	27.9	D+	37.2	0.827	39.4
22	Stevens Creek Boulevard/Portal Avenue	D	CUP	Signalized	B	12.2	0.443	10.6	B	13.8	0.599	12.8
23	Stevens Creek Boulevard/Perimeter Road	D	CUP	Signalized	A	8.4	0.383	6.5	B	16.9	0.615	17.4
24	Wolfe Road/El Camino Real	E	SUN/CMP	Signalized	D	46.8	0.695	44.0	D-	52.7	0.793	61.2
25	Wolfe Road/Fremont Avenue	D	SUN	Signalized	D	44.0	0.504	42.0	D-	51.3	0.821	44.5
26	Wolfe Road/Marion Way	D	SUN	Signalized	B	16.6	0.572	21.6	C	23.6	0.627	34.7
27	Wolfe Road/Inverness Avenue	D	SUN	Signalized	B-	18.5	0.439	15.3	B-	18.7	0.564	16.4

Notes:
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Background Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
28	Wolfe Road/Homestead Road	D	CUP	Signalized	D	40.6	0.677	43.8	D	41.8	0.728	45.9
29	Wolfe Road/Apple Campus 2 Driveway	D	CUP	Signalized	B	12.1	0.528	21.5	C	24.8	0.651	27.7
30	Wolfe Road/Pruneridge Avenue	D	CUP	Signalized	B	17.4	0.429	15.3	C	23.2	0.752	26.9
31	Wolfe Road/I-280 Ramps North	D	CUP/CMP	Signalized	Intersection Not Analyzed[1]							
32	Wolfe Road/I-280 Ramps South	D	CUP/CMP	Signalized	Intersection Not Analyzed[1]							
33	Wolfe Road/Vallco Parkway	D	CUP	Signalized	C	29.5	0.638	34.8	D+	35.3	0.669	42.8
34	Wolfe Road/Stevens Creek Boulevard	D	CUP/CMP	Signalized	D-	52.0	0.929	61.9	D-	52.2	0.915	60.6
35	Miller Avenue/Calle De Barcelona	D	CUP	Signalized	A	7.4	0.376	8.8	A	3.1	0.426	3.8
36	Miller Avenue/Phil Lane	D	CUP	Signalized	A	5.4	0.360	5.2	A	8.2	0.417	6.6
37	Miller Avenue/Bollinger Road	D	SJ	Signalized	D	39.6	0.669	42.1	D-	53.9	0.934	62.5
38	Miller Avenue/Rainbow Drive	D	SJ	Signalized	D+	37.8	0.586	35.1	C-	32.2	0.621	30.2
39	Miller Avenue/Prospect Road	D	SJ	Signalized	D+	37.9	0.707	42.2	C-	32.4	0.754	35.3
40	Stevens Creek Boulevard/Finch Avenue	D	CUP	Signalized	C+	20.5	0.436	16.5	C	29.5	0.679	30.8
41	Tantau Avenue/Homestead Road	D	CUP	Signalized	D+	37.6	0.706	45.3	D	47.4	0.809	52.7
42	Tantau Avenue/Pruneridge Avenue	D	CUP	Signalized	C+	21.3	0.517	25.1	B	15.7	0.554	20.4
43	Tantau Avenue/Vallco Parkway	D	CUP	Signalized	C	27.2	0.540	25.6	D+	37.0	0.682	46.3
44	Tantau Avenue/Stevens Creek Boulevard	D	CUP	Signalized	E	63.5	1.092	111.7	D-	53.5	0.954	60.2
45	Stevens Creek Boulevard/Calvert Drive/I-280 Ramps	E	CT/CMP	Signalized	C	28.3	0.835	30.7	F	90.1	1.255	165.7
46	Stevens Creek Boulevard/I-280 Ramps East	D	SJ	Unsignalized	A	-	-	-	A	-	-	-
47	Stevens Creek Boulevard/Agilent Driveway	D	SJ	Signalized	B	12.2	0.645	12.5	B	15.0	0.505	15.9
48	Stevens Creek Boulevard/Lawrence Expressway Ramps West	E	EX/CMP	Signalized	C	30.1	0.880	35.3	C	29.0	0.815	33.0
49	Lawrence Expressway Ramps/El Camino Real	E	CT/CMP	Signalized	C	31.5	0.624	32.6	D+	38.6	0.902	43.0
50	Lawrence Expressway/Homestead Road	E	EX/CMP	Signalized	F	88.3	0.911	115.9	E	69.6	0.786	81.1

[1] The City of Cupertino, VTA, and Caltrans began a separate effort to analyze the I-280 and Wolfe Road interchange improvement options. This environmental analysis omits the analysis of the I-280 / Wolfe Road interchange improvements to eliminate duplicate effort.

Notes:
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AWSC – All-way Stop Control
The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Background Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
51	Lawrence Expressway/Pruneridge Avenue	E	EX	Signalized	F	90.4	0.889	116.7	E	63.3	0.619	63.8
52	Stevens Creek Boulevard/Lawrence Expressway Ramps East	E	EX/CMP	Signalized	C-	35.0	0.832	37.4	C-	32.3	0.640	37.5
53	Lawrence Expressway/I-280 Ramps South	E	EX/CMP	Signalized	F	120.1	1.110	152.4	F	88.7	1.112	113.6
54	Lawrence Expressway/Mitty Way	E	EX	Signalized	F	93.0	1.170	115.3	C	28.1	0.662	50.7
55	Lawrence Expressway/Bollinger Road	E	EX/CMP	Signalized	F	141.7	1.054	181.9	F	107.4	0.937	152.4
56	Lawrence Expressway/Doyle Road	E	EX	Signalized	C	28.2	0.947	33.4	C	25.6	0.616	7.7
57	Lawrence Expressway/Prospect Road	E	EX/CMP	Signalized	F	92.7	0.939	118.7	E	69.1	0.827	84.8
58	Lawrence Expressway/Saratoga Avenue	E	EX/CMP	Signalized	E+	59.4	0.679	79.6	F	109.3	0.954	167.9
59	Saratoga Avenue/Cox Avenue	D	SAR	Signalized	C-	33.9	0.677	34.7	C	30.9	0.750	36.5
60	Saratoga Avenue/SR 85 Ramps North	C	CT	Signalized	C	29.7	0.887	46.1	C	30.0	0.767	31.0
61	Saratoga Avenue/SR 85 Ramps South	C	CT	Signalized	C+	21.7	0.678	34.5	C	23.9	0.657	34.3
62	Stevens Creek Boulevard/Vallco Driveway 5	D	CUP	SSSC	B	14.3	-	-	C	16.8	-	-
63	Wolfe Road/Vallco Driveway 1	D	CUP	SSSC	B	13.3	-	-	D	29.9	-	-
64	Wolfe Road/Vallco Driveway 2	D	CUP	SSSC	B	11.2	-	-	B	12.7	-	-
65	Wolfe Road/Vallco Driveway 3	D	CUP	SSSC	B	11.0	-	-	C	22.3	-	-
66	Valco Parkway/Vallco Driveway 4	D	CUP	SSSC	E	35.1	-	-	F	331.7	-	-
67	Vallco Parkway/Perimeter Road	D	CUP	Signalized	A	7.3	0.216	5.2	B-	18.2	0.479	18.5
68	Stevens Creek Boulevard/Vallco Driveway 6	D	CUP	SSSC	Intersection Not Analyzed							

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Background Conditions Plus Specific Plan Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Plus Specific Plan Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
1	Stevens Creek Boulevard/SR 85 Ramps West	D	CUP/CMP	Signalized	C-	33.5	0.791	33.9	D	43.7	0.939	52.3
2	Stevens Creek Boulevard/SR 85 Ramps East	D	CUP/CMP	Signalized	D	40.2	0.768	48.3	C-	32.3	0.624	43.5
3	Stevens Creek Boulevard/Stelling Road	E+	CUP/CMP	Signalized	D	44.8	0.728	46.7	D	49.1	0.840	53.2
4	Sunnyvale Saratoga Road/Remington Drive	E	SUN/CMP	Signalized	D	44.0	0.917	47.0	D	50.9	0.981	57.8
5	Sunnyvale Saratoga Road/Fremont Avenue	E	SUN/CMP	Signalized	D+	37.6	0.839	37.7	D	47.9	0.872	45.2
6	Sunnyvale Saratoga Road/Cheyenne Drive	E	SUN	Signalized	B	12.9	0.680	11.8	A	8.4	0.510	7.3
7	Sunnyvale Saratoga Road/Alberta Avenue	E	SUN	Signalized	B	18.0	0.686	15.5	C+	20.5	0.661	20.0
8	De Anza Boulevard/Homestead Road	D	CUP/CMP	Signalized	D-	52.1	0.955	56.0	E+	55.7	0.962	59.8
9	De Anza Boulevard/I-280 Ramps North	D	CUP/CMP	Signalized	C	31.8	0.841	41.9	D	46.2	1.028	93.9
10	De Anza Boulevard/I-280 Ramps South	D	CUP/CMP	Signalized	D	39.4	0.897	47.0	C-	32.5	0.886	50.7
11	De Anza Boulevard/Stevens Creek Boulevard	E+	CUP/CMP	Signalized	D-	52.2	0.956	59.3	E-	77.0	1.103	116.7
12	De Anza Boulevard/McClellan Road	D	CUP	Signalized	C	30.8	0.773	25.6	E+	59.2	1.011	71.9
13	De Anza Boulevard/Bollinger Road	E+	CUP/CMP	Signalized	E	63.6	1.023	74.1	D	39.4	0.874	53.2
14	De Anza Boulevard/SR 85 Ramps North	D	CUP/CMP	Signalized	C-	34.7	0.757	38.9	D+	36.8	0.956	45.0
15	De Anza Boulevard/SR 85 Ramps South	D	CUP/CMP	Signalized	C	25.4	0.719	29.2	C-	34.2	0.814	57.6
16	Saratoga Sunnyvale Road/Prospect Road	D	CUP/CMP	Signalized	D	49.2	0.888	55.4	D	45.2	0.967	58.3
17	Stevens Creek Boulevard/Torre Avenue	D	CUP	Signalized	C+	21.5	0.497	24.4	C+	22.4	0.663	22.6
18	Homestead Road/Blaney Avenue	D	CUP	Signalized	C-	32.9	0.661	40.0	D+	37.2	0.799	46.6
19	Blaney Avenue/Merritt Drive	D	CUP	AWSC	B	12.5	0.493	12.5	C	15.3	0.741	15.3
20	Blaney Avenue/Forest Avenue	D	CUP	AWSC	A	9.7	0.421	9.7	B	10.5	0.506	10.5
21	Stevens Creek Boulevard/Blaney Avenue	D	CUP	Signalized	C	30.3	0.670	30.6	D+	37.2	0.864	41.5
22	Stevens Creek Boulevard/Portal Avenue	D	CUP	Signalized	B+	11.1	0.472	10.2	B	13.3	0.619	12.8
23	Stevens Creek Boulevard/Perimeter Road	D	CUP	Signalized	C+	20.2	0.657	24.7	D+	35.9	0.874	36.8
24	Wolfe Road/El Camino Real	E	SUN/CMP	Signalized	D	47.1	0.711	45.5	D-	52.1	0.731	54.7
25	Wolfe Road/Fremont Avenue	D	SUN	Signalized	D	44.6	0.523	42.2	D-	51.7	0.818	46.0
26	Wolfe Road/Marion Way	D	SUN	Signalized	B	16.1	0.567	21.1	C+	22.4	0.593	33.7
27	Wolfe Road/Inverness Avenue	D	SUN	Signalized	B-	18.7	0.441	15.3	B-	19.7	0.543	17.6

Notes:
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Background Conditions Plus Specific Plan Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Plus Specific Plan Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
28	Wolfe Road/Homestead Road	D	CUP	Signalized	D	40.7	0.691	44.0	D	40.0	0.687	43.7
29	Wolfe Road/Apple Campus 2 Driveway	D	CUP	Signalized	B+	11.9	0.528	21.5	C	24.4	0.644	27.6
30	Wolfe Road/Pruneridge Avenue	D	CUP	Signalized	B	17.4	0.431	15.3	C+	22.4	0.703	25.8
31	Wolfe Road/I-280 Ramps North	D	CUP/CMP	Signalized	Intersection Not Analyzed[1]							
32	Wolfe Road/I-280 Ramps South	D	CUP/CMP	Signalized	Intersection Not Analyzed[1]							
33	Wolfe Road/Vallco Parkway	D	CUP	Signalized	D	39.0	0.769	52.6	D+	35.2	0.543	41.4
34	Wolfe Road/Stevens Creek Boulevard	D	CUP/CMP	Signalized	E-	80.0	1.103	106.8	D	46.7	0.842	48.6
35	Miller Avenue/Calle De Barcelona	D	CUP	Signalized	A	6.9	0.425	8.2	A	3.1	0.420	3.8
36	Miller Avenue/Phil Lane	D	CUP	Signalized	A	5.2	0.408	4.9	A	8.3	0.410	6.6
37	Miller Avenue/Bollinger Road	D	SJ	Signalized	D	40.9	0.727	43.4	D-	51.5	0.908	58.8
38	Miller Avenue/Rainbow Drive	D	SJ	Signalized	D+	37.9	0.588	35.0	C-	32.3	0.594	29.9
39	Miller Avenue/Prospect Road	D	SJ	Signalized	D+	37.8	0.707	42.1	C	30.5	0.721	33.1
40	Stevens Creek Boulevard/Finch Avenue	D	CUP	Signalized	B-	19.2	0.492	15.4	C	29.1	0.706	30.5
41	Tantau Avenue/Homestead Road	D	CUP	Signalized	D+	37.9	0.718	46.2	D	46.5	0.789	52.0
42	Tantau Avenue/Pruneridge Avenue	D	CUP	Signalized	C+	21.2	0.564	25.2	B	16.1	0.554	20.3
43	Tantau Avenue/Vallco Parkway	D	CUP	Signalized	C	26.6	0.547	25.8	D+	38.9	0.676	46.1
44	Tantau Avenue/Stevens Creek Boulevard	D	CUP	Signalized	E+	56.4	1.061	102.0	D-	54.4	0.961	61.5
45	Stevens Creek Boulevard/Calvert Drive/I-280 Ramps	E	CT/CMP	Signalized	C	29.6	0.898	33.2	F	97.2	1.253	176.7
46	Stevens Creek Boulevard/I-280 Ramps East	D	SJ	Unsignalized	A	-	-	-	A	-	-	-
47	Stevens Creek Boulevard/Agilent Driveway	D	SJ	Signalized	B	12.5	0.690	13.0	B	14.8	0.488	15.4
48	Stevens Creek Boulevard/Lawrence Expressway Ramps West	E	EX/CMP	Signalized	D	40.7	0.981	49.1	C	30.7	0.835	34.8
49	Lawrence Expressway Ramps/El Camino Real	E	CT/CMP	Signalized	C	31.7	0.630	32.8	D	39.3	0.908	43.6
50	Lawrence Expressway/Homestead Road	E	EX/CMP	Signalized	F	91.1	0.920	120.6	E	72.0	0.756	77.6

[1] The City of Cupertino, VTA, and Caltrans began a separate effort to analyze the I-280 and Wolfe Road interchange improvement options. This environmental analysis omits the analysis of the I-280 / Wolfe Road interchange improvements to eliminate duplicate effort.

Notes:
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The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Background Conditions Plus Specific Plan Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Plus Specific Plan Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
51	Lawrence Expressway/Pruneridge Avenue	E	EX	Signalized	F	89.5	0.890	116.6	E	65.7	0.842	71.5
52	Stevens Creek Boulevard/Lawrence Expressway Ramps East	E	EX/CMP	Signalized	D+	38.7	0.914	42.4	C-	32.9	0.597	26.8
53	Lawrence Expressway/I-280 Ramps South	E	EX/CMP	Signalized	F	121.7	1.119	154.3	F	89.2	1.122	113.8
54	Lawrence Expressway/Mitty Way	E	EX	Signalized	F	94.4	1.179	117.3	C	27.2	0.646	50.3
55	Lawrence Expressway/Bollinger Road	E	EX/CMP	Signalized	F	140.6	1.061	181.8	F	109.2	0.967	153.7
56	Lawrence Expressway/Doyle Road	E	EX	Signalized	C	31.5	0.982	37.6	C	26.2	0.616	7.7
57	Lawrence Expressway/Prospect Road	E	EX/CMP	Signalized	F	96.4	0.613	122.6	E	69.1	0.827	84.8
58	Lawrence Expressway/Saratoga Avenue	E	EX/CMP	Signalized	E	66.2	0.740	95.7	F	103.1	0.940	156.9
59	Saratoga Avenue/Cox Avenue	D	SAR	Signalized	C-	33.7	0.708	35.0	C	31.1	0.771	36.9
60	Saratoga Avenue/SR 85 Ramps North	C	CT	Signalized	C	31.2	0.916	49.0	C	29.8	0.783	31.7
61	Saratoga Avenue/SR 85 Ramps South	C	CT	Signalized	C+	21.9	0.685	34.8	C	24.2	0.677	34.6
62	Stevens Creek Boulevard/Vallco Driveway 5	D	CUP	SSSC	C	18.5	-	-	C	19.6	-	-
63	Wolfe Road/Vallco Driveway 1	D	CUP	Signalized	A	9.5	0.418	16.2	A	9.9	0.492	10.4
64	Wolfe Road/Vallco Driveway 2	D	CUP	SSSC	Uncontrolled Parking Garage Ramps							
65	Wolfe Road/Vallco Driveway 3	D	CUP	SSSC	B	10.3	-	-	B	10.9	-	-
66	Valco Parkway/Vallco Driveway 4	D	CUP	SSSC	E	45.7	-	-	E	35.6	-	-
67	Vallco Parkway/Perimeter Road	D	CUP	Signalized	B+	11.2	0.232	7.1	C+	21.2	0.494	20.0
68	Stevens Creek Boulevard/Vallco Driveway 6	D	CUP	SSSC	C	17.5	-	-	C	15.5	-	-

Notes:
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Cumulative Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
1	Stevens Creek Boulevard/SR 85 Ramps West	D	CUP/CMP	Signalized	D	46.0	0.983	55.2	E	67.6	1.070	85.0
2	Stevens Creek Boulevard/SR 85 Ramps East	D	CUP/CMP	Signalized	D-	52.1	0.922	69.7	D+	35.7	0.765	48.3
3	Stevens Creek Boulevard/Stelling Road	E+	CUP/CMP	Signalized	D	44.6	0.752	46.6	D	49.1	0.847	48.7
4	Sunnyvale Saratoga Road/Remington Drive	E	SUN/CMP	Signalized	F	143.3	1.269	187.1	F	164.9	1.406	228.3
5	Sunnyvale Saratoga Road/Fremont Avenue	E	SUN/CMP	Signalized	F	97.2	1.171	128.6	F	127.0	1.234	152.9
6	Sunnyvale Saratoga Road/Cheyenne Drive	E	SUN	Signalized	C	27.6	0.950	31.8	B+	10.7	0.720	10.5
7	Sunnyvale Saratoga Road/Alberta Avenue	E	SUN	Signalized	D+	35.6	0.964	38.5	C	31.0	0.938	34.9
8	De Anza Boulevard/Homestead Road	D	CUP/CMP	Signalized	D-	54.0	0.977	59.3	E+	55.4	0.959	60.0
9	De Anza Boulevard/I-280 Ramps North	D	CUP/CMP	Signalized	C-	32.4	0.877	43.6	D	42.8	1.033	71.6
10	De Anza Boulevard/I-280 Ramps South	D	CUP/CMP	Signalized	D+	37.2	0.870	44.9	C	31.9	0.868	49.3
11	De Anza Boulevard/Stevens Creek Boulevard	E+	CUP/CMP	Signalized	D	49.4	0.932	54.4	E	64.4	1.040	81.4
12	De Anza Boulevard/McClellan Road	D	CUP	Signalized	C	30.8	0.745	25.2	D-	52.9	0.988	62.8
13	De Anza Boulevard/Bollinger Road	E+	CUP/CMP	Signalized	E	62.3	1.003	71.9	D	39.5	0.855	50.5
14	De Anza Boulevard/SR 85 Ramps North	D	CUP/CMP	Signalized	C-	33.2	0.728	38.5	C-	33.5	0.916	40.7
15	De Anza Boulevard/SR 85 Ramps South	D	CUP/CMP	Signalized	C	26.0	0.716	30.0	C	28.1	0.758	41.3
16	Saratoga Sunnyvale Road/Prospect Road	D	CUP/CMP	Signalized	D	48.3	0.873	54.1	D	44.6	0.958	56.5
17	Stevens Creek Boulevard/Torre Avenue	D	CUP	Signalized	C+	20.8	0.475	17.0	C+	22.5	0.681	22.8
18	Homestead Road/Blaney Avenue	D	CUP	Signalized	D-	51.3	0.910	68.5	F	120.3	1.166	160.8
19	Blaney Avenue/Merritt Drive	D	CUP	AWSC	B	12.1	-	-	C	17.2	-	-
20	Blaney Avenue/Forest Avenue	D	CUP	AWSC	A	9.6	-	-	B	11.0	-	-
21	Stevens Creek Boulevard/Blaney Avenue	D	CUP	Signalized	C	28.9	0.651	27.2	D+	37.9	0.872	41.2
22	Stevens Creek Boulevard/Portal Avenue	D	CUP	Signalized	B+	11.4	0.488	10.0	B	13.4	0.644	12.7
23	Stevens Creek Boulevard/Perimeter Road	D	CUP	Signalized	A	8.2	0.428	6.6	B	16.4	0.659	17.2
24	Wolfe Road/El Camino Real	E	SUN/CMP	Signalized	E	68.1	1.029	84.3	F	92.9	1.118	125.8
25	Wolfe Road/Fremont Avenue	D	SUN	Signalized	E	60.6	0.745	55.7	F	113.2	1.138	114.6
26	Wolfe Road/Marion Way	D	SUN	Signalized	C+	22.7	0.826	30.4	C-	34.4	0.897	49.4
27	Wolfe Road/Iverness Avenue	D	SUN	Signalized	C+	20.7	0.636	18.9	C	24.0	0.790	23.0
28	Wolfe Road/Homestead Road	D	CUP	Signalized	D	49.2	0.898	56.5	E+	55.2	0.961	64.8
29	Wolfe Road/Apple Campus 2 Driveway	D	CUP	Signalized	B+	11.9	0.528	21.5	C	24.5	0.680	28.4
30	Wolfe Road/Pruneridge Avenue	D	CUP	Signalized	C	28.0	0.584	27.2	C	25.6	0.766	29.3

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Cumulative Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
31	Wolfe Road/I-280 Ramps North	D	CUP	Signalized	Intersection Not Analyzed[1]							
32	Wolfe Road/I-280 Ramps South	D	CUP	Signalized	Intersection Not Analyzed[1]							
33	Wolfe Road/Vallco Parkway	D	CUP	Signalized	C	28.9	0.646	35.0	D+	35.4	0.700	43.1
34	Wolfe Road/Stevens Creek Boulevard	D	CUP/CMP	Signalized	E+	57.2	0.970	67.9	E+	59.2	0.989	72.6
35	Miller Avenue/Calle De Barcelona	D	CUP	Signalized	A	7.3	0.381	8.8	A	3.1	0.432	3.8
36	Miller Avenue/Phil Lane	D	CUP	Signalized	A	5.4	0.365	5.1	A	8.2	0.422	6.5
37	Miller Avenue/Bollinger Road	D	SJ	Signalized	D	39.7	0.682	42.2	E+	55.9	0.955	65.9
38	Miller Avenue/Rainbow Drive	D	SJ	Signalized	D+	38.0	0.598	35.2	C-	32.3	0.632	30.4
39	Miller Avenue/Prospect Road	D	SJ	Signalized	D+	38.7	0.720	43.2	C-	33.2	0.768	36.5
40	Stevens Creek Boulevard/Finch Avenue	D	CUP	Signalized	B-	19.5	0.467	15.8	C	28.9	0.712	30.5
41	Tantau Avenue/Homestead Road	D	CUP	Signalized	D-	51.0	0.909	58.2	F	82.9	1.086	106.2
42	Tantau Avenue/Pruneridge Avenue	D	CUP	Signalized	C+	21.5	0.521	25.2	B	15.9	0.568	20.6
43	Tantau Avenue/Vallco Parkway	D	CUP	Signalized	C	27.2	0.540	25.7	D+	37.0	0.682	46.3
44	Tantau Avenue/Stevens Creek Boulevard	D	CUP	Signalized	E	60.1	1.093	111.9	E+	56.6	0.987	65.8
45	Stevens Creek Boulevard/Calvert Drive/I-280 Ramps	E	CT/CMP	Signalized	D+	37.5	0.971	45.5	F	138.4	1.449	254.1
46	Stevens Creek Boulevard/I-280 Ramps East	D	SJ	Unsignalized	A	0.0	-	-	A	0.0	-	-
47	Stevens Creek Boulevard/Agilent Driveway	D	SJ	Signalized	C	29.9	0.930	35.1	C-	32.2	0.818	34.5
48	Stevens Creek Boulevard/Lawrence Expressway Ramps West	E	EX/CMP	Signalized	D-	53.5	1.080	65.9	C-	32.9	0.908	39.4
49	Lawrence Expressway Ramps/El Camino Real	E	CT/CMP	Signalized	C-	32.6	0.672	36.9	D	42.2	0.942	48.1
50	Lawrence Expressway/Homestead Road	E	EX/CMP	Signalized	F	146.5	1.080	216.5	F	81.5	0.812	89.0
51	Lawrence Expressway/Pruneridge Avenue	E	EX	Signalized	F	108.4	0.938	148.0	E-	76.2	0.880	91.3
52	Stevens Creek Boulevard/Lawrence Expressway Ramps East	E	EX/CMP	Signalized	D	46.4	0.998	55.1	C-	34.1	0.706	39.6
53	Lawrence Expressway/I-280 Ramps South	E	EX/CMP	Signalized	F	152.2	1.193	194.0	F	111.1	1.239	149.5
54	Lawrence Expressway/Mitty Way	E	EX	Signalized	F	124.7	1.248	156.9	C-	33.0	0.705	50.8
55	Lawrence Expressway/Bollinger Road	E	EX/CMP	Signalized	F	177.5	1.134	243.8	F	137.7	1.013	205.2

[1] The City of Cupertino, VTA, and Caltrans began a separate effort to analyze the I-280 and Wolfe Road interchange improvement options. This environmental analysis omits the analysis of the I-280 / Wolfe Road interchange improvements to eliminate duplicate effort.

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Cumulative Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
56	Lawrence Expressway/Doyle Road	E	EX	Signalized	D+	38.0	1.022	47.0	C	26.9	0.691	8.6
57	Lawrence Expressway/Prospect Road	E	EX/CMP	Signalized	F	132.8	1.011	180.0	F	98.5	0.899	139.6
58	Lawrence Expressway/Saratoga Avenue	E	EX/CMP	Signalized	E	63.7	0.754	80.6	F	153.3	1.079	249.7
59	Saratoga Avenue/Cox Avenue	D	SAR	Signalized	C-	33.8	0.685	34.8	C	30.9	0.760	36.6
60	Saratoga Avenue/SR 85 Ramps North	C	CT	Signalized	C	30.4	0.908	48.5	C	29.4	0.790	31.2
61	Saratoga Avenue/SR 85 Ramps South	C	CT	Signalized	C+	21.9	0.682	34.7	C	24.4	0.667	34.6
62	Stevens Creek Boulevard/Vallco Driveway 5	D	CUP	SSSC	C	15.6	-	-	C	18.5	-	-
63	Wolfe Road/Vallco Driveway 1	D	CUP	SSSC	B	13.5	-	-	E	35.4	-	-
64	Wolfe Road/Vallco Driveway 2	D	CUP	SSSC	B	11.6	-	-	B	12.9	-	-
65	Wolfe Road/Vallco Driveway 3	D	CUP	SSSC	B	11.2	-	-	C	22.7	-	-
66	Valco Parkway/Vallco Driveway 4	D	CUP	SSSC	E	35.1	-	-	F	331.7	-	-
67	Vallco Parkway/Perimeter Road	D	CUP	Signalized	A	7.3	0.216	5.2	B-	18.2	0.479	18.5
68	Stevens Creek Boulevard/Vallco Driveway 6	D	CUP	SSSC	Intersection Not Analyzed							

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Cumulative Conditions Plus Specific Plan Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Plus SP							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
1	Stevens Creek Boulevard/SR 85 Ramps West	D	CUP/CMP	Signalized	D	45.1	0.984	55.4	E	66.3	1.069	84.4
2	Stevens Creek Boulevard/SR 85 Ramps East	D	CUP/CMP	Signalized	D-	52.3	0.923	69.9	D+	35.7	0.765	48.3
3	Stevens Creek Boulevard/Stelling Road	E+	CUP/CMP	Signalized	D	45.0	0.774	47.6	D	50.6	0.873	54.7
4	Sunnyvale Saratoga Road/Remington Drive	E	SUN/CMP	Signalized	F	143.6	1.271	187.9	F	160.9	1.397	224.2
5	Sunnyvale Saratoga Road/Fremont Avenue	E	SUN/CMP	Signalized	F	97.9	1.175	129.8	F	127.6	1.234	153.4
6	Sunnyvale Saratoga Road/Cheyenne Drive	E	SUN	Signalized	C	27.7	0.951	32.1	B+	10.7	0.715	10.5
7	Sunnyvale Saratoga Road/Alberta Avenue	E	SUN	Signalized	D+	35.7	0.965	38.8	C	30.8	0.933	34.4
8	De Anza Boulevard/Homestead Road	D	CUP/CMP	Signalized	E+	56.8	0.994	63.8	E+	55.4	0.966	73.6
9	De Anza Boulevard/I-280 Ramps North	D	CUP/CMP	Signalized	C-	32.8	0.886	44.5	D	46.0	1.067	99.3
10	De Anza Boulevard/I-280 Ramps South	D	CUP/CMP	Signalized	D	39.6	0.908	47.8	C-	32.8	0.886	50.7
11	De Anza Boulevard/Stevens Creek Boulevard	E+	CUP/CMP	Signalized	E+	58.5	0.992	66.2	F	88.4	1.159	137.6
12	De Anza Boulevard/McClellan Road	D	CUP	Signalized	C	31.4	0.796	26.3	E	60.0	1.027	73.6
13	De Anza Boulevard/Bollinger Road	E+	CUP/CMP	Signalized	E	73.4	1.054	87.3	D	41.0	0.882	53.3
14	De Anza Boulevard/SR 85 Ramps North	D	CUP/CMP	Signalized	D+	35.7	0.798	40.4	D	44.1	0.998	53.9
15	De Anza Boulevard/SR 85 Ramps South	D	CUP/CMP	Signalized	C	27.2	0.746	31.4	C	26.1	0.846	39.4
16	Saratoga Sunnyvale Road/Prospect Road	D	CUP/CMP	Signalized	D	49.2	0.888	55.4	D	45.2	0.967	58.3
17	Stevens Creek Boulevard/Torre Avenue	D	CUP	Signalized	C+	20.9	0.533	23.7	C+	22.9	0.710	23.4
18	Homestead Road/Blaney Avenue	D	CUP	Signalized	D-	52.2	0.918	70.1	F	109.3	1.139	147.5
19	Blaney Avenue/Merritt Drive	D	CUP	AWSC	B	12.5	-	-	C	15.3	-	-
20	Blaney Avenue/Forest Avenue	D	CUP	AWSC	A	9.7	-	-	B	10.5	-	-
21	Stevens Creek Boulevard/Blaney Avenue	D	CUP	Signalized	C	29.7	0.715	30.2	D+	38.7	0.909	44.5
22	Stevens Creek Boulevard/Portal Avenue	D	CUP	Signalized	B+	10.6	0.517	9.8	B	13.1	0.663	12.7
23	Stevens Creek Boulevard/Perimeter Road	D	CUP	Signalized	C+	20.4	0.702	25.6	D+	37.2	0.918	39.2
24	Wolfe Road/El Camino Real	E	SUN/CMP	Signalized	E	70.3	1.044	92.0	F	89.0	1.045	97.4
25	Wolfe Road/Fremont Avenue	D	SUN	Signalized	E	63.0	0.764	56.9	F	122.9	1.136	134.8
26	Wolfe Road/Marion Way	D	SUN	Signalized	C+	22.1	0.821	29.8	C	31.6	0.863	46.1
27	Wolfe Road/Iverness Avenue	D	SUN	Signalized	C+	21.0	0.637	18.9	C	24.9	0.770	24.3
28	Wolfe Road/Homestead Road	D	CUP	Signalized	D	49.8	0.911	58.0	D-	51.7	0.946	61.2
29	Wolfe Road/Apple Campus 2 Driveway	D	CUP	Signalized	B+	11.7	0.528	21.5	C	24.2	0.672	28.2
30	Wolfe Road/Pruneridge Avenue	D	CUP	Signalized	C	28.0	0.587	27.2	C	25.0	0.717	28.4

Notes:
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The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Cumulative Conditions Plus Specific Plan Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Plus SP							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
31	Wolfe Road/I-280 Ramps North	D	CUP	Signalized	Intersection Not Analyzed[1]							
32	Wolfe Road/I-280 Ramps South	D	CUP	Signalized	Intersection Not Analyzed[1]							
33	Wolfe Road/Vallco Parkway	D	CUP	Signalized	D+	36.2	0.777	48.8	D+	35.0	0.574	41.0
34	Wolfe Road/Stevens Creek Boulevard	D	CUP/CMP	Signalized	F	94.3	1.143	121.8	D	50.4	0.875	51.3
35	Miller Avenue/Calle De Barcelona	D	CUP	Signalized	A	6.9	0.430	8.2	A	3.1	0.425	3.8
36	Miller Avenue/Phil Lane	D	CUP	Signalized	A	5.1	0.414	4.8	A	8.3	0.415	6.6
37	Miller Avenue/Bollinger Road	D	SJ	Signalized	D	41.1	0.740	43.6	D-	53.2	0.929	61.5
38	Miller Avenue/Rainbow Drive	D	SJ	Signalized	D+	38.0	0.600	35.1	C-	32.3	0.605	30.0
39	Miller Avenue/Prospect Road	D	SJ	Signalized	D+	38.7	0.721	43.1	C	31.2	0.735	34.0
40	Stevens Creek Boulevard/Finch Avenue	D	CUP	Signalized	B-	18.4	0.523	14.9	C	28.7	0.739	30.5
41	Tantau Avenue/Homestead Road	D	CUP	Signalized	D-	51.7	0.921	60.3	E-	76.7	1.066	100.1
42	Tantau Avenue/Pruneridge Avenue	D	CUP	Signalized	C+	21.3	0.569	25.3	B	16.3	0.568	20.6
43	Tantau Avenue/Vallco Parkway	D	CUP	Signalized	C	26.6	0.547	25.8	D+	38.9	0.676	46.1
44	Tantau Avenue/Stevens Creek Boulevard	D	CUP	Signalized	D-	54.4	1.062	102.2	E+	58.0	0.994	67.5
45	Stevens Creek Boulevard/Calvert Drive/I-280 Ramps	E	CT/CMP	Signalized	D	46.4	1.034	60.1	F	144.5	1.441	261.6
46	Stevens Creek Boulevard/I-280 Ramps East	D	SJ	Unsignalized	A	0.0	-	-	A	0.0	-	-
47	Stevens Creek Boulevard/Agilent Driveway	D	SJ	Signalized	D	39.9	0.976	47.4	C-	32.2	0.814	34.4
48	Stevens Creek Boulevard/Lawrence Expressway Ramps West	E	EX/CMP	Signalized	E	74.6	1.182	93.3	D+	35.2	0.928	42.2
49	Lawrence Expressway Ramps/El Camino Real	E	CT/CMP	Signalized	C-	32.8	0.676	37.1	D	43.0	0.948	48.9
50	Lawrence Expressway/Homestead Road	E	EX/CMP	Signalized	F	149.1	1.088	221.1	F	75.2	0.816	85.8
51	Lawrence Expressway/Pruneridge Avenue	E	EX	Signalized	F	107.3	0.939	148.0	E-	79.2	0.840	97.5
52	Stevens Creek Boulevard/Lawrence Expressway Ramps East	E	EX/CMP	Signalized	E+	57.6	1.044	73.3	D+	36.1	0.713	43.2
53	Lawrence Expressway/I-280 Ramps South	E	EX/CMP	Signalized	F	153.8	1.203	195.9	F	113.6	1.249	152.9
54	Lawrence Expressway/Mitty Way	E	EX	Signalized	F	125.9	1.257	158.7	C	31.8	0.689	50.6

[1] The City of Cupertino, VTA, and Caltrans began a separate effort to analyze the I-280 and Wolfe Road interchange improvement options. This environmental analysis omits the analysis of the I-280 / Wolfe Road interchange improvements to eliminate duplicate effort.

Notes:
SSSC – Side-Street Stop Control
AWSC – All-way Stop Control
The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Cumulative Conditions Plus Specific Plan Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Plus SP							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
55	Lawrence Expressway/Bollinger Road	E	EX/CMP	Signalized	F	174.9	1.137	243.9	F	139.7	1.043	206.1
56	Lawrence Expressway/Doyle Road	E	EX	Signalized	D	45.3	1.057	56.5	C	27.6	0.691	8.6
57	Lawrence Expressway/Prospect Road	E	EX/CMP	Signalized	F	135.9	0.685	196.9	F	98.6	0.899	139.6
58	Lawrence Expressway/Saratoga Avenue	E	EX/CMP	Signalized	E	71.7	0.815	99.6	F	146.3	1.065	237.8
59	Saratoga Avenue/Cox Avenue	D	SAR	Signalized	C-	33.7	0.716	35.1	C	31.1	0.782	37.1
60	Saratoga Avenue/SR 85 Ramps North	C	CT	Signalized	C-	32.1	0.936	52.1	C	30.0	0.791	31.3
61	Saratoga Avenue/SR 85 Ramps South	C	CT	Signalized	C+	22.1	0.689	35.0	C	24.7	0.687	35.0
62	Stevens Creek Boulevard/Vallco Driveway 5	D	CUP	SSSC	C	20.6	-	-	C	22.3	-	-
63	Wolfe Road/Vallco Driveway 1	D	CUP	Signalized	A	9.4	0.424	16.1	A	9.8	0.514	10.3
64	Wolfe Road/Vallco Driveway 2	D	CUP	SSSC	Uncontrolled Parking Garage Ramps							
65	Wolfe Road/Vallco Driveway 3	D	CUP	SSSC	B	10.5	-	-	B	10.9	-	-
66	Valco Parkway/Vallco Driveway 4	D	CUP	SSSC	E	45.7	-	-	E	35.6	-	-
67	Vallco Parkway/Perimeter Road	D	CUP	Signalized	B+	11.2	0.232	7.1	C+	21.2	0.494	20.0
68	Stevens Creek Boulevard/Vallco Driveway 6	D	CUP	SSSC	C	19.4	-	-	C	16.9	-	-

Notes:
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The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Alternative Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Alternative Background Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
1	Stevens Creek Boulevard/SR 85 Ramps West	D	CUP/CMP	Signalized	C-	34.3	0.791	33.9	D	44.5	0.941	52.5
2	Stevens Creek Boulevard/SR 85 Ramps East	D	CUP/CMP	Signalized	D	39.9	0.767	48.3	C-	32.4	0.624	43.5
3	Stevens Creek Boulevard/Stelling Road	E+	CUP/CMP	Signalized	D	44.5	0.706	45.9	D-	54.1	0.790	58.1
4	Sunnyvale Saratoga Road/Remington Drive	E	SUN/CMP	Signalized	D	43.9	0.915	46.8	D-	52.7	0.994	60.5
5	Sunnyvale Saratoga Road/Fremont Avenue	E	SUN/CMP	Signalized	D+	37.4	0.834	37.5	D	47.3	0.873	44.6
6	Sunnyvale Saratoga Road/Cheyenne Drive	E	SUN	Signalized	B	12.9	0.679	11.8	A	8.4	0.516	7.3
7	Sunnyvale Saratoga Road/Alberta Avenue	E	SUN	Signalized	B-	18.0	0.685	15.5	C+	20.4	0.667	20.0
8	De Anza Boulevard/Homestead Road	D	CUP/CMP	Signalized	D	50.2	0.938	52.9	E+	56.7	0.982	63.6
9	De Anza Boulevard/I-280 Ramps North	D	CUP/CMP	Signalized	C	31.5	0.832	41.2	D	41.5	0.985	59.2
10	De Anza Boulevard/I-280 Ramps South	D	CUP/CMP	Signalized	D+	37.2	0.859	44.5	C	31.6	0.868	49.3
11	De Anza Boulevard/Stevens Creek Boulevard	E+	CUP/CMP	Signalized	D	46.0	0.898	51.0	E+	57.0	0.991	67.6
12	De Anza Boulevard/McClellan Road	D	CUP	Signalized	C	30.4	0.722	25.0	D	51.0	0.972	59.4
13	De Anza Boulevard/Bollinger Road	E+	CUP/CMP	Signalized	D-	53.8	0.971	60.7	D+	38.2	0.814	47.6
14	De Anza Boulevard/SR 85 Ramps North	D	CUP/CMP	Signalized	C-	32.4	0.687	37.5	C	30.2	0.875	36.8
15	De Anza Boulevard/SR 85 Ramps South	D	CUP/CMP	Signalized	C	24.1	0.688	27.8	C	27.7	0.740	40.7
16	Saratoga Sunnyvale Road/Prospect Road	D	CUP/CMP	Signalized	D	48.3	0.873	54.1	D	44.6	0.958	56.6
17	Stevens Creek Boulevard/Torre Avenue	D	CUP	Signalized	C+	21.4	0.430	17.3	C+	22.3	0.640	22.4
18	Homestead Road/Blaney Avenue	D	CUP	Signalized	C-	33.1	0.655	40.3	D	41.6	0.832	51.5
19	Blaney Avenue/Merritt Drive	D	CUP	AWSC	B	12.2	-	-	C	17.7	-	-
20	Blaney Avenue/Forest Avenue	D	CUP	AWSC	A	9.6	-	-	B	11.2	-	-
21	Stevens Creek Boulevard/Blaney Avenue	D	CUP	Signalized	C	30.0	0.609	28.1	D+	37.5	0.835	39.9
22	Stevens Creek Boulevard/Portal Avenue	D	CUP	Signalized	B	12.1	0.444	10.5	B	13.7	0.607	12.8
23	Stevens Creek Boulevard/Perimeter Road	D	CUP	Signalized	A	8.6	0.388	6.7	B	17.7	0.630	18.4
24	Wolfe Road/El Camino Real	E	SUN/CMP	Signalized	D	46.8	0.697	44.1	D-	53.1	0.805	62.0
25	Wolfe Road/Fremont Avenue	D	SUN	Signalized	D	44.0	0.506	42.0	D-	51.4	0.825	44.5
26	Wolfe Road/Marion Way	D	SUN	Signalized	B	16.6	0.573	21.6	C	23.7	0.637	34.7
27	Wolfe Road/Iverness Avenue	D	SUN	Signalized	B-	18.5	0.440	15.3	B-	18.6	0.570	16.4
28	Wolfe Road/Homestead Road	D	CUP	Signalized	D	40.7	0.681	43.9	D	42.1	0.741	46.5
29	Wolfe Road/Apple Campus 2 Driveway	D	CUP	Signalized	B	12.1	0.528	21.5	C	24.7	0.661	28.0
30	Wolfe Road/Pruneridge Avenue	D	CUP	Signalized	B	17.4	0.430	15.3	C	23.3	0.761	27.2

Notes:
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AWSC – All-way Stop Control
The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Alternative Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Alternative Background Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
31	Wolfe Road/I-280 Ramps North	D	CUP	Signalized	Intersection Not Analyzed[1]							
32	Wolfe Road/I-280 Ramps South	D	CUP	Signalized	Intersection Not Analyzed[1]							
33	Wolfe Road/Vallco Parkway	D	CUP	Signalized	C	29.5	0.641	34.9	D+	36.5	0.693	44.4
34	Wolfe Road/Stevens Creek Boulevard	D	CUP/CMP	Signalized	D-	52.6	0.936	63.0	E+	55.1	0.949	66.0
35	Miller Avenue/Calle De Barcelona	D	CUP	Signalized	A	7.4	0.377	8.8	A	3.1	0.431	3.8
36	Miller Avenue/Phil Lane	D	CUP	Signalized	A	5.4	0.361	5.2	A	8.2	0.421	6.5
37	Miller Avenue/Bollinger Road	D	SJ	Signalized	D	39.7	0.671	42.2	D-	54.9	0.943	64.0
38	Miller Avenue/Rainbow Drive	D	SJ	Signalized	D+	37.8	0.587	35.1	C-	32.2	0.627	30.3
39	Miller Avenue/Prospect Road	D	SJ	Signalized	D+	37.9	0.709	42.3	C-	32.9	0.762	35.9
40	Stevens Creek Boulevard/Finch Avenue	D	CUP	Signalized	C+	20.5	0.437	16.5	C	29.4	0.686	30.7
41	Tantau Avenue/Homestead Road	D	CUP	Signalized	D+	37.6	0.707	45.3	D	47.6	0.815	53.0
42	Tantau Avenue/Pruneridge Avenue	D	CUP	Signalized	C+	21.3	0.517	25.1	B	15.8	0.557	20.4
43	Tantau Avenue/Vallco Parkway	D	CUP	Signalized	C	27.5	0.541	25.8	D+	37.9	0.709	48.1
44	Tantau Avenue/Stevens Creek Boulevard	D	CUP	Signalized	E	64.3	1.098	113.5	D-	54.7	0.966	62.2
45	Stevens Creek Boulevard/Calvert Drive/I-280 Ramps	E	CT/CMP	Signalized	C	28.3	0.837	30.7	F	94.9	1.279	175.9
46	Stevens Creek Boulevard/I-280 Ramps East	D	SJ	Unsignalized	A	0.0	0.000	0.0	A	0.0	0.000	0.0
47	Stevens Creek Boulevard/Agilent Driveway	D	SJ	Signalized	B	12.2	0.646	12.6	B	14.8	0.492	15.3
48	Stevens Creek Boulevard/Lawrence Expressway Ramps West	E	EX/CMP	Signalized	C	30.2	0.881	35.4	C	29.0	0.821	33.2
49	Lawrence Expressway Ramps/El Camino Real	E	CT/CMP	Signalized	C	31.5	0.624	32.6	D+	38.6	0.902	43.0
50	Lawrence Expressway/Homestead Road	E	EX/CMP	Signalized	F	88.3	0.912	115.9	E	70.3	0.789	82.3
51	Lawrence Expressway/Pruneridge Avenue	E	EX	Signalized	F	90.5	0.889	116.9	E	63.4	0.621	63.8
52	Stevens Creek Boulevard/Lawrence Expressway Ramps East	E	EX/CMP	Signalized	D+	35.0	0.833	37.4	C-	32.4	0.646	37.7
53	Lawrence Expressway/I-280 Ramps South	E	EX/CMP	Signalized	F	120.6	1.111	153.0	F	88.7	1.116	113.7
54	Lawrence Expressway/Mitty Way	E	EX	Signalized	F	93.4	1.171	115.8	C	28.2	0.666	50.7
55	Lawrence Expressway/Bollinger Road	E	EX/CMP	Signalized	F	142.2	1.054	182.6	F	109.0	0.941	155.2
56	Lawrence Expressway/Doyle Road	E	EX	Signalized	C	28.3	0.948	33.5	C	25.7	0.620	7.7

[1] The City of Cupertino, VTA, and Caltrans began a separate effort to analyze the I-280 and Wolfe Road interchange improvement options. This environmental analysis omits the analysis of the I-280 / Wolfe Road interchange improvements to eliminate duplicate effort.

Notes:
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AWSC – All-way Stop Control
The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Alternative Conditions Levels of Service

#	Intersection	LOS Criteria	Jurisdiction	Control	Alternative Background Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)	v/c Ratio	Crit. Delay (sec)
57	Lawrence Expressway/Prospect Road	E	EX/CMP	Signalized	F	93.2	0.940	119.5	E	70.4	0.830	87.2
58	Lawrence Expressway/Saratoga Avenue	E	EX/CMP	Signalized	E+	59.5	0.681	79.8	F	110.8	0.962	170.9
59	Saratoga Avenue/Cox Avenue	D	SAR	Signalized	C-	33.8	0.677	34.7	C	30.9	0.752	36.5
60	Saratoga Avenue/SR 85 Ramps North	C	CT	Signalized	C	29.8	0.888	46.1	C	30.0	0.771	31.1
61	Saratoga Avenue/SR 85 Ramps South	C	CT	Signalized	C+	21.7	0.678	34.5	C	24.0	0.659	34.4
62	Stevens Creek Boulevard/Vallco Driveway 5	D	CUP	Unsignalized	B	14.5	0.000	0.0	C	17.7	0.000	0.0
63	Wolfe Road/Vallco Driveway 1	D	CUP	Unsignalized	B	13.4	0.000	0.0	E	38.7	0.000	0.0
64	Wolfe Road/Vallco Driveway 2	D	CUP	Unsignalized	B	11.2	0.000	0.0	B	13.0	0.000	0.0
65	Wolfe Road/Vallco Driveway 3	D	CUP	Unsignalized	B	11.1	0.000	0.0	D	27.2	0.000	0.0
66	Valco Parkway/Vallco Driveway 4	D	CUP	Unsignalized	E	35.7	0.000	0.0	F	482.9	0.000	0.0
67	Vallco Parkway/Perimeter Road	D	CUP	Signalized	A	7.4	0.218	5.2	B-	19.4	0.507	20.0
68	Stevens Creek Boulevard/Vallco Driveway 6	D	CUP	Signalized	Intersection Not Analyzed							

Notes:
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The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

Appendix TR-D

Background Conditions Plus Specific Plan, Conditions Plus Specific Plan

Queue Tables

Background Conditions and Background Conditions Plus Specific Plan Average Queues Results

#	Intersection	Movement	Peak Period	Storage Length (Feet)	Bg No SP Queue (Feet)	Bg Plus SP Queue (Feet)
11	De Anza Boulevard/Stevens Creek Boulevard	WBL	PM	270	394	782
11	De Anza Boulevard/Stevens Creek Boulevard	SBL	PM	500	441	607
34	Wolfe Road/Stevens Creek Boulevard	EBL	AM	325	317	469
34	Wolfe Road/Stevens Creek Boulevard	NBL	AM	175	299	411
42	Tantau Avenue/Pruneridge Avenue	WBL	AM	160	204	224
58	Lawrence Expressway/Saratoga Avenue	EBL	AM	260	756	1121

Cumulative and Cumulative Plus Specific Plan Average Queue Results

#	Intersection	Movement	Peak Period	Storage Length (Feet)	Cumul No SP Queue (Feet)	Cumul Plus SP Queue (Feet)
11	De Anza Boulevard/Stevens Creek Boulevard	WBL	PM	270	431	848
11	De Anza Boulevard/Stevens Creek Boulevard	SBL	PM	500	488	656
12	De Anza Boulevard/McClellan Road	NBL	PM	415	485	521
34	Wolfe Road/Stevens Creek Boulevard	EBL	AM	325	351	516
34	Wolfe Road/Stevens Creek Boulevard	NBL	AM	175	314	428
42	Tantau Avenue/Pruneridge Avenue	WBL	AM	160	207	227
58	Lawrence Expressway/Saratoga Avenue	EBL	AM	260	857	1227

Appendix TR-E

Trip Generation

Analysis Tables

Trip Generation Planner (ITE 9th Edition) - Summary Report

Weekday Trip Generation
Trips Based on Average Rates/Equations

Project Name **Vallco Town Center Specific Plan**
Project Number **097283001.1.340**

ITE Code	Notes	Land Use Description	Independent Variable	No. of Units	Avg Rate or Eq	Rates			Total Trips						
						Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	PM Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out
SV-A	1	The Town Center/Community Park - Office	1,000 Sq Ft	2000	Avg	12.35	1.29	1.20	24,700	2,580	2,400	2,270	310	408	1,992
820-A	2	The Town Center/Community Park - Retail	1,000 Sq Ft GLA	640	Eq	N/A	N/A	N/A	22,698	484	2,078	300	184	997	1,081
220	3	The Town Center/Community Park - Apartment	Dwelling Unit(s)	760	Eq	N/A	N/A	N/A	4,730	376	436	75	301	283	153
252		The Town Center/Community Park - Senior Adult Housing (Attached)	Occ. Dwelling Unit(s)	40	Avg	3.44	0.19	0.23	138	8	9	3	5	5	4
SV-B	4	The Town Center/Community Park - Pavilion 4 - Banquet Hall	1,000 Sq Ft	15	Avg										
530	5	The Town Center/Community Park - High School Innovation Center (1)	Student(s)	100	Avg	1.71	0.43	0.13	171	31	29	29	2	10	19
SV-C	1	The Town Center/Community Park - Pavilion 6 - Civic Meeting Space	1,000 Sq Ft	4	Avg	12.35	1.29	1.20	50	5	5	4	1	1	4
SV-D	6	The Town Center/Community Park - Transit Center	1,000 Sq Ft		Avg										
SV-E	1	The Town Center/Community Park - Pavillion 5 - Office Eve nt Center	1,000 Sq Ft	20	Avg	12.35	1.29	1.20	248	26	24	23	3	4	20
SV-F	1	The Town Center/Community Park - Pavillion 7 - Office Caf / Fitness	1,000 Sq Ft	20	Avg	12.35	1.29	1.20	248	26	24	23	3	4	20
SV-G	1	The Town Center/Community Park - Additional Office Amen ities	1,000 Sq Ft	135	Avg	12.35	1.29	1.20	1,668	174	162	153	21	28	134
SV-H	1	The Town Center/Community Park - Loading Facilities & Se curity Areas	1,000 Sq Ft	75	Avg	12.35	1.29	1.20	928	97	90	85	12	15	75
110		The Town Center/Community Park - Industrial Testing & Workshop	1,000 Sq Ft	175	Eq	N/A	N/A	N/A	1,206	117	93	103	14	11	82
SV-I	7	The Town Center/Community Park - Central Plant	1,000 Sq Ft	45	Avg										
411-A	8	The Town Center/Community Park - Rooftop Garden Park	Acre(s)	10	Avg	20.00	4.50	3.50	200	45	35	25	20	20	15
		The Town Center/Community Park Total Project Trips							**56,985**	**3,969**	**5,385**	**3,093**	**876**	**1,786**	**3,599**
310		Vallco Town Center Specific Plan – Block 14	Room(s)	191	Avg	8.17	0.53	0.60	1,562	101	115	60	41	59	56
		Total Gross Vallco Town Center Specific Plan Project Trips							**58,547**	**4,070**	**5,500**	**3,153**	**917**	**1,845**	**3,655**
	9	MXD Trip Reduction - Internal and Non-Motorized Trips				-21%	-16%	-21%	-12,169	-632	-1,125	-492	-139	-373	-752
		Net External Project Trips							**46,378**	**3,438**	**4,374**	**2,661**	**778**	**1,472**	**2,903**
820-C	10	Existing Mall - 82.83% Occupancy	1,000 Sq Ft GLA	994	Eq	N/A	N/A	N/A	-30,216	-633	-2,791	-392	-241	-1,340	-1,451
								Totals	**16,162**	**2,805**	**1,583**	**2,269**	**537**	**132**	**1,452**

Notes:

(1) AM and/or PM rates correspond to peak hour of generator.

1 Silicon Valley (SV) Trip Rates applied to office land uses based on local surveys and empirical data from Fehr & Peers Study
2 Includes entertainment uses, health club uses, and roof pavilions.
3 Includes clubhouse and fitness pool.
4 Land Use only expected to generate trips on special events and excluded from weekday Trip Generation.
5 High School trips based on Fehr & Peers Study and agreed with the City of Cupertino.
6 Facility on Stevens Creek Blvd. Trip Generation accounted in Office Land Use from SV Trip Rates.
7 Not a typical ITE Land Use. Facility does not generate additional trips.
8 Trip Generation conservatively estimated by assuming City Park (ITE Land Use 411) rates to 1/3 of 30 total acres. AM and PM rates from ITE weekday peak hour generator studies.
9 MXD reductions account for internalization, transit, and bike/ped access. Rates determined from EPA MXD model for the Proposed The Town Center/Community Park Project.
10 Daily, AM, and PM Trips for existing land use at the Existing Mall are conservatively based on 1.2 million Sq Ft Shopping Center (ITE Land Use 820) reduced to reflect 82.83% mall occupancy.

Appendix TR-F

Freeway Analysis

LOS Tables

Baseline Existing Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Miles	Volume (pc)		Speed (mph)		Lanes (ln)		Density (pc/mi/ln)		LOS	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 17														
Northbound														
31	between Summit Rd and Bear Creek Rd	AM	E	4.06	2150	-	9	-	2	0	119	-	F	-
		PM	E		3300	-	66	-	2	0	25	-	C	-
30	between Bear Creek Rd and Saratoga Ave	AM	E	2.90	3910	-	31	-	2	0	63	-	F	-
		PM	E		2780	-	66	-	2	0	21	-	C	-
29	between Saratoga Ave and Lark Ave	AM	E	1.81	4110	-	38	-	2	0	54	-	E	-
		PM	E		3040	-	66	-	2	0	23	-	C	-
28	between Lark Ave and SR 85	AM	E	0.46	4330	-	47	-	2	0	46	-	D	-
		PM	E		2910	-	66	-	2	0	22	-	C	-
27	between SR 85 and San Tomas Expwy/Camden Ave	AM	E	1.17	5330	-	24	-	3	0	74	-	F	-
		PM	E		3770	-	66	-	3	0	19	-	C	-
26	between San Tomas Expwy/Camden Ave and Hamilton Ave	AM	E	1.82	5040	-	21	-	3	0	80	-	F	-
		PM	E		4160	-	66	-	3	0	21	-	C	-
25	between Hamilton Ave and I-280	AM	E	1.61	5110	-	21	-	3	0	81	-	F	-
		PM	E		5310	-	66	-	3	0	27	-	D	-
Southbound														
32	between I-280 and Hamilton Ave	AM	E	1.61	4760	-	66	-	3	0	24	-	C	-
		PM	E		6430	-	63	-	3	0	34	-	D	-
33	between Hamilton Ave and San Tomas Expwy/Camden Ave	AM	E	1.82	5390	-	66	-	3	0	27	-	D	-
		PM	E		5610	-	66	-	3	0	28	-	D	-
34	between San Tomas Expwy/Camden Ave and SR 85	AM	E	1.17	3960	-	66	-	3	0	20	-	C	-
		PM	E		5510	-	66	-	3	0	28	-	D	-
35	between SR 85 and Lark Ave	AM	E	0.46	2400	-	67	-	2	0	18	-	B	-
		PM	E		3770	-	29	-	2	0	65	-	F	-
36	between Lark Ave and Saratoga Ave	AM	E	1.81	4030	-	65	-	2	0	31	-	D	-
		PM	E		3760	-	28	-	2	0	67	-	F	-
37	between Saratoga Ave and Bear Creek Rd	AM	E	2.90	3170	-	66	-	2	0	24	-	C	-
		PM	E		4330	-	46	-	2	0	47	-	E	-
38	between Bear Creek Rd and Summit Rd	AM	E	4.06	3170	-	65	-	2	0	24	-	C	-
		PM	E		4070	-	37	-	2	0	55	-	E	-
SR 85														
Northbound														
184	between US 101 and Cottle Rd	AM	E	1.79	2640	1080	66	67	2	1	20	16	C	B
		PM	E		3300	350	66	70	2	1	25	5	C	A
183	between Cottle Rd and Blossom Hill Rd	AM	E	1.96	3500	2080	23	40	2	1	76	52	F	E
		PM	E		3770	630	65	70	2	1	29	9	D	A
182	between Blossom Hill Rd and SR 87	AM	E	1.27	2980	1820	16	26	2	1	93	70	F	F
		PM	E		4030	700	65	70	2	1	31	10	D	A
181	between SR 87 and Almaden Expwy	AM	E	0.94	2450	1280	11	12	2	1	111	107	F	F
		PM	E		3670	490	66	70	2	1	28	7	D	A
180	between Almaden Expwy and Camden Ave	AM	E	1.97	2710	1640	13	20	2	1	104	82	F	F
		PM	E		3670	700	66	70	2	1	28	10	D	A
179	between Camden Ave and Union Ave	AM	E	1.17	2950	2030	16	35	2	1	92	58	F	E
		PM	E		3300	700	66	70	2	1	25	10	C	A
178	between Union Ave and S. Bascom Ave	AM	E	1.13	3360	1880	21	28	2	1	80	67	F	F
		PM	E		3670	490	66	70	2	1	28	7	D	A
177	between S. Bascom Ave and SR 17	AM	E	0.27	2880	1230	15	11	2	1	96	112	F	F
		PM	E		2640	770	66	70	2	1	20	11	C	A
176	between SR 17 and Winchester Blvd	AM	E	0.50	3280	1440	20	15	2	1	82	96	F	F
		PM	E		1870	700	67	70	2	1	14	10	B	A
175	between Winchester Blvd and Saratoga Ave	AM	E	2.68	4020	2110	34	43	2	1	59	49	F	E
		PM	E		4100	490	64	70	2	1	32	7	D	A
174	between Saratoga Ave and Saratoga-Sunnyvale Rd	AM	E	2.19	4160	2200	40	61	2	1	52	36	E	D
		PM	E		2780	560	66	70	2	1	21	8	C	A
173	between Saratoga-Sunnyvale Rd and Stevens Creek Blvd	AM	E	1.83	3770	1920	29	30	2	1	65	64	F	F
		PM	E		2910	630	66	70	2	1	22	9	C	A
172	between Stevens Creek Blvd and I-280	AM	E	0.75	1990	1330	8	12	2	1	124	111	F	F
		PM	E		1730	420	67	70	2	1	13	6	B	A
171	between I-280 and W. Homestead Rd	AM	E	0.34	2140	1180	6	10	2	1	178	118	F	F
		PM	E		3650	490	66	70	2	1	28	7	D	A

Baseline Existing Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Miles	Volume (pc)		Speed (mph)		Lanes (ln)		Density (pc/mi/ln)		LOS	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
170	between W. Homestead Rd and W. Fremont Ave	AM	E	1.00	2780	1590	14	18	2	1	99	88	F	F
		PM	E		3300	490	66	70	2	1	25	7	C	A
169	between W. Fremont Ave and El Camino Real	AM	E	1.89	3730	1960	27	32	2	1	69	61	F	F
		PM	E		3440	560	66	70	2	1	26	8	C	A
168	between El Camino Real and SR 237	AM	E	0.41	4370	2200	52	61	2	1	42	36	D	D
		PM	E		2400	700	67	70	2	1	18	10	B	A
167	between SR 237 and Central Expwy	AM	E	0.47	3900	1850	65	66	2	1	30	28	D	D
		PM	E		2400	630	67	70	2	1	18	9	B	A
166	between Central Expwy and US 101	AM	E	1.24	4330	1390	47	66	2	1	46	21	D	C
		PM	E		2270	490	67	70	2	1	17	7	B	A
Southbound														
185	between US 101 and Central Expwy	AM	E	1.24	2780	210	66	67	2	1	21	3	C	A
		PM	E		3210	1890	18	70	2	1	89	27	F	D
186	between Central Expwy and SR 237	AM	E	0.47	2640	210	66	67	2	1	20	3	C	A
		PM	E		2320	2240	10	40	2	1	116	56	F	E
187	between SR 237 and El Camino Real	AM	E	0.41	3960	270	66	67	3	1	20	4	C	A
		PM	E		4090	2070	19	30	3	1	72	69	F	F
188	between El Camino Real and W. Fremont Ave	AM	E	1.89	3900	670	65	67	2	1	30	10	D	A
		PM	E		3730	2120	27	40	2	1	69	53	F	E
189	between W. Fremont Ave and W. Homestead Rd	AM	E	1.00	3440	540	66	67	2	1	26	8	C	A
		PM	E		4140	2380	39	70	2	1	53	34	E	D
190	between W. Homestead Rd and I-280	AM	E	0.41	1600	610	67	67	2	1	12	9	B	A
		PM	E		3040	1680	66	70	2	1	23	24	C	C
191	between I-280 and Stevens Creek Blvd	AM	E	0.75	3330	340	66	67	2	1	25	5	C	A
		PM	E		5000	1980	40	30	2	1	63	66	F	F
192	between Stevens Creek Blvd and Saratoga-Sunnyvale Rd	AM	E	1.83	2400	340	67	67	2	1	18	5	B	A
		PM	E		3060	2350	17	50	2	1	90	47	F	E
193	between Saratoga-Sunnyvale Rd and Saratoga Ave	AM	E	2.19	2780	540	66	67	2	1	21	8	C	A
		PM	E		3970	2080	32	40	2	1	62	52	F	E
194	between Saratoga Ave and Winchester Blvd	AM	E	2.68	3540	470	66	67	2	1	27	7	D	A
		PM	E		4140	2450	39	70	2	1	53	35	E	D
195	between Winchester Blvd and SR 17	AM	E	0.50	2510	470	66	67	2	1	19	7	C	A
		PM	E		4320	2300	45	50	2	1	48	46	E	D
196	between SR 17 and S. Bascom Ave	AM	E	0.27	2130	740	67	67	2	1	16	11	B	A
		PM	E		3600	1540	25	70	2	1	72	22	F	C
197	between S. Bascom Ave and Union Ave	AM	E	1.13	3170	470	66	67	2	1	24	7	C	A
		PM	E		3280	2280	20	60	2	1	82	38	F	D
198	between Union Ave and Camden Ave	AM	E	1.17	2640	540	66	67	2	1	20	8	C	A
		PM	E		4200	2380	42	70	2	1	50	34	E	D
199	between Camden Ave and Almaden Expwy	AM	E	1.97	3300	810	66	67	2	1	25	12	C	B
		PM	E		4370	2380	52	70	2	1	42	34	D	D
200	between Almaden Expwy and SR 87	AM	E	0.94	3040	470	66	67	2	1	23	7	C	A
		PM	E		3170	1050	66	70	2	1	24	15	C	B
201	between SR 87 and Blossom Hill Rd	AM	E	1.27	2910	270	66	67	2	1	22	4	C	A
		PM	E		4040	2310	36	70	2	1	56	33	E	D
202	between Blossom Hill Rd and Cottle Rd	AM	E	1.96	3170	410	66	67	2	1	24	6	C	A
		PM	E		3900	1190	65	70	2	1	30	17	D	B
203	between Cottle Rd and US 101	AM	E	1.79	1870	340	67	67	2	1	14	5	B	A
		PM	E		3040	840	66	70	2	1	23	12	C	B
SR 237														
Eastbound														
88	between El Camino Real and SR 85	AM	E	0.40	4200	-	42	-	2	0	50	-	E	-
		PM	E		4390	-	51	-	2	0	43	-	D	-
87	between SR 85 and Central Pkwy	AM	E	0.63	4190	-	41	-	2	0	51	-	E	-
		PM	E		3300	-	66	-	2	0	25	-	C	-
86	between Central Pkwy and Maude Ave	AM	E	0.80	4320	-	48	-	2	0	45	-	D	-
		PM	E		3040	-	66	-	2	0	23	-	C	-
85	between Maude Ave and US 101	AM	E	0.71	3770	-	65	-	2	0	29	-	D	-
		PM	E		4410	-	58	-	2	0	38	-	D	-

Baseline Existing Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Miles	Volume (pc)		Speed (mph)		Lanes (ln)		Density (pc/mi/ln)		LOS	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
84	between US 101 and Mathilda Ave	AM	E	0.53	4410	-	58	-	2	0	38	-	D	-
		PM	E		2880	-	15	-	2	0	96	-	F	-
83	between Mathilda Ave and N. Fair Oaks Ave	AM	E	0.96	4390	1010	51	67	2	1	43	15	D	B
		PM	E		2940	1960	15	70	2	1	98	28	F	D
82	between N. Fair Oaks Ave and Lawrence Expwy	AM	E	0.63	4100	810	64	67	2	1	32	12	D	B
		PM	E		2880	2310	15	70	2	1	96	33	F	D
81	between Lawrence Expwy and Great America Pkwy	AM	E	1.27	4340	1080	62	67	2	1	35	16	D	B
		PM	E		2800	2320	14	40	2	1	100	58	F	E
80	between Great America Pkwy and N. First St	AM	E	1.00	4330	940	47	67	2	1	46	14	D	B
		PM	E		3170	2200	18	40	2	1	88	55	F	E
79	between N. First St and Zanker Rd	AM	E	1.61	4330	1260	47	66	2	1	46	19	D	C
		PM	E		3500	2160	23	40	2	1	76	54	F	E
78	between Zanker Rd and McCarthy Blvd	AM	E	0.94	4340	940	62	67	2	1	35	14	D	B
		PM	E		4110	2030	38	70	2	1	54	29	E	D
77	between McCarthy Blvd and I-880	AM	E	0.40	2590	740	66	67	2	1	20	11	C	A
		PM	E		1910	2170	7	70	2	1	136	31	F	D
Westbound														
89	between I-880 and McCarthy Blvd	AM	E	0.40	1850	1840	7	27	2	1	132	68	F	F
		PM	E		3300	490	66	70	2	1	25	7	C	A
90	between McCarthy Blvd and Zanker Rd	AM	E	0.94	2810	2080	10	40	2	1	141	52	F	E
		PM	E		5060	490	43	70	2	1	59	7	F	A
91	between Zanker Rd and N. First St	AM	E	1.61	4070	2200	37	61	2	1	55	36	E	D
		PM	E		4220	1540	43	70	2	1	49	22	E	C
92	between N. First St and Great America Pkwy	AM	E	1.00	4320	2050	45	64	2	1	48	32	E	D
		PM	E		4400	980	50	70	2	1	44	14	D	B
93	between Great America Pkwy and Lawrence Expwy	AM	E	1.27	4400	1460	55	66	2	1	40	22	D	C
		PM	E		4100	1120	64	70	2	1	32	16	D	B
94	between Lawrence Expwy and N. Fair Oaks Ave	AM	E	0.63	4190	2150	41	63	2	1	51	34	E	D
		PM	E		3900	1330	65	70	2	1	30	19	D	C
95	between N. Fair Oaks Ave and Mathilda Ave	AM	E	0.96	6050	-	36	-	3	0	56	-	E	-
		PM	E		4980	-	20	-	3	0	83	-	F	-
96	between Mathilda Ave and US 101	AM	E	0.53	4320	-	48	-	2	0	45	-	D	-
		PM	E		4230	-	64	-	2	0	33	-	D	-
97	between US 101 and Maude Ave	AM	E	0.71	4030	-	65	-	2	0	31	-	D	-
		PM	E		4040	-	36	-	2	0	56	-	E	-
98	between Maude Ave and Central Pkwy	AM	E	0.80	3900	-	65	-	2	0	30	-	D	-
		PM	E		3550	-	23	-	2	0	77	-	F	-
99	between Central Pkwy and SR 85	AM	E	0.63	3670	-	65	-	2	0	28	-	D	-
		PM	E		3500	-	23	-	2	0	76	-	F	-
100	between SR 85 and El Camino Real	AM	E	0.40	3200	-	19	-	2	0	84	-	F	-
		PM	E		2910	-	15	-	2	0	97	-	F	-
I-280														
Eastbound/Southbound														
130.1	between Alpine Rd and Page Mill Rd	AM	E	2.25	6600	-	66	-	4	0	25	-	C	-
		PM	E		8200	-	64	-	4	0	32	-	D	-
131	between Page Mill Rd and La Barranca Rd	AM	E	1.73	5550	-	66	-	4	0	21	-	C	-
		PM	E		7350	-	27	-	4	0	68	-	F	-
132	between La Barranca Rd and El Monte Rd	AM	E	1.60	5280	-	66	-	4	0	20	-	C	-
		PM	E		7510	-	28	-	4	0	67	-	F	-
133	between El Monte Rd and Magdalena Ave	AM	E	0.95	5280	-	66	-	4	0	20	-	C	-
		PM	E		6810	-	21	-	4	0	81	-	F	-
134	between Magdalena Ave and Foothill Expwy	AM	E	2.65	4560	810	66	67	3	1	23	12	C	B
		PM	E		6550	1330	59	70	3	1	37	19	D	C
135	between Foothill Expwy and SR 85	AM	E	0.70	6340	940	64	67	3	1	33	14	D	B
		PM	E		6600	1260	55	70	3	1	40	18	D	B
136	between SR 85 and De Anza Blvd	AM	E	1.31	4760	610	66	67	3	1	24	9	C	A
		PM	E		4020	2450	13	50	3	1	103	49	F	E
137	between De Anza Blvd and Wolfe Rd	AM	E	1.06	6590	670	61	67	3	1	36	10	D	A
		PM	E		5320	2550	23	50	3	1	77	51	F	E

Baseline Existing Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Miles	Volume (pc)		Speed (mph)		Lanes (ln)		Density (pc/mi/ln)		LOS	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
138	between Wolfe Rd and Lawrence Expwy	AM	E	1.24	6510	1080	62	67	3	1	35	16	D	B
		PM	E		5110	2200	21	40	3	1	81	55	F	E
139	between Lawrence Expwy and Saratoga Ave	AM	E	1.19	6550	670	59	67	3	1	37	10	D	A
		PM	E		4850	2520	19	60	3	1	85	42	F	D
140	between Saratoga Ave and Winchester Blvd	AM	E	1.37	6150	740	64	67	3	1	32	11	D	A
		PM	E		5330	2250	24	50	3	1	74	45	F	D
141	between Winchester Blvd and I-880	AM	E	0.55	6340	940	64	67	3	1	33	14	D	B
		PM	E		4590	2100	17	30	3	1	90	70	F	F
142	between I-880 and Meridian Ave	AM	E	1.40	5150	670	66	67	3	1	26	10	C	A
		PM	E		4590	1740	17	20	3	1	90	87	F	F
143	between Meridian Ave and Bird Ave	AM	E	1.07	8790	-	61	-	4	0	36	-	D	-
		PM	E		6810	-	21	-	4	0	81	-	F	-
144	between Bird Ave and SR 87	AM	E	0.35	5280	-	66	-	4	0	20	-	C	-
		PM	E		7200	-	25	-	4	0	72	-	F	-
145	between SR 87 and 10th St	AM	E	1.20	4530	-	67	-	4	0	17	-	B	-
		PM	E		7460	-	27	-	4	0	69	-	F	-
146	between 10th St and McLaughlin Ave	AM	E	0.92	5020	-	66	-	4	0	19	-	C	-
		PM	E		8860	-	54	-	4	0	41	-	D	-
147	between McLaughlin Ave and US 101	AM	E	0.37	5810	-	66	-	4	0	22	-	C	-
		PM	E		8860	-	54	-	4	0	41	-	D	-
Westbound/Northbound														
130	between US 101 and McLaughlin Ave	AM	E	0.37	5660	-	14	-	4	0	101	-	F	-
		PM	E		6340	-	66	-	4	0	24	-	C	-
129	between McLaughlin Ave and 10th St	AM	E	0.92	6390	-	19	-	4	0	84	-	F	-
		PM	E		7540	-	65	-	4	0	29	-	D	-
128	between 10th St and SR 87	AM	E	1.20	6720	-	21	-	4	0	80	-	F	-
		PM	E		7800	-	65	-	4	0	30	-	D	-
127	between SR 87 and Bird Ave	AM	E	0.35	6640	-	20	-	4	0	83	-	F	-
		PM	E		8680	-	62	-	4	0	35	-	D	-
126	between Bird Ave and Meridian Ave	AM	E	1.07	6410	-	18	-	4	0	89	-	F	-
		PM	E		8820	-	58	-	4	0	38	-	D	-
125	between Meridian Ave and I-880	AM	E	1.40	4760	1820	14	26	3	1	113	70	F	F
		PM	E		4720	1330	66	70	3	1	24	19	C	C
124	between I-880 and Winchester Blvd	AM	E	0.55	4520	1960	16	31	3	1	94	63	F	F
		PM	E		5460	1400	26	70	3	1	70	20	F	C
123	between Winchester Blvd and Saratoga Ave	AM	E	1.37	5150	2160	22	45	3	1	78	48	F	E
		PM	E		6210	1120	39	70	3	1	53	16	E	B
122	between Saratoga Ave and Lawrence Expwy	AM	E	1.19	4810	1720	18	22	3	1	89	78	F	F
		PM	E		6550	1050	59	70	3	1	37	15	D	B
121	between Lawrence Expwy and Wolfe Rd	AM	E	1.24	5110	2170	21	47	3	1	81	46	F	D
		PM	E		4560	700	66	70	3	1	23	10	C	A
120	between Wolfe Rd and De Anza Blvd	AM	E	1.06	5960	2060	32	36	3	1	62	57	F	E
		PM	E		4950	490	65	70	3	1	25	7	C	A
119	between De Anza Blvd and SR 85	AM	E	1.31	5480	2160	25	48	3	1	73	45	F	D
		PM	E		4560	490	66	70	3	1	23	7	C	A
118	between SR 85 and Foothill Expwy	AM	E	0.70	5460	2030	26	35	3	1	70	58	F	E
		PM	E		4360	560	66	70	3	1	22	8	C	A
117	between Foothill Expwy and Magdalena Ave	AM	E	2.65	6550	2070	59	39	3	1	37	53	D	E
		PM	E		4360	910	66	70	3	1	22	13	C	B
116	between Magdalena Ave and El Monte Rd	AM	E	0.95	8640	-	45	-	4	0	48	-	E	-
		PM	E		6600	-	66	-	4	0	25	-	C	-
115	between El Monte Rd and La Barranca Rd	AM	E	1.60	8900	-	57	-	4	0	39	-	D	-
		PM	E		5550	-	66	-	4	0	21	-	C	-
114	between La Barranca Rd and Page Mill Rd	AM	E	1.73	8200	-	64	-	4	0	32	-	D	-
		PM	E		6600	-	66	-	4	0	25	-	C	-
113.1	between Page Mill Rd and Alpine Rd	AM	E	2.25	6080	-	66	-	4	0	23	-	C	-
		PM	E		8790	-	61	-	4	0	36	-	D	-

Baseline Existing Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Miles	Volume (pc)		Speed (mph)		Lanes (ln)		Density (pc/mi/ln)		LOS	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
I-880														
Northbound														
12	between I-280 and Stevens Creek Blvd	AM	E	0.41	4370	-	15	-	3	0	97	-	F	-
		PM	E		4160	-	66	-	3	0	21	-	C	-
11	between Stevens Creek Blvd and N. Bascom Ave	AM	E	0.84	4920	-	20	-	3	0	82	-	F	-
		PM	E		4420	-	16	-	3	0	92	-	F	-
10	between N. Bascom Ave and The Alameda	AM	E	0.82	5590	-	27	-	3	0	69	-	F	-
		PM	E		4060	-	13	-	3	0	104	-	F	-
9	between The Alameda and Coleman Ave	AM	E	0.59	5860	-	31	-	3	0	63	-	F	-
		PM	E		4320	-	15	-	3	0	96	-	F	-
8	between Coleman Ave and SR 87	AM	E	0.51	5150	-	22	-	3	0	78	-	F	-
		PM	E		5330	-	24	-	3	0	74	-	F	-
7	between SR 87 and N. 1st St	AM	E	0.40	6480	-	48	-	3	0	45	-	D	-
		PM	E		5220	-	22	-	3	0	79	-	F	-
6	between N. 1st St and US 101	AM	E	0.49	6160	-	36	-	3	0	57	-	E	-
		PM	E		6580	-	51	-	3	0	43	-	D	-
5	between US 101 and E. Brokaw Rd	AM	E	1.29	6490	1010	47	67	3	1	46	15	D	B
		PM	E		6050	700	65	70	3	1	31	10	D	A
4	between E. Brokaw Rd and Montague Expwy	AM	E	1.35	5660	670	65	67	3	1	29	10	D	A
		PM	E		6050	1610	66	70	3	1	31	23	D	C
3	between Montague Expwy and Great Mall Pkwy	AM	E	0.98	4560	1140	66	67	3	1	23	17	C	B
		PM	E		6300	1610	63	70	3	1	33	23	D	C
2	between Great Mall Pkwy and SR 237	AM	E	0.72	4360	1320	66	66	3	1	22	20	C	C
		PM	E		5540	910	64	70	3	1	29	13	D	B
1	between SR 237 and Dixon Landing Rd	AM	E	1.99	4490	610	66	67	3	1	23	9	C	A
		PM	E		5580	2320	20	40	3	1	93	58	F	E
Southbound														
13	between Dixon Landing Rd and SR 237	AM	E	1.99	7360	1980	46	33	3	1	53	60	E	F
		PM	E		5840	1260	66	70	3	1	29	18	D	B
14	between SR 237 and Great Mall Pkwy	AM	E	0.72	6280	1260	41	66	3	1	51	19	E	C
		PM	E		4360	910	66	70	3	1	22	13	C	B
15	between Great Mall Pkwy and Montague Expwy	AM	E	0.98	6580	1140	51	67	3	1	43	17	D	B
		PM	E		5660	1470	65	70	3	1	29	21	D	C
16	between Montague Expwy and E. Brokaw Rd	AM	E	1.35	3770	740	66	67	3	1	19	11	C	A
		PM	E		5400	2520	24	60	3	1	75	42	F	D
17	between E. Brokaw Rd and US 101	AM	E	1.29	5940	2200	33	51	3	1	60	43	F	D
		PM	E		5150	2500	22	50	3	1	78	50	F	E
18	between US 101 and N. 1st St	AM	E	0.49	4470	-	16	-	3	0	93	-	F	-
		PM	E		4250	-	14	-	3	0	101	-	F	-
19	between N. 1st St and SR 87	AM	E	0.40	5480	-	25	-	3	0	73	-	F	-
		PM	E		4160	-	14	-	3	0	99	-	F	-
20	between SR 87 and Coleman Ave	AM	E	0.51	5850	-	65	-	3	0	30	-	D	-
		PM	E		5250	-	23	-	3	0	76	-	F	-
21	between Coleman Ave and The Alameda	AM	E	0.59	5310	-	66	-	3	0	27	-	D	-
		PM	E		5250	-	23	-	3	0	76	-	F	-
22	between The Alameda and N. Bascom Ave	AM	E	0.82	4950	-	66	-	3	0	25	-	C	-
		PM	E		5480	-	25	-	3	0	73	-	F	-
23	between N. Bascom Ave and Stevens Creek Blvd	AM	E	0.84	6600	-	50	-	3	0	44	-	D	-
		PM	E		5760	-	30	-	3	0	64	-	F	-
24	between Stevens Creek Blvd and I-280	AM	E	0.41	3960	-	66	-	3	0	20	-	C	-
		PM	E		5850	-	65	-	3	0	30	-	D	-

Baseline Existing Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Existing				Existing plus Project							
				Density (pc/mi/ln)		LOS		Project Trips		Density (pc/mi/ln)		LOS		Impact (%)	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 17															
Northbound															
31	between Summit Rd and Bear Creek Rd	AM	E	121	-	F	-	28	-	121	-	F	-	-	-
		PM	E	25	-	C	-	10	-	25	-	C	-	-	-
30	between Bear Creek Rd and Saratoga Ave	AM	E	64	-	F	-	33	-	64	-	F	-	-	-
		PM	E	21	-	C	-	11	-	21	-	C	-	-	-
29	between Saratoga Ave and Lark Ave	AM	E	55	-	E	-	48	-	55	-	E	-	-	-
		PM	E	23	-	C	-	16	-	23	-	C	-	-	-
28	between Lark Ave and SR 85	AM	E	47	-	E	-	58	-	47	-	E	-	-	-
		PM	E	22	-	C	-	19	-	22	-	C	-	-	-
27	between SR 85 and San Tomas Expwy/Camden Ave	AM	E	75	-	F	-	42	-	75	-	F	-	-	-
		PM	E	19	-	C	-	23	-	19	-	C	-	-	-
26	between San Tomas Expwy/Camden Ave and Hamilton Ave	AM	E	81	-	F	-	43	-	81	-	F	-	-	-
		PM	E	21	-	C	-	18	-	21	-	C	-	-	-
25	between Hamilton Ave and I-280	AM	E	82	-	F	-	50	-	82	-	F	-	-	-
		PM	E	27	-	D	-	14	-	27	-	D	-	-	-
Southbound															
32	between I-280 and Hamilton Ave	AM	E	24	-	C	-	11	-	24	-	C	-	-	-
		PM	E	34	-	D	-	34	-	34	-	D	-	-	-
33	between Hamilton Ave and San Tomas Expwy/Camden Ave	AM	E	27	-	D	-	16	-	27	-	D	-	-	-
		PM	E	28	-	D	-	30	-	28	-	D	-	-	-
34	between San Tomas Expwy/Camden Ave and SR 85	AM	E	20	-	C	-	22	-	20	-	C	-	-	-
		PM	E	28	-	D	-	29	-	28	-	D	-	-	-
35	between SR 85 and Lark Ave	AM	E	18	-	B	-	14	-	18	-	B	-	-	-
		PM	E	66	-	F	-	44	-	66	-	F	-	-	-
36	between Lark Ave and Saratoga Ave	AM	E	31	-	D	-	12	-	31	-	D	-	-	-
		PM	E	68	-	F	-	37	-	68	-	F	-	-	-
37	between Saratoga Ave and Bear Creek Rd	AM	E	24	-	C	-	10	-	24	-	C	-	-	-
		PM	E	47	-	E	-	31	-	47	-	E	-	-	-
38	between Bear Creek Rd and Summit Rd	AM	E	24	-	C	-	8	-	24	-	C	-	-	-
		PM	E	55	-	E	-	26	-	55	-	E	-	-	-
SR 85															
Northbound															
184	between US 101 and Cottle Rd	AM	E	20	16	C	B	0	0	20	16	C	B	-	-
		PM	E	25	5	C	A	0	0	25	5	C	A	-	-
183	between Cottle Rd and Blossom Hill Rd	AM	E	76	52	F	E	16	10	76	52	F	E	-	-
		PM	E	29	9	D	A	9	1	29	9	D	A	-	-
182	between Blossom Hill Rd and SR 87	AM	E	95	70	F	F	45	27	95	71	F	F	**1.02%**	**1.66%**
		PM	E	31	10	D	A	24	4	31	10	D	A	-	-
181	between SR 87 and Almaden Expwy	AM	E	115	107	F	F	70	37	115	110	F	F	**1.60%**	**2.22%**
		PM	E	28	7	D	A	37	5	28	7	D	A	-	-
180	between Almaden Expwy and Camden Ave	AM	E	108	82	F	F	92	56	108	85	F	F	**2.09%**	**3.38%**
		PM	E	28	10	D	A	48	9	28	10	D	A	-	-
179	between Camden Ave and Union Ave	AM	E	96	58	F	E	111	76	96	60	F	F	**2.52%**	-
		PM	E	25	10	C	A	60	13	25	10	C	A	-	-
178	between Union Ave and S. Bascom Ave	AM	E	83	67	F	F	133	74	83	70	F	F	**3.02%**	**4.50%**
		PM	E	28	7	D	A	71	10	28	7	D	A	-	-
177	between S. Bascom Ave and SR 17	AM	E	101	112	F	F	155	66	101	118	F	F	**3.53%**	**4.02%**
		PM	E	21	11	C	A	67	19	21	11	C	A	-	-
176	between SR 17 and Winchester Blvd	AM	E	87	96	F	F	183	80	87	101	F	F	**4.15%**	**4.86%**
		PM	E	15	10	B	A	75	28	15	10	B	A	-	-
175	between Winchester Blvd and Saratoga Ave	AM	E	62	49	F	E	182	95	62	51	F	E	**4.13%**	-
		PM	E	33	7	D	A	97	12	33	7	D	A	-	-
174	between Saratoga Ave and Saratoga-Sunnyvale Rd	AM	E	54	36	E	D	122	64	54	37	E	D	-	-
		PM	E	22	8	C	A	86	17	22	8	C	A	-	-
173	between Saratoga-Sunnyvale Rd and Stevens Creek Blvd	AM	E	65	64	F	F	0	0	65	64	F	F	-	-
		PM	E	22	9	C	A	0	0	22	9	C	A	-	-
172	between Stevens Creek Blvd and I-280	AM	E	127	111	F	F	47	0	127	111	F	F	**1.07%**	-
		PM	E	14	6	B	A	174	0	14	6	B	A	-	-
171	between I-280 and W. Homestead Rd	AM	E	184	118	F	F	64	0	184	118	F	F	**1.45%**	-
		PM	E	29	7	D	A	203	0	29	7	D	A	-	-

Baseline Existing Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Existing				Existing plus Project							
				Density (pc/mi/ln)		LOS		Project Trips		Density (pc/mi/ln)		LOS		Impact (%)	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
170	between W. Homestead Rd and W. Fremont Ave	AM	E	101	88	F	F	41	23	101	90	F	F	-	**1.41%**
		PM	E	26	7	C	A	177	26	26	7	C	A	-	-
169	between W. Fremont Ave and El Camino Real	AM	E	70	61	F	F	39	20	70	62	F	F	-	**1.24%**
		PM	E	27	8	D	A	162	26	27	8	D	A	-	-
168	between El Camino Real and SR 237	AM	E	42	36	D	D	34	17	42	36	D	D	-	-
		PM	E	19	10	C	A	126	37	19	11	C	A	-	-
167	between SR 237 and Central Expwy	AM	E	30	28	D	D	29	14	30	28	D	D	-	-
		PM	E	19	9	C	A	109	29	19	9	C	A	-	-
166	between Central Expwy and US 101	AM	E	46	21	D	C	31	10	46	21	D	C	-	-
		PM	E	18	7	B	A	108	23	18	7	B	A	-	-
Southbound															
185	between US 101 and Central Expwy	AM	E	22	3	C	A	140	11	22	3	C	A	-	-
		PM	E	90	27	F	D	26	15	90	27	F	D	-	-
186	between Central Expwy and SR 237	AM	E	21	3	C	A	149	12	21	3	C	A	-	-
		PM	E	117	56	F	E	23	22	117	57	F	E	-	-
187	between SR 237 and El Camino Real	AM	E	21	4	C	A	191	13	21	4	C	A	-	-
		PM	E	72	69	F	F	37	19	72	70	F	F	-	**1.14%**
188	between El Camino Real and W. Fremont Ave	AM	E	31	10	D	A	191	33	31	10	D	A	-	-
		PM	E	70	53	F	E	39	22	70	54	F	E	-	-
189	between W. Fremont Ave and W. Homestead Rd	AM	E	28	8	D	A	210	33	28	9	D	A	-	-
		PM	E	54	34	E	D	43	24	54	34	E	D	-	-
190	between W. Homestead Rd and I-280	AM	E	14	9	B	A	243	0	14	9	B	A	-	-
		PM	E	24	24	C	C	67	0	24	24	C	C	-	-
191	between I-280 and Stevens Creek Blvd	AM	E	26	5	C	A	162	0	26	5	C	A	-	-
		PM	E	64	66	F	F	94	0	64	66	F	F	**2.14%**	-
192	between Stevens Creek Blvd and Saratoga-Sunnyvale Rd	AM	E	18	5	B	A	2	0	18	5	B	A	-	-
		PM	E	90	47	F	E	3	3	90	47	F	E	-	-
193	between Saratoga-Sunnyvale Rd and Saratoga Ave	AM	E	21	8	C	A	47	9	21	8	C	A	-	-
		PM	E	64	52	F	E	137	72	64	54	F	E	**3.12%**	-
194	between Saratoga Ave and Winchester Blvd	AM	E	27	7	D	A	67	9	27	7	D	A	-	-
		PM	E	55	35	E	D	164	97	55	36	E	D	-	-
195	between Winchester Blvd and SR 17	AM	E	19	7	C	A	61	11	19	7	C	A	-	-
		PM	E	50	46	E	D	161	86	50	48	E	E	-	-
196	between SR 17 and S. Bascom Ave	AM	E	16	11	B	A	46	16	16	11	B	A	-	-
		PM	E	75	22	F	C	149	64	75	23	F	C	**3.39%**	-
197	between S. Bascom Ave and Union Ave	AM	E	24	7	C	A	49	7	24	7	C	A	-	-
		PM	E	85	38	F	D	117	81	85	39	F	D	**2.65%**	-
198	between Union Ave and Camden Ave	AM	E	20	8	C	A	44	9	20	8	C	A	-	-
		PM	E	51	34	E	D	117	66	51	35	E	D	-	-
199	between Camden Ave and Almaden Expwy	AM	E	25	12	C	B	38	9	25	12	C	B	-	-
		PM	E	43	34	D	D	105	57	43	35	D	D	-	-
200	between Almaden Expwy and SR 87	AM	E	23	7	C	A	34	5	23	7	C	A	-	-
		PM	E	25	15	C	B	100	33	25	15	C	B	-	-
201	between SR 87 and Blossom Hill Rd	AM	E	22	4	C	A	30	3	22	4	C	A	-	-
		PM	E	57	33	E	D	71	41	57	34	E	D	-	-
202	between Blossom Hill Rd and Cottle Rd	AM	E	24	6	C	A	25	3	24	6	C	A	-	-
		PM	E	31	17	D	B	73	22	31	17	D	B	-	-
203	between Cottle Rd and US 101	AM	E	14	5	B	A	20	4	14	5	B	A	-	-
		PM	E	24	12	C	B	63	18	24	12	C	B	-	-
SR 237															
Eastbound															
88	between El Camino Real and SR 85	AM	E	50	-	E	-	0	-	50	-	E	-	-	-
		PM	E	43	-	D	-	0	-	43	-	D	-	-	-
87	between SR 85 and Central Pkwy	AM	E	51	-	E	-	8	-	51	-	E	-	-	-
		PM	E	25	-	C	-	25	-	25	-	C	-	-	-
86	between Central Pkwy and Maude Ave	AM	E	45	-	D	-	7	-	45	-	D	-	-	-
		PM	E	23	-	C	-	24	-	23	-	C	-	-	-
85	between Maude Ave and US 101	AM	E	29	-	D	-	6	-	29	-	D	-	-	-
		PM	E	38	-	D	-	21	-	38	-	D	-	-	-

Baseline Existing Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Existing				Existing plus Project							
				Density (pc/mi/ln)		LOS		Project Trips		Density (pc/mi/ln)		LOS		Impact (%)	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
84	between US 101 and Mathilda Ave	AM	E	38	-	D	-	5	-	38	-	D	-	-	-
		PM	E	97	-	F	-	17	-	97	-	F	-	-	-
83	between Mathilda Ave and N. Fair Oaks Ave	AM	E	43	15	D	B	3	1	43	15	D	B	-	-
		PM	E	98	28	F	D	9	6	98	28	F	D	-	-
82	between N. Fair Oaks Ave and Lawrence Expwy	AM	E	32	12	D	B	3	0	32	12	D	B	-	-
		PM	E	96	33	F	D	8	6	96	33	F	D	-	-
81	between Lawrence Expwy and Great America Pkwy	AM	E	35	16	D	B	1	0	35	16	D	B	-	-
		PM	E	100	58	F	E	7	6	100	58	F	E	-	-
80	between Great America Pkwy and N. First St	AM	E	46	14	D	B	0	0	46	14	D	B	-	-
		PM	E	88	55	F	E	7	5	88	55	F	E	-	-
79	between N. First St and Zanker Rd	AM	E	46	19	D	C	0	0	46	19	D	C	-	-
		PM	E	76	54	F	E	6	4	76	54	F	E	-	-
78	between Zanker Rd and McCarthy Blvd	AM	E	35	14	D	B	0	0	35	14	D	B	-	-
		PM	E	54	29	E	D	6	3	54	29	E	D	-	-
77	between McCarthy Blvd and I-880	AM	E	20	11	C	A	0	0	20	11	C	A	-	-
		PM	E	137	31	F	D	4	4	137	31	F	D	-	-
Westbound															
89	between I-880 and McCarthy Blvd	AM	E	132	68	F	F	4	4	132	68	F	F	-	-
		PM	E	25	7	C	A	0	0	25	7	C	A	-	-
90	between McCarthy Blvd and Zanker Rd	AM	E	141	52	F	E	6	4	141	52	F	E	-	-
		PM	E	59	7	F	A	0	0	59	7	F	A	-	-
91	between Zanker Rd and N. First St	AM	E	55	36	E	D	7	4	55	36	E	D	-	-
		PM	E	49	22	E	C	0	0	49	22	E	C	-	-
92	between N. First St and Great America Pkwy	AM	E	48	32	E	D	9	4	48	32	E	D	-	-
		PM	E	44	14	D	B	0	0	44	14	D	B	-	-
93	between Great America Pkwy and Lawrence Expwy	AM	E	40	22	D	C	12	4	40	22	D	C	-	-
		PM	E	32	16	D	B	0	0	32	16	D	B	-	-
94	between Lawrence Expwy and N. Fair Oaks Ave	AM	E	51	34	E	D	12	6	51	34	E	D	-	-
		PM	E	30	19	D	C	1	1	30	19	D	C	-	-
95	between N. Fair Oaks Ave and Mathilda Ave	AM	E	56	-	E	-	19	-	56	-	E	-	-	-
		PM	E	83	-	F	-	3	-	83	-	F	-	-	-
96	between Mathilda Ave and US 101	AM	E	45	-	D	-	22	-	45	-	D	-	-	-
		PM	E	33	-	D	-	5	-	33	-	D	-	-	-
97	between US 101 and Maude Ave	AM	E	31	-	D	-	28	-	31	-	D	-	-	-
		PM	E	56	-	E	-	7	-	56	-	E	-	-	-
98	between Maude Ave and Central Pkwy	AM	E	30	-	D	-	31	-	30	-	D	-	-	-
		PM	E	77	-	F	-	8	-	77	-	F	-	-	-
99	between Central Pkwy and SR 85	AM	E	28	-	D	-	33	-	28	-	D	-	-	-
		PM	E	76	-	F	-	9	-	76	-	F	-	-	-
100	between SR 85 and El Camino Real	AM	E	84	-	F	-	0	-	84	-	F	-	-	-
		PM	E	97	-	F	-	0	-	97	-	F	-	-	-
I-280															
Eastbound/Southbound															
130.1	between Alpine Rd and Page Mill Rd	AM	E	26	-	C	-	364	-	26	-	C	-	-	-
		PM	E	33	-	D	-	185	-	33	-	D	-	-	-
131	between Page Mill Rd and La Barranca Rd	AM	E	23	-	C	-	420	-	23	-	C	-	-	-
		PM	E	70	-	F	-	214	-	70	-	F	-	**2.32%**	-
132	between La Barranca Rd and El Monte Rd	AM	E	22	-	C	-	420	-	22	-	C	-	-	-
		PM	E	69	-	F	-	214	-	69	-	F	-	**2.32%**	-
133	between El Monte Rd and Magdalena Ave	AM	E	22	-	C	-	464	-	22	-	C	-	-	-
		PM	E	84	-	F	-	236	-	84	-	F	-	**2.57%**	-
134	between Magdalena Ave and Foothill Expwy	AM	E	25	12	C	B	405	72	25	13	C	B	-	-
		PM	E	38	19	D	C	202	41	38	20	D	C	-	-
135	between Foothill Expwy and SR 85	AM	E	35	14	D	B	456	68	35	15	D	B	-	-
		PM	E	41	18	D	B	224	43	41	19	D	C	-	-
136	between SR 85 and De Anza Blvd	AM	E	27	9	D	A	539	69	27	10	D	A	-	-
		PM	E	107	49	F	E	153	93	107	51	F	E	**2.22%**	-
137	between De Anza Blvd and Wolfe Rd	AM	E	39	10	D	A	499	0	39	10	D	A	-	-
		PM	E	80	51	F	E	186	0	80	51	F	E	**2.70%**	-

Baseline Existing Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Existing				Existing plus Project							
				Density (pc/mi/ln)		LOS		Project Trips		Density (pc/mi/ln)		LOS		Impact (%)	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
138	between Wolfe Rd and Lawrence Expwy	AM	E	36	16	D	B	138	0	36	16	D	B	-	-
		PM	E	89	55	F	E	472	0	89	55	F	E	**6.84%**	-
139	between Lawrence Expwy and Saratoga Ave	AM	E	38	10	D	A	144	15	38	10	D	A	-	-
		PM	E	91	42	F	D	334	174	91	45	F	D	**4.84%**	-
140	between Saratoga Ave and Winchester Blvd	AM	E	33	11	D	A	133	16	33	11	D	A	-	-
		PM	E	79	45	F	D	336	142	79	48	F	E	**4.86%**	-
141	between Winchester Blvd and I-880	AM	E	34	14	D	B	122	18	34	14	D	B	-	-
		PM	E	96	70	F	F	308	141	96	75	F	F	**4.47%**	**8.55%**
142	between I-880 and Meridian Ave	AM	E	27	10	D	A	104	13	27	10	D	A	-	-
		PM	E	95	87	F	F	271	103	95	92	F	F	**3.93%**	**6.23%**
143	between Meridian Ave and Bird Ave	AM	E	36	-	D	-	106	-	36	-	D	-	-	-
		PM	E	85	-	F	-	339	-	85	-	F	-	**3.68%**	-
144	between Bird Ave and SR 87	AM	E	20	-	C	-	103	-	20	-	C	-	-	-
		PM	E	75	-	F	-	329	-	75	-	F	-	**3.58%**	-
145	between SR 87 and 10th St	AM	E	17	-	B	-	87	-	17	-	B	-	-	-
		PM	E	72	-	F	-	277	-	72	-	F	-	**3.01%**	-
146	between 10th St and McLaughlin Ave	AM	E	19	-	C	-	77	-	19	-	C	-	-	-
		PM	E	42	-	D	-	247	-	42	-	D	-	-	-
147	between McLaughlin Ave and US 101	AM	E	22	-	C	-	74	-	22	-	C	-	-	-
		PM	E	42	-	D	-	237	-	42	-	D	-	-	-
Westbound/Northbound															
130	between US 101 and McLaughlin Ave	AM	E	103	-	F	-	126	-	103	-	F	-	**1.37%**	-
		PM	E	24	-	C	-	35	-	24	-	C	-	-	-
129	between McLaughlin Ave and 10th St	AM	E	86	-	F	-	152	-	86	-	F	-	**1.65%**	-
		PM	E	29	-	D	-	42	-	29	-	D	-	-	-
128	between 10th St and SR 87	AM	E	83	-	F	-	236	-	83	-	F	-	**2.56%**	-
		PM	E	30	-	D	-	65	-	30	-	D	-	-	-
127	between SR 87 and Bird Ave	AM	E	87	-	F	-	332	-	87	-	F	-	**3.61%**	-
		PM	E	35	-	D	-	92	-	35	-	D	-	-	-
126	between Bird Ave and Meridian Ave	AM	E	94	-	F	-	350	-	94	-	F	-	**3.80%**	-
		PM	E	38	-	D	-	96	-	38	-	D	-	-	-
125	between Meridian Ave and I-880	AM	E	120	70	F	F	296	113	120	74	F	F	**4.29%**	**6.86%**
		PM	E	24	19	C	C	88	25	24	19	C	C	-	-
124	between I-880 and Winchester Blvd	AM	E	102	63	F	F	366	159	102	68	F	F	**5.31%**	**9.63%**
		PM	E	71	20	F	C	115	30	71	20	F	C	**1.67%**	-
123	between Winchester Blvd and Saratoga Ave	AM	E	84	48	F	E	398	167	84	52	F	E	**5.77%**	-
		PM	E	54	16	E	B	132	24	54	16	E	B	-	-
122	between Saratoga Ave and Lawrence Expwy	AM	E	97	78	F	F	446	160	97	85	F	F	**6.47%**	**9.67%**
		PM	E	38	15	D	B	144	23	38	15	D	B	-	-
121	between Lawrence Expwy and Wolfe Rd	AM	E	89	46	F	D	473	0	89	46	F	D	**6.86%**	-
		PM	E	24	10	C	A	93	0	24	10	C	A	-	-
120	between Wolfe Rd and De Anza Blvd	AM	E	64	57	F	E	142	0	64	57	F	E	**2.06%**	-
		PM	E	28	7	D	A	483	0	28	7	D	A	-	-
119	between De Anza Blvd and SR 85	AM	E	75	45	F	D	121	47	75	46	F	D	**1.75%**	-
		PM	E	26	7	C	A	525	56	26	8	C	A	-	-
118	between SR 85 and Foothill Expwy	AM	E	71	58	F	E	110	41	71	59	F	F	**1.60%**	-
		PM	E	24	8	C	A	489	63	24	9	C	A	-	-
117	between Foothill Expwy and Magdalena Ave	AM	E	38	53	D	E	103	33	38	54	D	E	-	-
		PM	E	24	13	C	B	412	86	24	14	C	B	-	-
116	between Magdalena Ave and El Monte Rd	AM	E	49	-	E	-	133	-	49	-	E	-	-	-
		PM	E	27	-	D	-	485	-	27	-	D	-	-	-
115	between El Monte Rd and La Barranca Rd	AM	E	40	-	D	-	123	-	40	-	D	-	-	-
		PM	E	23	-	C	-	449	-	23	-	C	-	-	-
114	between La Barranca Rd and Page Mill Rd	AM	E	33	-	D	-	123	-	33	-	D	-	-	-
		PM	E	27	-	D	-	449	-	27	-	D	-	-	-
113.1	between Page Mill Rd and Alpine Rd	AM	E	23	-	C	-	109	-	23	-	C	-	-	-
		PM	E	38	-	D	-	399	-	38	-	D	-	-	-
I-880															
Northbound															
12	between I-280 and Stevens Creek Blvd	AM	E	97	-	F	-	13	-	97	-	F	-	-	-
		PM	E	21	-	C	-	42	-	21	-	C	-	-	-

Baseline Existing Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Criteria LOS	Existing				Existing plus Project							
				Density (pc/mi/ln)		LOS		Project Trips		Density (pc/mi/ln)		LOS		Impact (%)	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
11	between Stevens Creek Blvd and N. Bascom Ave	AM	E	82	-	F	-	10	-	82	-	F	-	-	-
		PM	E	93	-	F	-	34	-	93	-	F	-	-	-
10	between N. Bascom Ave and The Alameda	AM	E	69	-	F	-	8	-	69	-	F	-	-	-
		PM	E	105	-	F	-	31	-	105	-	F	-	-	-
9	between The Alameda and Coleman Ave	AM	E	63	-	F	-	7	-	63	-	F	-	-	-
		PM	E	97	-	F	-	29	-	97	-	F	-	-	-
8	between Coleman Ave and SR 87	AM	E	78	-	F	-	6	-	78	-	F	-	-	-
		PM	E	74	-	F	-	26	-	74	-	F	-	-	-
7	between SR 87 and N. 1st St	AM	E	45	-	D	-	6	-	45	-	D	-	-	-
		PM	E	79	-	F	-	26	-	79	-	F	-	-	-
6	between N. 1st St and US 101	AM	E	57	-	E	-	5	-	57	-	E	-	-	-
		PM	E	43	-	D	-	24	-	43	-	D	-	-	-
5	between US 101 and E. Brokaw Rd	AM	E	46	15	D	B	3	0	46	15	D	B	-	-
		PM	E	31	10	D	A	17	2	31	10	D	A	-	-
4	between E. Brokaw Rd and Montague Expwy	AM	E	29	10	D	A	2	0	29	10	D	A	-	-
		PM	E	31	23	D	C	15	4	31	23	D	C	-	-
3	between Montague Expwy and Great Mall Pkwy	AM	E	23	17	C	B	0	0	23	17	C	B	-	-
		PM	E	33	23	D	C	14	3	33	23	D	C	-	-
2	between Great Mall Pkwy and SR 237	AM	E	22	20	C	C	0	0	22	20	C	C	-	-
		PM	E	29	13	D	B	14	2	29	13	D	B	-	-
1	between SR 237 and Dixon Landing Rd	AM	E	23	9	C	A	0	0	23	9	C	A	-	-
		PM	E	93	58	F	E	16	7	93	58	F	E	-	-
Southbound															
13	between Dixon Landing Rd and SR 237	AM	E	53	60	E	F	18	5	53	60	E	F	-	-
		PM	E	29	18	D	B	0	0	29	18	D	B	-	-
14	between SR 237 and Great Mall Pkwy	AM	E	51	19	E	C	15	3	51	19	E	C	-	-
		PM	E	22	13	C	B	0	0	22	13	C	B	-	-
15	between Great Mall Pkwy and Montague Expwy	AM	E	43	17	D	B	19	3	43	17	D	B	-	-
		PM	E	29	21	D	C	1	0	29	21	D	C	-	-
16	between Montague Expwy and E. Brokaw Rd	AM	E	19	11	C	A	24	5	19	11	C	A	-	-
		PM	E	75	42	F	D	2	1	75	42	F	D	-	-
17	between E. Brokaw Rd and US 101	AM	E	60	43	F	D	31	11	60	43	F	D	-	-
		PM	E	78	50	F	E	5	3	78	50	F	E	-	-
18	between US 101 and N. 1st St	AM	E	94	-	F	-	48	-	94	-	F	-	-	-
		PM	E	101	-	F	-	10	-	101	-	F	-	-	-
19	between N. 1st St and SR 87	AM	E	74	-	F	-	49	-	74	-	F	-	-	-
		PM	E	99	-	F	-	11	-	99	-	F	-	-	-
20	between SR 87 and Coleman Ave	AM	E	30	-	D	-	49	-	30	-	D	-	-	-
		PM	E	76	-	F	-	11	-	76	-	F	-	-	-
21	between Coleman Ave and The Alameda	AM	E	27	-	D	-	53	-	27	-	D	-	-	-
		PM	E	76	-	F	-	13	-	76	-	F	-	-	-
22	between The Alameda and N. Bascom Ave	AM	E	25	-	C	-	58	-	25	-	C	-	-	-
		PM	E	73	-	F	-	15	-	73	-	F	-	-	-
23	between N. Bascom Ave and Stevens Creek Blvd	AM	E	44	-	D	-	62	-	44	-	D	-	-	-
		PM	E	64	-	F	-	17	-	64	-	F	-	-	-
24	between Stevens Creek Blvd and I-280	AM	E	20	-	C	-	66	-	20	-	C	-	-	-
		PM	E	30	-	D	-	19	-	30	-	D	-	-	-

Cumulative Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Miles	Lanes (In)		Capacity (vphpl)		Volume (pc)		V/C Ratio	
				Mixed	HOV	Mixed	HOV	Mixed	HOV[1]	Mixed	HOV
SR 17											
Northbound											
31	between Summit Rd and Bear Creek Rd	AM	4.06	2	0	4400	-	3247	-	0.74	-
		PM		2	0	4400	-	4950	-	1.13	-
30	between Bear Creek Rd and Saratoga Ave	AM	2.90	2	0	4400	-	5904	-	1.34	-
		PM		2	0	4400	-	4170	-	0.95	-
29	between Saratoga Ave and Lark Ave	AM	1.81	2	0	4400	-	7354	-	1.67	-
		PM		2	0	4400	-	5033	-	1.14	-
28	between Lark Ave and SR 85	AM	0.46	2	0	4400	-	5327	-	1.21	-
		PM		2	0	4400	-	3897	-	0.89	-
27	between SR 85 and San Tomas Expwy/Camden Ave	AM	1.17	2	1	4400	1650	8048	1207	1.83	0.73
		PM		2	1	4400	1650	5655	848	1.29	0.51
26	between San Tomas Expwy/Camden Ave and Hamilton Ave	AM	1.82	2	1	4400	1650	7610	1142	1.73	0.69
		PM		2	1	4400	1650	6240	936	1.42	0.57
25	between Hamilton Ave and I-280	AM	1.61	2	1	4400	1650	7716	1157	1.75	0.70
		PM		2	1	4400	1650	7965	1195	1.81	0.72
Southbound											
32	between I-280 and Hamilton Ave	AM	1.61	2	1	4400	1650	10472	1571	2.38	0.95
		PM		2	1	4400	1650	8166	1225	1.86	0.74
33	between Hamilton Ave and San Tomas Expwy/Camden Ave	AM	1.82	2	1	4400	1650	11858	1779	2.70	1.08
		PM		2	1	4400	1650	7125	1069	1.62	0.65
34	between San Tomas Expwy/Camden Ave and SR 85	AM	1.17	2	1	4400	1650	8712	1307	1.98	0.79
		PM		2	1	4400	1650	6998	1050	1.59	0.64
35	between SR 85 and Lark Ave	AM	0.46	2	0	4400	-	6551	-	1.49	-
		PM		2	0	4400	-	4649	-	1.06	-
36	between Lark Ave and Saratoga Ave	AM	1.81	2	0	4400	-	6753	-	1.53	-
		PM		2	0	4400	-	4878	-	1.11	-
37	between Saratoga Ave and Bear Creek Rd	AM	2.90	2	0	4400	-	6974	-	1.59	-
		PM		2	0	4400	-	5499	-	1.25	-
38	between Bear Creek Rd and Summit Rd	AM	4.06	2	0	4400	-	6974	-	1.59	-
		PM		2	0	4400	-	5169	-	1.17	-
SR 85											
Northbound											
184	between US 101 and Cottle Rd	AM	1.79	2	1	4400	1650	6257	1080	1.42	0.65
		PM		2	1	4400	1650	5608	350	1.27	0.21
183	between Cottle Rd and Blossom Hill Rd	AM	1.96	2	1	4400	1650	8295	2080	1.89	1.26
		PM		2	1	4400	1650	6407	630	1.46	0.38
182	between Blossom Hill Rd and SR 87	AM	1.27	2	1	4400	1650	7063	1820	1.61	1.10
		PM		2	1	4400	1650	6849	700	1.56	0.42
181	between SR 87 and Almaden Expwy	AM	0.94	2	1	4400	1650	5807	1280	1.32	0.78
		PM		2	1	4400	1650	6237	490	1.42	0.30
180	between Almaden Expwy and Camden Ave	AM	1.97	2	1	4400	1650	6423	1640	1.46	0.99
		PM		2	1	4400	1650	6237	700	1.42	0.42
179	between Camden Ave and Union Ave	AM	1.17	2	1	4400	1650	6992	2030	1.59	1.23
		PM		2	1	4400	1650	5608	700	1.27	0.42
178	between Union Ave and S. Bascom Ave	AM	1.13	2	1	4400	1650	7426	1880	1.69	1.14
		PM		2	1	4400	1650	4650	490	1.06	0.30
177	between S. Bascom Ave and SR 17	AM	0.27	2	1	4400	1650	7223	1230	1.64	0.75
		PM		2	1	4400	1650	4547	770	1.03	0.47
176	between SR 17 and Winchester Blvd	AM	0.50	2	1	4400	1650	8147	1440	1.85	0.87
		PM		2	1	4400	1650	5024	700	1.14	0.42
175	between Winchester Blvd and Saratoga Ave	AM	2.68	2	1	4400	1650	8360	2110	1.90	1.28
		PM		2	1	4400	1650	5563	490	1.26	0.30

Cumulative Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Miles	Lanes (ln)		Capacity (vphpl)		Volume (pc)		V/C Ratio	
				Mixed	HOV	Mixed	HOV	Mixed	HOV[1]	Mixed	HOV
174	between Saratoga Ave and Saratoga-Sunnyvale Rd	AM	2.19	2	1	4400	1650	7867	2200	1.79	1.33
		PM		2	1	4400	1650	5347	560	1.22	0.34
173	between Saratoga-Sunnyvale Rd and Stevens Creek Blvd	AM	1.83	2	1	4400	1650	8374	1920	1.90	1.16
		PM		2	1	4400	1650	5632	630	1.28	0.38
172	between Stevens Creek Blvd and I-280	AM	0.75	2	1	4400	1650	5230	1330	1.19	0.81
		PM		2	1	4400	1650	3418	420	0.78	0.25
171	between I-280 and W. Homestead Rd	AM	0.34	2	1	4400	1650	6192	1180	1.41	0.72
		PM		2	1	4400	1650	3800	490	0.86	0.30
170	between W. Homestead Rd and W. Fremont Ave	AM	1.00	2	1	4400	1650	6652	1590	1.51	0.96
		PM		2	1	4400	1650	4578	490	1.04	0.30
169	between W. Fremont Ave and El Camino Real	AM	1.89	2	1	4400	1650	8840	1960	2.01	1.19
		PM		2	1	4400	1650	5846	560	1.33	0.34
168	between El Camino Real and SR 237	AM	0.41	2	1	4400	1650	10357	2200	2.35	1.33
		PM		2	1	4400	1650	4079	700	0.93	0.42
167	between SR 237 and Central Expwy	AM	0.47	2	1	4400	1650	9243	1850	2.10	1.12
		PM		2	1	4400	1650	4079	630	0.93	0.38
166	between Central Expwy and US 101	AM	1.24	2	1	4400	1650	10262	1390	2.33	0.84
		PM		2	1	4400	1650	3858	490	0.88	0.30
Southbound											
185	between US 101 and Central Expwy	AM	1.24	2	1	4400	1650	6089	210	1.38	0.13
		PM		2	1	4400	1650	4649	1890	1.06	1.15
186	between Central Expwy and SR 237	AM	0.47	2	1	4400	1650	5783	210	1.31	0.13
		PM		2	1	4400	1650	3360	2240	0.76	1.36
187	between SR 237 and El Camino Real	AM	0.41	3	1	6900	1650	8674	270	1.26	0.16
		PM		3	1	6900	1650	5923	2070	0.86	1.25
188	between El Camino Real and W. Fremont Ave	AM	1.89	2	1	4400	1650	8543	670	1.94	0.41
		PM		2	1	4400	1650	5402	2120	1.23	1.28
189	between W. Fremont Ave and W. Homestead Rd	AM	1.00	2	1	4400	1650	5582	540	1.27	0.33
		PM		2	1	4400	1650	5151	2380	1.17	1.44
190	between W. Homestead Rd and I-280	AM	0.41	2	1	4400	1650	4029	610	0.92	0.37
		PM		2	1	4400	1650	3678	1680	0.84	1.02
191	between I-280 and Stevens Creek Blvd	AM	0.75	2	1	4400	1650	7627	340	1.73	0.21
		PM		2	1	4400	1650	6777	1980	1.54	1.20
192	between Stevens Creek Blvd and Saratoga-Sunnyvale Rd	AM	1.83	2	1	4400	1650	6833	340	1.55	0.21
		PM		2	1	4400	1650	5967	2350	1.36	1.42
193	between Saratoga-Sunnyvale Rd and Saratoga Ave	AM	2.19	2	1	4400	1650	6588	540	1.50	0.33
		PM		2	1	4400	1650	5899	2080	1.34	1.26
194	between Saratoga Ave and Winchester Blvd	AM	2.68	2	1	4400	1650	6785	470	1.54	0.28
		PM		2	1	4400	1650	5948	2450	1.35	1.48
195	between Winchester Blvd and SR 17	AM	0.50	2	1	4400	1650	5885	470	1.34	0.28
		PM		2	1	4400	1650	4510	2300	1.03	1.39
196	between SR 17 and S. Bascom Ave	AM	0.27	2	1	4400	1650	4342	740	0.99	0.45
		PM		2	1	4400	1650	5644	1540	1.28	0.93
197	between S. Bascom Ave and Union Ave	AM	1.13	2	1	4400	1650	5598	470	1.27	0.28
		PM		2	1	4400	1650	5709	2280	1.30	1.38
198	between Union Ave and Camden Ave	AM	1.17	2	1	4400	1650	5783	540	1.31	0.33
		PM		2	1	4400	1650	6083	2380	1.38	1.44
199	between Camden Ave and Almaden Expwy	AM	1.97	2	1	4400	1650	7228	810	1.64	0.49
		PM		2	1	4400	1650	6329	2380	1.44	1.44
200	between Almaden Expwy and SR 87	AM	0.94	2	1	4400	1650	6659	470	1.51	0.28
		PM		2	1	4400	1650	4591	1050	1.04	0.64

Cumulative Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Miles	Lanes (In)		Capacity (vphpl)		Volume (pc)		V/C Ratio	
				Mixed	HOV	Mixed	HOV	Mixed	HOV[1]	Mixed	HOV
201	between SR 87 and Blossom Hill Rd	AM	1.27	2	1	4400	1650	6374	270	1.45	0.16
		PM		2	1	4400	1650	5851	2310	1.33	1.40
202	between Blossom Hill Rd and Cottle Rd	AM	1.96	2	1	4400	1650	6944	410	1.58	0.25
		PM		2	1	4400	1650	5648	1190	1.28	0.72
203	between Cottle Rd and US 101	AM	1.79	2	1	4400	1650	4096	340	0.93	0.21
		PM		2	1	4400	1650	4403	840	1.00	0.51
SR 237											
Eastbound											
88	between El Camino Real and SR 85	AM	0.40	2	0	4400	-	4567	-	1.04	-
		PM		2	0	4400	-	2974	-	0.68	-
87	between SR 85 and Central Pkwy	AM	0.63	2	1	4400	1650	5389	927	1.22	0.56
		PM		2	1	4400	1650	3138	1331	0.71	0.81
86	between Central Pkwy and Maude Ave	AM	0.80	2	1	4400	1650	5964	1026	1.36	0.62
		PM		2	1	4400	1650	3794	1609	0.86	0.98
85	between Maude Ave and US 101	AM	0.71	2	1	4400	1650	4552	783	1.03	0.47
		PM		2	1	4400	1650	3593	1524	0.82	0.92
84	between US 101 and Mathilda Ave	AM	0.53	2	1	4400	1650	6045	1040	1.37	0.63
		PM		2	1	4400	1650	4335	1838	0.99	1.11
83	between Mathilda Ave and N. Fair Oaks Ave	AM	0.96	2	1	4400	1650	5871	1010	1.33	0.61
		PM		2	1	4400	1650	4622	1960	1.05	1.19
82	between N. Fair Oaks Ave and Lawrence Expwy	AM	0.63	2	1	4400	1650	6694	810	1.52	0.49
		PM		2	1	4400	1650	5202	2310	1.18	1.40
81	between Lawrence Expwy and Great America Pkwy	AM	1.27	2	1	4400	1650	6068	1080	1.38	0.65
		PM		2	1	4400	1650	4994	2320	1.14	1.41
80	between Great America Pkwy and N. First St	AM	1.00	2	1	4400	1650	5191	940	1.18	0.57
		PM		2	1	4400	1650	5343	2200	1.21	1.33
79	between N. First St and Zanker Rd	AM	1.61	2	1	4400	1650	5067	1260	1.15	0.76
		PM		2	1	4400	1650	5614	2160	1.28	1.31
78	between Zanker Rd and McCarthy Blvd	AM	0.94	2	1	4400	1650	4961	940	1.13	0.57
		PM		2	1	4400	1650	5400	2030	1.23	1.23
77	between McCarthy Blvd and I-880	AM	0.40	2	1	4400	1650	3990	740	0.91	0.45
		PM		2	1	4400	1650	2701	2170	0.61	1.32
Westbound											
89	between I-880 and McCarthy Blvd	AM	0.40	2	1	4400	1650	5374	1840	1.22	1.12
		PM		2	1	4400	1650	2891	490	0.66	0.30
90	between McCarthy Blvd and Zanker Rd	AM	0.94	2	1	4400	1650	6990	2080	1.59	1.26
		PM		2	1	4400	1650	4043	490	0.92	0.30
91	between Zanker Rd and N. First St	AM	1.61	2	1	4400	1650	7142	2200	1.62	1.33
		PM		2	1	4400	1650	4435	1540	1.01	0.93
92	between N. First St and Great America Pkwy	AM	1.00	2	1	4400	1650	6368	2050	1.45	1.24
		PM		2	1	4400	1650	4122	980	0.94	0.59
93	between Great America Pkwy and Lawrence Expwy	AM	1.27	2	1	4400	1650	6798	1460	1.55	0.88
		PM		2	1	4400	1650	5015	1120	1.14	0.68
94	between Lawrence Expwy and N. Fair Oaks Ave	AM	0.63	2	1	4400	1650	6974	2150	1.59	1.30
		PM		2	1	4400	1650	5160	1330	1.17	0.81
95	between N. Fair Oaks Ave and Mathilda Ave	AM	0.96	2	1	4400	1650	7290	2247	1.66	1.36
		PM		2	1	4400	1650	5739	1479	1.30	0.90
96	between Mathilda Ave and US 101	AM	0.53	2	1	4400	1650	5706	1759	1.30	1.07
		PM		2	1	4400	1650	4696	1210	1.07	0.73
97	between US 101 and Maude Ave	AM	0.71	2	1	4400	1650	5010	1545	1.14	0.94
		PM		2	1	4400	1650	4549	1173	1.03	0.71

Cumulative Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Miles	Lanes (ln)		Capacity (vphpl)		Volume (pc)		V/C Ratio	
				Mixed	HOV	Mixed	HOV	Mixed	HOV[1]	Mixed	HOV
98	between Maude Ave and Central Pkwy	AM	0.80	2	1	4400	1650	4700	1449	1.07	0.88
		PM		2	1	4400	1650	4259	1098	0.97	0.67
99	between Central Pkwy and SR 85	AM	0.63	2	1	4400	1650	3309	1020	0.75	0.62
		PM		2	1	4400	1650	2764	712	0.63	0.43
100	between SR 85 and El Camino Real	AM	0.40	2	0	4400	-	3287	-	0.75	-
		PM		2	0	4400	-	3040	-	0.69	-
I-280											
Eastbound/Southbound											
130.1	between Alpine Rd and Page Mill Rd	AM	2.25	4	0	9200	-	11279	-	1.23	-
		PM		4	0	9200	-	7745	-	0.84	-
131	between Page Mill Rd and La Barranca Rd	AM	1.73	4	0	9200	-	10443	-	1.14	-
		PM		4	0	9200	-	8146	-	0.89	-
132	between La Barranca Rd and El Monte Rd	AM	1.60	4	0	9200	-	10443	-	1.14	-
		PM		4	0	9200	-	8146	-	0.89	-
133	between El Monte Rd and Magdalena Ave	AM	0.95	4	0	9200	-	8598	-	0.93	-
		PM		4	0	9200	-	7440	-	0.81	-
134	between Magdalena Ave and Foothill Expwy	AM	2.65	3	1	6900	1650	8763	810	1.27	0.49
		PM		3	1	6900	1650	7525	1330	1.09	0.81
135	between Foothill Expwy and SR 85	AM	0.70	3	1	6900	1650	8982	940	1.30	0.57
		PM		3	1	6900	1650	8031	1260	1.16	0.76
136	between SR 85 and De Anza Blvd	AM	1.31	3	1	6900	1650	7623	610	1.10	0.37
		PM		3	1	6900	1650	6937	2450	1.01	1.48
137	between De Anza Blvd and Wolfe Rd	AM	1.06	3	1	6900	1650	8935	670	1.29	0.41
		PM		3	1	6900	1650	7765	2550	1.13	1.55
138	between Wolfe Rd and Lawrence Expwy	AM	1.24	3	1	6900	1650	7705	1080	1.12	0.65
		PM		3	1	6900	1650	6782	2200	0.98	1.33
139	between Lawrence Expwy and Saratoga Ave	AM	1.19	3	1	6900	1650	9145	670	1.33	0.41
		PM		3	1	6900	1650	7837	2520	1.14	1.53
140	between Saratoga Ave and Winchester Blvd	AM	1.37	3	1	6900	1650	9147	740	1.33	0.45
		PM		3	1	6900	1650	7838	2250	1.14	1.36
141	between Winchester Blvd and I-880	AM	0.55	3	1	6900	1650	9878	940	1.43	0.57
		PM		3	1	6900	1650	7703	2100	1.12	1.27
142	between I-880 and Meridian Ave	AM	1.40	3	1	6900	1650	8426	670	1.22	0.41
		PM		3	1	6900	1650	9197	1740	1.33	1.05
143	between Meridian Ave and Bird Ave	AM	1.07	3	1	6900	1650	10746	854	1.56	0.52
		PM		3	1	6900	1650	10468	1980	1.52	1.20
144	between Bird Ave and SR 87	AM	0.35	3	1	6900	1650	6263	498	0.91	0.30
		PM		3	1	6900	1650	7958	1506	1.15	0.91
145	between SR 87 and 10th St	AM	1.20	3	1	6900	1650	6995	556	1.01	0.34
		PM		3	1	6900	1650	10205	1931	1.48	1.17
146	between 10th St and McLaughlin Ave	AM	0.92	3	1	6900	1650	7752	616	1.12	0.37
		PM		3	1	6900	1650	12120	2293	1.76	1.39
147	between McLaughlin Ave and US 101	AM	0.37	3	1	6900	1650	8972	713	1.30	0.43
		PM		3	1	6900	1650	12120	2293	1.76	1.39
Westbound/Northbound											
130	between US 101 and McLaughlin Ave	AM	0.37	3	1	6900	1650	9727	1407	1.41	0.85
		PM		3	1	6900	1650	8222	1291	1.19	0.78
129	between McLaughlin Ave and 10th St	AM	0.92	3	1	6900	1650	10982	1588	1.59	0.96
		PM		3	1	6900	1650	9779	1535	1.42	0.93
128	between 10th St and SR 87	AM	1.20	3	1	6900	1650	11549	1670	1.67	1.01
		PM		3	1	6900	1650	10116	1588	1.47	0.96

Cumulative Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Miles	Lanes (ln)		Capacity (vphpl)		Volume (pc)		V/C Ratio	
				Mixed	HOV	Mixed	HOV	Mixed	HOV[1]	Mixed	HOV
127	between SR 87 and Bird Ave	AM	0.35	3	1	6900	1650	9812	1419	1.42	0.86
		PM		3	1	6900	1650	6516	1023	0.94	0.62
126	between Bird Ave and Meridian Ave	AM	1.07	3	1	6900	1650	11667	1688	1.69	1.02
		PM		3	1	6900	1650	8124	1275	1.18	0.77
125	between Meridian Ave and I-880	AM	1.40	3	1	6900	1650	12583	1820	1.82	1.10
		PM		3	1	6900	1650	8474	1330	1.23	0.81
124	between I-880 and Winchester Blvd	AM	0.55	3	1	6900	1650	10761	1960	1.56	1.19
		PM		3	1	6900	1650	7172	1400	1.04	0.85
123	between Winchester Blvd and Saratoga Ave	AM	1.37	3	1	6900	1650	10087	2160	1.46	1.31
		PM		3	1	6900	1650	6782	1120	0.98	0.68
122	between Saratoga Ave and Lawrence Expwy	AM	1.19	3	1	6900	1650	9740	1720	1.41	1.04
		PM		3	1	6900	1650	6734	1050	0.98	0.64
121	between Lawrence Expwy and Wolfe Rd	AM	1.24	3	1	6900	1650	9400	2170	1.36	1.32
		PM		3	1	6900	1650	6510	700	0.94	0.42
120	between Wolfe Rd and De Anza Blvd	AM	1.06	3	1	6900	1650	10682	2060	1.55	1.25
		PM		3	1	6900	1650	7359	490	1.07	0.30
119	between De Anza Blvd and SR 85	AM	1.31	3	1	6900	1650	8520	2160	1.23	1.31
		PM		3	1	6900	1650	6654	490	0.96	0.30
118	between SR 85 and Foothill Expwy	AM	0.70	3	1	6900	1650	10077	2030	1.46	1.23
		PM		3	1	6900	1650	7667	560	1.11	0.34
117	between Foothill Expwy and Magdalena Ave	AM	2.65	3	1	6900	1650	9751	2070	1.41	1.25
		PM		3	1	6900	1650	6974	910	1.01	0.55
116	between Magdalena Ave and El Monte Rd	AM	0.95	4	1	9200	1650	8656	1838	0.94	1.11
		PM		4	1	9200	1650	6571	857	0.71	0.52
115	between El Monte Rd and La Barranca Rd	AM	1.60	4	0	9200	-	10468	-	1.14	-
		PM		4	0	9200	-	8206	-	0.89	-
114	between La Barranca Rd and Page Mill Rd	AM	1.73	4	0	9200	-	10468	-	1.14	-
		PM		4	0	9200	-	8206	-	0.89	-
113.1	between Page Mill Rd and Alpine Rd	AM	2.25	4	0	9200	-	9106	-	0.99	-
		PM		4	0	9200	-	9702	-	1.05	-
I-880											
Northbound											
12	between I-280 and Stevens Creek Blvd	AM	0.41	3	1	6900	1650	5631	658	0.82	0.40
		PM		3	1	6900	1650	3678	358	0.53	0.22
11	between Stevens Creek Blvd and N. Bascom Ave	AM	0.84	3	1	6900	1650	7922	926	1.15	0.56
		PM		3	1	6900	1650	5461	532	0.79	0.32
10	between N. Bascom Ave and The Alameda	AM	0.82	3	1	6900	1650	7832	915	1.14	0.55
		PM		3	1	6900	1650	6309	614	0.91	0.37
9	between The Alameda and Coleman Ave	AM	0.59	3	1	6900	1650	8244	963	1.19	0.58
		PM		3	1	6900	1650	6592	642	0.96	0.39
8	between Coleman Ave and SR 87	AM	0.51	3	1	6900	1650	9518	1112	1.38	0.67
		PM		3	1	6900	1650	7528	733	1.09	0.44
7	between SR 87 and N. 1st St	AM	0.40	3	1	6900	1650	9518	1112	1.38	0.67
		PM		3	1	6900	1650	7528	733	1.09	0.44
6	between N. 1st St and US 101	AM	0.49	3	1	6900	1650	7749	906	1.12	0.55
		PM		3	1	6900	1650	7103	692	1.03	0.42
5	between US 101 and E. Brokaw Rd	AM	1.29	3	1	6900	1650	8643	1010	1.25	0.61
		PM		3	1	6900	1650	7190	700	1.04	0.42
4	between E. Brokaw Rd and Montague Expwy	AM	1.35	3	1	6900	1650	7971	670	1.16	0.41
		PM		3	1	6900	1650	7403	1610	1.07	0.98
3	between Montague Expwy and Great Mall Pkwy	AM	0.98	3	1	6900	1650	5941	1140	0.86	0.69
		PM		3	1	6900	1650	5720	1610	0.83	0.98

Cumulative Conditions Freeway Analysis

ID	Freeway Segment	Peak Hour	Miles	Lanes (ln)		Capacity (vphpl)		Volume (pc)		V/C Ratio	
				Mixed	HOV	Mixed	HOV	Mixed	HOV[1]	Mixed	HOV
2	between Great Mall Pkwy and SR 237	AM	0.72	3	1	6900	1650	5630	1320	0.82	0.80
		PM		3	1	6900	1650	6682	910	0.97	0.55
1	between SR 237 and Dixon Landing Rd	AM	1.99	3	1	6900	1650	8941	610	1.30	0.37
		PM		3	1	6900	1650	9162	2320	1.33	1.41
Southbound											
13	between Dixon Landing Rd and SR 237	AM	1.99	3	1	6900	1650	10898	1980	1.58	1.20
		PM		3	1	6900	1650	6162	1260	0.89	0.76
14	between SR 237 and Great Mall Pkwy	AM	0.72	3	1	6900	1650	8236	1260	1.19	0.76
		PM		3	1	6900	1650	4941	910	0.72	0.55
15	between Great Mall Pkwy and Montague Expwy	AM	0.98	3	1	6900	1650	8821	1140	1.28	0.69
		PM		3	1	6900	1650	5293	1470	0.77	0.89
16	between Montague Expwy and E. Brokaw Rd	AM	1.35	3	1	6900	1650	9546	740	1.38	0.45
		PM		3	1	6900	1650	6580	2520	0.95	1.53
17	between E. Brokaw Rd and US 101	AM	1.29	3	1	6900	1650	9593	2200	1.39	1.33
		PM		3	1	6900	1650	6787	2500	0.98	1.52
18	between US 101 and N. 1st St	AM	0.49	3	1	6900	1650	9477	2173	1.37	1.32
		PM		3	1	6900	1650	6299	2320	0.91	1.41
19	between N. 1st St and SR 87	AM	0.40	3	1	6900	1650	9440	2165	1.37	1.31
		PM		3	1	6900	1650	7061	2601	1.02	1.58
20	between SR 87 and Coleman Ave	AM	0.51	3	1	6900	1650	9440	2165	1.37	1.31
		PM		3	1	6900	1650	7061	2601	1.02	1.58
21	between Coleman Ave and The Alameda	AM	0.59	3	1	6900	1650	8516	1953	1.23	1.18
		PM		3	1	6900	1650	6184	2278	0.90	1.38
22	between The Alameda and N. Bascom Ave	AM	0.82	3	1	6900	1650	8149	1869	1.18	1.13
		PM		3	1	6900	1650	6300	2321	0.91	1.41
23	between N. Bascom Ave and Stevens Creek Blvd	AM	0.84	3	1	6900	1650	7106	1630	1.03	0.99
		PM		3	1	6900	1650	6078	2239	0.88	1.36
24	between Stevens Creek Blvd and I-280	AM	0.41	3	1	6900	1650	5447	1249	0.79	0.76
		PM		3	1	6900	1650	4560	1680	0.66	1.02

Notes:

1. On segments with existing HOV lanes, HOV Volumes from the VTA *2014 CMP Report* were used. On segments with HOV lanes added under Cumulative conditions, the following assumptions were used:

- SR 17 Northbound/Southbound: HOV volumes are 15% of the mixed flow volumes during both AM and PM peak hours. The percentage used is based on the peak-hour comparison of HOV lanes and mixed flow lanes provided in the Caltrans *2013 Bay Area Managed Lanes Report.*

- SR 237 Eastbound: HOV volumes are 17% and 42% of the mixed flow volumes during the AM and PM peak hours, respectively. The percentage used is the ratio of Existing (2015) HOV volume to Cumulative (2040) Mixed-flow volume on the adjacent freeway segment with existing HOV lanes.

- SR 237 Westbound: HOV volumes are 31% and 26% of the mixed flow volumes during the AM and PM peak hours, respectively. The percentage used is the ratio of Existing (2015) HOV volume to Cumulative (2040) Mixed-flow volume on the adjacent freeway segment with existing HOV lanes.

- I-280 Eastbound: HOV volumes are 8% and 19% of the mixed flow volumes during the AM and PM peak hours, respectively. The percentage used is the ratio of Existing (2015) HOV volume to Cumulative (2040) Mixed-flow volume on the adjacent freeway segment with existing HOV lanes

- I-280 Westbound: HOV volumes are 14% and 16% of the mixed flow volumes during the AM and PM peak hours, respectively. The percentage used is the ratio of Existing (2015) HOV volume to Cumulative (2040) Mixed-flow volume on the adjacent freeway segment with existing HOV lanes.

- I-880 Northbound: HOV volumes are 12% and 10% of the mixed flow volumes during the AM and PM peak hours, respectively. The percentage used is the ratio of Existing (2015) HOV volume to Cumulative (2040) Mixed-flow volume on the adjacent freeway segment with existing HOV lanes.

Cumulative Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Lanes (In)		Capacity		Cumulative V/C Ratio		Cumulative plus Project Project Trips		Cumulative plus Project V/C Ratio		Cumulative plus Project Impact (%)	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 17														
Northbound														
31	between Summit Rd and Bear Creek Rd	AM	2	0	4400	-	0.74	-	28	-	0.74	-	-	-
		PM	2	0	4400	-	1.13	-	10	-	1.13	-	-	-
30	between Bear Creek Rd and Saratoga Ave	AM	2	0	4400	-	1.34	-	33	-	1.35	-	-	-
		PM	2	0	4400	-	0.95	-	11	-	0.95	-	-	-
29	between Saratoga Ave and Lark Ave	AM	2	0	4400	-	1.67	-	48	-	1.68	-	**1.1%**	-
		PM	2	0	4400	-	1.14	-	16	-	1.15	-	-	-
28	between Lark Ave and SR 85	AM	2	0	4400	-	1.21	-	58	-	1.22	-	**1.3%**	-
		PM	2	0	4400	-	0.89	-	19	-	0.89	-	-	-
27	between SR 85 and San Tomas Expwy/Camden Ave	AM	2	1	4400	1650	1.83	0.73	36	5	1.84	0.74	-	-
		PM	2	1	4400	1650	1.29	0.51	20	3	1.29	0.52	-	-
26	between San Tomas Expwy/Camden Ave and Hamilton Ave	AM	2	1	4400	1650	1.73	0.69	37	6	1.74	0.70	-	-
		PM	2	1	4400	1650	1.42	0.57	15	2	1.42	0.57	-	-
25	between Hamilton Ave and I-280	AM	2	1	4400	1650	1.75	0.70	50	-	1.77	0.70	**1.1%**	-
		PM	2	1	4400	1650	1.81	0.72	14	-	1.81	0.72	-	-
Southbound														
32	between I-280 and Hamilton Ave	AM	2	1	4400	1650	2.38	0.95	11	-	2.38	0.95	-	-
		PM	2	1	4400	1650	1.86	0.74	34	-	1.86	0.74	-	-
33	between Hamilton Ave and San Tomas Expwy/Camden Ave	AM	2	1	4400	1650	2.70	1.08	14	2	2.70	1.08	-	-
		PM	2	1	4400	1650	1.62	0.65	26	4	1.63	0.65	-	-
34	between San Tomas Expwy/Camden Ave and SR 85	AM	2	1	4400	1650	1.98	0.79	19	3	1.98	0.79	-	-
		PM	2	1	4400	1650	1.59	0.64	25	4	1.60	0.64	-	-
35	between SR 85 and Lark Ave	AM	2	0	4400	-	1.49	-	14	-	1.49	-	-	-
		PM	2	0	4400	-	1.06	-	44	-	1.07	-	-	-
36	between Lark Ave and Saratoga Ave	AM	2	0	4400	-	1.53	-	12	-	1.54	-	-	-
		PM	2	0	4400	-	1.11	-	37	-	1.12	-	-	-
37	between Saratoga Ave and Bear Creek Rd	AM	2	0	4400	-	1.59	-	10	-	1.59	-	-	-
		PM	2	0	4400	-	1.25	-	31	-	1.26	-	-	-
38	between Bear Creek Rd and Summit Rd	AM	2	0	4400	-	1.59	-	8	-	1.59	-	-	-
		PM	2	0	4400	-	1.17	-	26	-	1.18	-	-	-
SR 85														
Northbound														
184	between US 101 and Cottle Rd	AM	2	1	4400	1650	1.42	0.65	0	0	1.42	0.65	-	-
		PM	2	1	4400	1650	1.27	0.21	0	0	1.27	0.21	-	-
183	between Cottle Rd and Blossom Hill Rd	AM	2	1	4400	1650	1.89	1.26	21	5	1.89	1.26	-	-
		PM	2	1	4400	1650	1.46	0.38	9	1	1.46	0.38	-	-
182	between Blossom Hill Rd and SR 87	AM	2	1	4400	1650	1.61	1.10	57	15	1.62	1.11	**1.3%**	-
		PM	2	1	4400	1650	1.56	0.42	26	3	1.56	0.43	-	-
181	between SR 87 and Almaden Expwy	AM	2	1	4400	1650	1.32	0.78	88	19	1.34	0.79	**2.0%**	-
		PM	2	1	4400	1650	1.42	0.30	39	3	1.43	0.30	-	-
180	between Almaden Expwy and Camden Ave	AM	2	1	4400	1650	1.46	0.99	118	30	1.49	1.01	**2.7%**	**1.8%**
		PM	2	1	4400	1650	1.42	0.42	52	6	1.43	0.43	**1.2%**	-
179	between Camden Ave and Union Ave	AM	2	1	4400	1650	1.59	1.23	145	42	1.62	1.26	**3.3%**	**2.5%**
		PM	2	1	4400	1650	1.27	0.42	65	8	1.29	0.43	**1.5%**	-
178	between Union Ave and S. Bascom Ave	AM	2	1	4400	1650	1.69	1.14	165	42	1.73	1.16	**3.8%**	**2.5%**
		PM	2	1	4400	1650	1.06	0.30	73	8	1.07	0.30	**1.7%**	-
177	between S. Bascom Ave and SR 17	AM	2	1	4400	1650	1.64	0.75	189	32	1.68	0.77	**4.3%**	-
		PM	2	1	4400	1650	1.03	0.47	74	12	1.05	0.47	**1.7%**	-
176	between SR 17 and Winchester Blvd	AM	2	1	4400	1650	1.85	0.87	223	39	1.90	0.90	**5.1%**	-
		PM	2	1	4400	1650	1.14	0.42	90	13	1.16	0.43	**2.0%**	-
175	between Winchester Blvd and Saratoga Ave	AM	2	1	4400	1650	1.90	1.28	221	56	1.95	1.31	**5.0%**	**3.4%**
		PM	2	1	4400	1650	1.26	0.30	100	9	1.29	0.30	**2.3%**	-
174	between Saratoga Ave and Saratoga-Sunnyvale Rd	AM	2	1	4400	1650	1.79	1.33	145	41	1.82	1.36	**3.3%**	**2.5%**
		PM	2	1	4400	1650	1.22	0.34	93	10	1.24	0.35	**2.1%**	-
173	between Saratoga-Sunnyvale Rd and Stevens Creek Blvd	AM	2	1	4400	1650	1.90	1.16	0	0	1.90	1.16	-	-
		PM	2	1	4400	1650	1.28	0.38	0	0	1.28	0.38	-	-
172	between Stevens Creek Blvd and I-280	AM	2	1	4400	1650	1.19	0.81	47	0	1.20	0.81	**1.1%**	-
		PM	2	1	4400	1650	0.78	0.25	174	0	0.82	0.25	-	-
171	between I-280 and W. Homestead Rd	AM	2	1	4400	1650	1.41	0.72	64	0	1.42	0.72	**1.5%**	-
		PM	2	1	4400	1650	0.86	0.30	203	0	0.91	0.30	-	-
170	between W. Homestead Rd and W. Fremont Ave	AM	2	1	4400	1650	1.51	0.96	52	12	1.52	0.97	**1.2%**	-
		PM	2	1	4400	1650	1.04	0.30	183	20	1.08	0.31	**4.2%**	-

Cumulative Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Lanes (In)		Capacity		Cumulative V/C Ratio		Cumulative plus Project Project Trips		Cumulative plus Project V/C Ratio		Cumulative plus Project Impact (%)	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
169	between W. Fremont Ave and El Camino Real	AM	2	1	4400	1650	2.01	1.19	49	11	2.02	1.19	**1.1%**	-
		PM	2	1	4400	1650	1.33	0.34	172	16	1.37	0.35	**3.9%**	-
168	between El Camino Real and SR 237	AM	2	1	4400	1650	2.35	1.33	42	9	2.36	1.34	**-**	-
		PM	2	1	4400	1650	0.93	0.42	139	24	0.96	0.44	-	-
167	between SR 237 and Central Expwy	AM	2	1	4400	1650	2.10	1.12	36	7	2.11	1.13	-	-
		PM	2	1	4400	1650	0.93	0.38	119	18	0.95	0.39	-	-
166	between Central Expwy and US 101	AM	2	1	4400	1650	2.33	0.84	36	5	2.34	0.85	-	-
		PM	2	1	4400	1650	0.88	0.30	116	15	0.90	0.31	-	-
Southbound														
185	between US 101 and Central Expwy	AM	2	1	4400	1650	1.38	0.13	145	5	1.42	0.13	**3.3%**	-
		PM	2	1	4400	1650	1.06	1.15	29	12	1.06	1.15	-	-
186	between Central Expwy and SR 237	AM	2	1	4400	1650	1.31	0.13	155	6	1.35	0.13	**3.5%**	-
		PM	2	1	4400	1650	0.76	1.36	27	18	0.77	1.37	-	**1.1%**
187	between SR 237 and El Camino Real	AM	3	1	6900	1650	1.26	0.16	198	6	1.29	0.17	**2.9%**	-
		PM	3	1	6900	1650	0.86	1.25	42	15	0.86	1.26	-	-
188	between El Camino Real and W. Fremont Ave	AM	2	1	4400	1650	1.94	0.41	207	16	1.99	0.42	**4.7%**	-
		PM	2	1	4400	1650	1.23	1.28	44	17	1.24	1.30	**1.0%**	**1.1%**
189	between W. Fremont Ave and W. Homestead Rd	AM	2	1	4400	1650	1.27	0.33	222	21	1.32	0.34	**5.0%**	-
		PM	2	1	4400	1650	1.17	1.44	46	21	1.18	1.46	**1.0%**	**1.3%**
190	between W. Homestead Rd and I-280	AM	2	1	4400	1650	0.92	0.37	243	0	0.97	0.37	-	-
		PM	2	1	4400	1650	0.84	1.02	67	0	0.85	1.02	-	-
191	between I-280 and Stevens Creek Blvd	AM	2	1	4400	1650	1.73	0.21	162	0	1.77	0.21	**3.7%**	-
		PM	2	1	4400	1650	1.54	1.20	94	0	1.56	1.20	**2.1%**	-
192	between Stevens Creek Blvd and Saratoga-Sunnyvale Rd	AM	2	1	4400	1650	1.55	0.21	2	0	1.55	0.21	-	-
		PM	2	1	4400	1650	1.36	1.42	4	2	1.36	1.43	-	-
193	between Saratoga-Sunnyvale Rd and Saratoga Ave	AM	2	1	4400	1650	1.50	0.33	52	4	1.51	0.33	**1.2%**	-
		PM	2	1	4400	1650	1.34	1.26	155	54	1.38	1.29	**3.5%**	**3.3%**
194	between Saratoga Ave and Winchester Blvd	AM	2	1	4400	1650	1.54	0.28	71	5	1.56	0.29	**1.6%**	-
		PM	2	1	4400	1650	1.35	1.48	185	76	1.39	1.53	**4.2%**	**4.6%**
195	between Winchester Blvd and SR 17	AM	2	1	4400	1650	1.34	0.28	67	5	1.35	0.29	**1.5%**	-
		PM	2	1	4400	1650	1.03	1.39	164	84	1.06	1.44	**3.7%**	**5.1%**
196	between SR 17 and S. Bascom Ave	AM	2	1	4400	1650	0.99	0.45	53	9	1.00	0.45	-	-
		PM	2	1	4400	1650	1.28	0.93	167	46	1.32	0.96	**3.8%**	-
197	between S. Bascom Ave and Union Ave	AM	2	1	4400	1650	1.27	0.28	52	4	1.28	0.29	**1.2%**	-
		PM	2	1	4400	1650	1.30	1.38	141	56	1.33	1.42	**3.2%**	**3.4%**
198	between Union Ave and Camden Ave	AM	2	1	4400	1650	1.31	0.33	48	5	1.33	0.33	**1.1%**	-
		PM	2	1	4400	1650	1.38	1.44	132	52	1.41	1.47	**3.0%**	**3.1%**
199	between Camden Ave and Almaden Expwy	AM	2	1	4400	1650	1.64	0.49	42	5	1.65	0.49	-	-
		PM	2	1	4400	1650	1.44	1.44	118	44	1.47	1.47	**2.7%**	**2.7%**
200	between Almaden Expwy and SR 87	AM	2	1	4400	1650	1.51	0.28	36	3	1.52	0.29	-	-
		PM	2	1	4400	1650	1.04	0.64	109	25	1.07	0.65	**2.5%**	-
201	between SR 87 and Blossom Hill Rd	AM	2	1	4400	1650	1.45	0.16	31	1	1.46	0.16	-	-
		PM	2	1	4400	1650	1.33	1.40	80	32	1.35	1.42	**1.8%**	**1.9%**
202	between Blossom Hill Rd and Cottle Rd	AM	2	1	4400	1650	1.58	0.25	26	2	1.58	0.25	-	-
		PM	2	1	4400	1650	1.28	0.72	79	17	1.30	0.73	**1.8%**	-
203	between Cottle Rd and US 101	AM	2	1	4400	1650	0.93	0.21	22	2	0.94	0.21	-	-
		PM	2	1	4400	1650	1.00	0.51	68	13	1.02	0.52	**1.5%**	-
SR 237														
Eastbound														
88	between El Camino Real and SR 85	AM	2	0	4400	-	1.04	-	0	-	1.04	-	-	-
		PM	2	0	4400	-	0.68	-	0	-	0.68	-	-	-
87	between SR 85 and Central Pkwy	AM	2	1	4400	1650	1.22	0.56	7	1	1.23	0.56	-	-
		PM	2	1	4400	1650	0.71	0.81	18	8	0.72	0.81	-	-
86	between Central Pkwy and Maude Ave	AM	2	1	4400	1650	1.36	0.62	6	1	1.36	0.62	-	-
		PM	2	1	4400	1650	0.86	0.98	17	7	0.87	0.98	-	-
85	between Maude Ave and US 101	AM	2	1	4400	1650	1.03	0.47	5	1	1.04	0.48	-	-
		PM	2	1	4400	1650	0.82	0.92	15	6	0.82	0.93	-	-
84	between US 101 and Mathilda Ave	AM	2	1	4400	1650	1.37	0.63	4	1	1.37	0.63	-	-
		PM	2	1	4400	1650	0.99	1.11	12	5	0.99	1.12	-	-
83	between Mathilda Ave and N. Fair Oaks Ave	AM	2	1	4400	1650	1.33	0.61	3	1	1.34	0.61	-	-
		PM	2	1	4400	1650	1.05	1.19	11	5	1.05	1.19	-	-

Cumulative Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Lanes (In)		Capacity		Cumulative		Cumulative plus Project					
							V/C Ratio		Project Trips		V/C Ratio		Impact (%)	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
82	between N. Fair Oaks Ave and Lawrence Expwy	AM	2	1	4400	1650	1.52	0.49	3	0	1.52	0.49	-	-
		PM	2	1	4400	1650	1.18	1.40	10	4	1.18	1.40	-	-
81	between Lawrence Expwy and Great America Pkwy	AM	2	1	4400	1650	1.38	0.65	1	0	1.38	0.65	-	-
		PM	2	1	4400	1650	1.14	1.41	8	4	1.14	1.41	-	-
80	between Great America Pkwy and N. First St	AM	2	1	4400	1650	1.18	0.57	0	0	1.18	0.57	-	-
		PM	2	1	4400	1650	1.21	1.33	8	3	1.22	1.34	-	-
79	between N. First St and Zanker Rd	AM	2	1	4400	1650	1.15	0.76	0	0	1.15	0.76	-	-
		PM	2	1	4400	1650	1.28	1.31	7	3	1.28	1.31	-	-
78	between Zanker Rd and McCarthy Blvd	AM	2	1	4400	1650	1.13	0.57	0	0	1.13	0.57	-	-
		PM	2	1	4400	1650	1.23	1.23	7	3	1.23	1.23	-	-
77	between McCarthy Blvd and I-880	AM	2	1	4400	1650	0.91	0.45	0	0	0.91	0.45	-	-
		PM	2	1	4400	1650	0.61	1.32	5	4	0.61	1.32	-	-
Westbound														
89	between I-880 and McCarthy Blvd	AM	2	1	4400	1650	1.22	1.12	6	2	1.22	1.12	-	-
		PM	2	1	4400	1650	0.66	0.30	0	0	0.66	0.30	-	-
90	between McCarthy Blvd and Zanker Rd	AM	2	1	4400	1650	1.59	1.26	8	2	1.59	1.26	-	-
		PM	2	1	4400	1650	0.92	0.30	0	0	0.92	0.30	-	-
91	between Zanker Rd and N. First St	AM	2	1	4400	1650	1.62	1.33	9	3	1.63	1.34	-	-
		PM	2	1	4400	1650	1.01	0.93	0	0	1.01	0.93	-	-
92	between N. First St and Great America Pkwy	AM	2	1	4400	1650	1.45	1.24	10	3	1.45	1.24	-	-
		PM	2	1	4400	1650	0.94	0.59	0	0	0.94	0.59	-	-
93	between Great America Pkwy and Lawrence Expwy	AM	2	1	4400	1650	1.55	0.88	13	3	1.55	0.89	-	-
		PM	2	1	4400	1650	1.14	0.68	0	0	1.14	0.68	-	-
94	between Lawrence Expwy and N. Fair Oaks Ave	AM	2	1	4400	1650	1.59	1.30	13	4	1.59	1.31	-	-
		PM	2	1	4400	1650	1.17	0.81	2	0	1.17	0.81	-	-
95	between N. Fair Oaks Ave and Mathilda Ave	AM	2	1	4400	1650	1.66	1.36	14	4	1.66	1.36	-	-
		PM	2	1	4400	1650	1.30	0.90	2	1	1.30	0.90	-	-
96	between Mathilda Ave and US 101	AM	2	1	4400	1650	1.30	1.07	16	5	1.30	1.07	-	-
		PM	2	1	4400	1650	1.07	0.73	4	1	1.07	0.73	-	-
97	between US 101 and Maude Ave	AM	2	1	4400	1650	1.14	0.94	21	6	1.14	0.94	-	-
		PM	2	1	4400	1650	1.03	0.71	6	1	1.04	0.71	-	-
98	between Maude Ave and Central Pkwy	AM	2	1	4400	1650	1.07	0.88	23	7	1.07	0.88	-	-
		PM	2	1	4400	1650	0.97	0.67	6	2	0.97	0.67	-	-
99	between Central Pkwy and SR 85	AM	2	1	4400	1650	0.75	0.62	25	8	0.76	0.62	-	-
		PM	2	1	4400	1650	0.63	0.43	7	2	0.63	0.43	-	-
100	between SR 85 and El Camino Real	AM	2	0	4400	-	0.75	-	0	-	0.75	-	-	-
		PM	2	0	4400	-	0.69	-	0	-	0.69	-	-	-
I-280														
Eastbound/Southbound														
130.1	between Alpine Rd and Page Mill Rd	AM	4	0	9200	-	1.23	-	364	-	1.27	-	**4.0%**	-
		PM	4	0	9200	-	0.84	-	185	-	0.86	-	-	-
131	between Page Mill Rd and La Barranca Rd	AM	4	0	9200	-	1.14	-	420	-	1.18	-	**4.6%**	-
		PM	4	0	9200	-	0.89	-	214	-	0.91	-	-	-
132	between La Barranca Rd and El Monte Rd	AM	4	0	9200	-	1.14	-	420	-	1.18	-	**4.6%**	-
		PM	4	0	9200	-	0.89	-	214	-	0.91	-	-	-
133	between El Monte Rd and Magdalena Ave	AM	4	0	9200	-	0.93	-	464	-	0.98	-	-	-
		PM	4	0	9200	-	0.81	-	236	-	0.83	-	-	-
134	between Magdalena Ave and Foothill Expwy	AM	3	1	6900	1650	1.27	0.49	436	40	1.33	0.52	**6.3%**	-
		PM	3	1	6900	1650	1.09	0.81	206	36	1.12	0.83	**3.0%**	-
135	between Foothill Expwy and SR 85	AM	3	1	6900	1650	1.30	0.57	474	50	1.37	0.60	**6.9%**	-
		PM	3	1	6900	1650	1.16	0.76	231	36	1.20	0.79	**3.3%**	-
136	between SR 85 and De Anza Blvd	AM	3	1	6900	1650	1.10	0.37	563	45	1.19	0.40	**8.2%**	-
		PM	3	1	6900	1650	1.01	1.48	182	64	1.03	1.52	**2.6%**	**3.9%**
137	between De Anza Blvd and Wolfe Rd	AM	3	1	6900	1650	1.29	0.41	499	0	1.37	0.41	**7.2%**	-
		PM	3	1	6900	1650	1.13	1.55	186	0	1.15	1.55	**2.7%**	-
138	between Wolfe Rd and Lawrence Expwy	AM	3	1	6900	1650	1.12	0.65	138	0	1.14	0.65	**2.0%**	-
		PM	3	1	6900	1650	0.98	1.33	472	0	1.05	1.33	**6.8%**	-
139	between Lawrence Expwy and Saratoga Ave	AM	3	1	6900	1650	1.33	0.41	148	11	1.35	0.41	**2.1%**	-
		PM	3	1	6900	1650	1.14	1.53	384	124	1.19	1.60	**5.6%**	**7.5%**
140	between Saratoga Ave and Winchester Blvd	AM	3	1	6900	1650	1.33	0.45	138	11	1.35	0.46	**2.0%**	-
		PM	3	1	6900	1650	1.14	1.36	371	106	1.19	1.43	**5.4%**	**6.5%**

Cumulative Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Lanes (In)		Capacity		Cumulative V/C Ratio		Cumulative plus Project Project Trips		Cumulative plus Project V/C Ratio		Cumulative plus Project Impact (%)	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
141	between Winchester Blvd and I-880	AM	3	1	6900	1650	1.43	0.57	128	12	1.45	0.58	**1.9%**	-
		PM	3	1	6900	1650	1.12	1.27	353	96	1.17	1.33	**5.1%**	**5.8%**
142	between I-880 and Meridian Ave	AM	3	1	6900	1650	1.22	0.41	108	9	1.24	0.41	**1.6%**	-
		PM	3	1	6900	1650	1.33	1.05	314	59	1.38	1.09	**4.6%**	**3.6%**
143	between Meridian Ave and Bird Ave	AM	3	1	6900	1650	1.56	0.52	98	8	1.57	0.52	**1.4%**	-
		PM	3	1	6900	1650	1.52	1.20	285	54	1.56	1.23	**4.1%**	**3.3%**
144	between Bird Ave and SR 87	AM	3	1	6900	1650	0.91	0.30	95	8	0.92	0.31	-	-
		PM	3	1	6900	1650	1.15	0.91	277	52	1.19	0.94	**4.0%**	-
145	between SR 87 and 10th St	AM	3	1	6900	1650	1.01	0.34	80	6	1.03	0.34	**1.2%**	-
		PM	3	1	6900	1650	1.48	1.17	233	44	1.51	1.20	**3.4%**	**2.7%**
146	between 10th St and McLaughlin Ave	AM	3	1	6900	1650	1.12	0.37	72	6	1.13	0.38	**1.0%**	-
		PM	3	1	6900	1650	1.76	1.39	208	39	1.79	1.41	**3.0%**	**2.4%**
147	between McLaughlin Ave and US 101	AM	3	1	6900	1650	1.30	0.43	69	5	1.31	0.44	-	-
		PM	3	1	6900	1650	1.76	1.39	199	38	1.79	1.41	**2.9%**	**2.3%**
Westbound/Northbound														
130	between US 101 and McLaughlin Ave	AM	3	1	6900	1650	1.41	0.85	110	16	1.43	0.86	**1.6%**	-
		PM	3	1	6900	1650	1.19	0.78	30	5	1.20	0.79	-	-
129	between McLaughlin Ave and 10th St	AM	3	1	6900	1650	1.59	0.96	133	19	1.61	0.97	**1.9%**	-
		PM	3	1	6900	1650	1.42	0.93	36	6	1.42	0.93	-	-
128	between 10th St and SR 87	AM	3	1	6900	1650	1.67	1.01	206	30	1.70	1.03	**3.0%**	**1.8%**
		PM	3	1	6900	1650	1.47	0.96	56	9	1.47	0.97	-	-
127	between SR 87 and Bird Ave	AM	3	1	6900	1650	1.42	0.86	290	42	1.46	0.89	**4.2%**	-
		PM	3	1	6900	1650	0.94	0.62	79	12	0.96	0.63	-	-
126	between Bird Ave and Meridian Ave	AM	3	1	6900	1650	1.69	1.02	306	44	1.74	1.05	**4.4%**	**2.7%**
		PM	3	1	6900	1650	1.18	0.77	83	13	1.19	0.78	**1.2%**	-
125	between Meridian Ave and I-880	AM	3	1	6900	1650	1.82	1.10	358	52	1.88	1.13	**5.2%**	**3.1%**
		PM	3	1	6900	1650	1.23	0.81	98	15	1.24	0.82	**1.4%**	-
124	between I-880 and Winchester Blvd	AM	3	1	6900	1650	1.56	1.19	444	81	1.62	1.24	**6.4%**	**4.9%**
		PM	3	1	6900	1650	1.04	0.85	121	24	1.06	0.86	**1.8%**	-
123	between Winchester Blvd and Saratoga Ave	AM	3	1	6900	1650	1.46	1.31	465	100	1.53	1.37	**6.7%**	**6.0%**
		PM	3	1	6900	1650	0.98	0.68	134	22	1.00	0.69	**1.9%**	-
122	between Saratoga Ave and Lawrence Expwy	AM	3	1	6900	1650	1.41	1.04	515	91	1.49	1.10	**7.5%**	**5.5%**
		PM	3	1	6900	1650	0.98	0.64	144	23	1.00	0.65	-	-
121	between Lawrence Expwy and Wolfe Rd	AM	3	1	6900	1650	1.36	1.32	473	0	1.43	1.32	**6.9%**	-
		PM	3	1	6900	1650	0.94	0.42	93	0	0.96	0.42	-	-
120	between Wolfe Rd and De Anza Blvd	AM	3	1	6900	1650	1.55	1.25	142	0	1.57	1.25	**2.1%**	-
		PM	3	1	6900	1650	1.07	0.30	483	0	1.14	0.30	**7.0%**	-
119	between De Anza Blvd and SR 85	AM	3	1	6900	1650	1.23	1.31	134	34	1.25	1.33	**1.9%**	**2.1%**
		PM	3	1	6900	1650	0.96	0.30	541	40	1.04	0.32	**7.8%**	-
118	between SR 85 and Foothill Expwy	AM	3	1	6900	1650	1.46	1.23	126	25	1.48	1.25	**1.8%**	**1.5%**
		PM	3	1	6900	1650	1.11	0.34	514	38	1.19	0.36	**7.5%**	-
117	between Foothill Expwy and Magdalena Ave	AM	3	1	6900	1650	1.41	1.25	112	24	1.43	1.27	**1.6%**	**1.4%**
		PM	3	1	6900	1650	1.01	0.55	440	57	1.07	0.59	**6.4%**	-
116	between Magdalena Ave and El Monte Rd	AM	4	1	9200	1650	0.94	1.11	109	23	0.95	1.13	-	**1.4%**
		PM	4	1	9200	1650	0.71	0.52	429	56	0.76	0.55	-	-
115	between El Monte Rd and La Barranca Rd	AM	4	0	9200	-	1.14	-	123	-	1.15	-	**1.3%**	-
		PM	4	0	9200	-	0.89	-	449	-	0.94	-	-	-
114	between La Barranca Rd and Page Mill Rd	AM	4	0	9200	-	1.14	-	123	-	1.15	-	**1.3%**	-
		PM	4	0	9200	-	0.89	-	449	-	0.94	-	-	-
113.1	between Page Mill Rd and Alpine Rd	AM	4	0	9200	-	0.99	-	109	-	1.00	-	**1.2%**	-
		PM	4	0	9200	-	1.05	-	399	-	1.10	-	**4.3%**	-
I-880														
Northbound														
12	between I-280 and Stevens Creek Blvd	AM	3	1	6900	1650	0.82	0.40	13	0	0.82	0.40	-	-
		PM	3	1	6900	1650	0.53	0.22	42	0	0.54	0.22	-	-
11	between Stevens Creek Blvd and N. Bascom Ave	AM	3	1	6900	1650	1.15	0.56	9	1	1.15	0.56	-	-
		PM	3	1	6900	1650	0.79	0.32	31	3	0.80	0.32	-	-
10	between N. Bascom Ave and The Alameda	AM	3	1	6900	1650	1.14	0.55	7	1	1.14	0.56	-	-
		PM	3	1	6900	1650	0.91	0.37	28	3	0.92	0.37	-	-
9	between The Alameda and Coleman Ave	AM	3	1	6900	1650	1.19	0.58	6	1	1.20	0.58	-	-
		PM	3	1	6900	1650	0.96	0.39	26	3	0.96	0.39	-	-

Cumulative Conditions plus Specific Plan Freeway Analysis

ID	Freeway Segment	Peak Hour	Lanes (In)		Capacity		Cumulative V/C Ratio		Cumulative plus Project Project Trips		Cumulative plus Project V/C Ratio		Cumulative plus Project Impact (%)	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
8	between Coleman Ave and SR 87	AM	3	1	6900	1650	1.38	0.67	5	1	1.38	0.67	-	-
		PM	3	1	6900	1650	1.09	0.44	23	2	1.09	0.45	-	-
7	between SR 87 and N. 1st St	AM	3	1	6900	1650	1.38	0.67	5	1	1.38	0.67	-	-
		PM	3	1	6900	1650	1.09	0.44	23	2	1.09	0.45	-	-
6	between N. 1st St and US 101	AM	3	1	6900	1650	1.12	0.55	4	1	1.12	0.55	-	-
		PM	3	1	6900	1650	1.03	0.42	21	2	1.03	0.42	-	-
5	between US 101 and E. Brokaw Rd	AM	3	1	6900	1650	1.25	0.61	3	-	1.25	0.61	-	-
		PM	3	1	6900	1650	1.04	0.42	20	-	1.04	0.42	-	-
4	between E. Brokaw Rd and Montague Expwy	AM	3	1	6900	1650	1.16	0.41	2	-	1.16	0.41	-	-
		PM	3	1	6900	1650	1.07	0.98	19	-	1.08	0.98	-	-
3	between Montague Expwy and Great Mall Pkwy	AM	3	1	6900	1650	0.86	0.69	0	-	0.86	0.69	-	-
		PM	3	1	6900	1650	0.83	0.98	17	-	0.83	0.98	-	-
2	between Great Mall Pkwy and SR 237	AM	3	1	6900	1650	0.82	0.80	0	-	0.82	0.80	-	-
		PM	3	1	6900	1650	0.97	0.55	16	-	0.97	0.55	-	-
1	between SR 237 and Dixon Landing Rd	AM	3	1	6900	1650	1.30	0.37	0	0	1.30	0.37	-	-
		PM	3	1	6900	1650	1.33	1.41	18	5	1.33	1.41	-	-
Southbound														
13	between Dixon Landing Rd and SR 237	AM	3	1	6900	1650	1.58	1.20	19	3	1.58	1.20	-	-
		PM	3	1	6900	1650	0.89	0.76	0	0	0.89	0.76	-	-
14	between SR 237 and Great Mall Pkwy	AM	3	1	6900	1650	1.19	0.76	18	-	1.20	0.76	-	-
		PM	3	1	6900	1650	0.72	0.55	0	-	0.72	0.55	-	-
15	between Great Mall Pkwy and Montague Expwy	AM	3	1	6900	1650	1.28	0.69	22	-	1.28	0.69	-	-
		PM	3	1	6900	1650	0.77	0.89	1	-	0.77	0.89	-	-
16	between Montague Expwy and E. Brokaw Rd	AM	3	1	6900	1650	1.38	0.45	29	-	1.39	0.45	-	-
		PM	3	1	6900	1650	0.95	1.53	3	-	0.95	1.53	-	-
17	between E. Brokaw Rd and US 101	AM	3	1	6900	1650	1.39	1.33	42	-	1.40	1.33	-	-
		PM	3	1	6900	1650	0.98	1.52	8	-	0.98	1.52	-	-
18	between US 101 and N. 1st St	AM	3	1	6900	1650	1.37	1.32	39	9	1.38	1.32	-	-
		PM	3	1	6900	1650	0.91	1.41	7	3	0.91	1.41	-	-
19	between N. 1st St and SR 87	AM	3	1	6900	1650	1.37	1.31	40	9	1.37	1.32	-	-
		PM	3	1	6900	1650	1.02	1.58	8	3	1.02	1.58	-	-
20	between SR 87 and Coleman Ave	AM	3	1	6900	1650	1.37	1.31	40	9	1.37	1.32	-	-
		PM	3	1	6900	1650	1.02	1.58	8	3	1.02	1.58	-	-
21	between Coleman Ave and The Alameda	AM	3	1	6900	1650	1.23	1.18	43	10	1.24	1.19	-	-
		PM	3	1	6900	1650	0.90	1.38	10	3	0.90	1.38	-	-
22	between The Alameda and N. Bascom Ave	AM	3	1	6900	1650	1.18	1.13	47	11	1.19	1.14	-	-
		PM	3	1	6900	1650	0.91	1.41	11	4	0.91	1.41	-	-
23	between N. Bascom Ave and Stevens Creek Blvd	AM	3	1	6900	1650	1.03	0.99	50	12	1.04	0.99	-	-
		PM	3	1	6900	1650	0.88	1.36	12	5	0.88	1.36	-	-
24	between Stevens Creek Blvd and I-280	AM	3	1	6900	1650	0.79	0.76	66	0	0.80	0.76	-	-
		PM	3	1	6900	1650	0.66	1.02	19	0	0.66	1.02	-	-

Appendix TR-G

Baseline Existing Conditions, Background Conditions, Background Conditions Plus Specific Plan, Cumulative Conditions, Cumulative Conditions Plus Specific Plan, Alternative Conditions

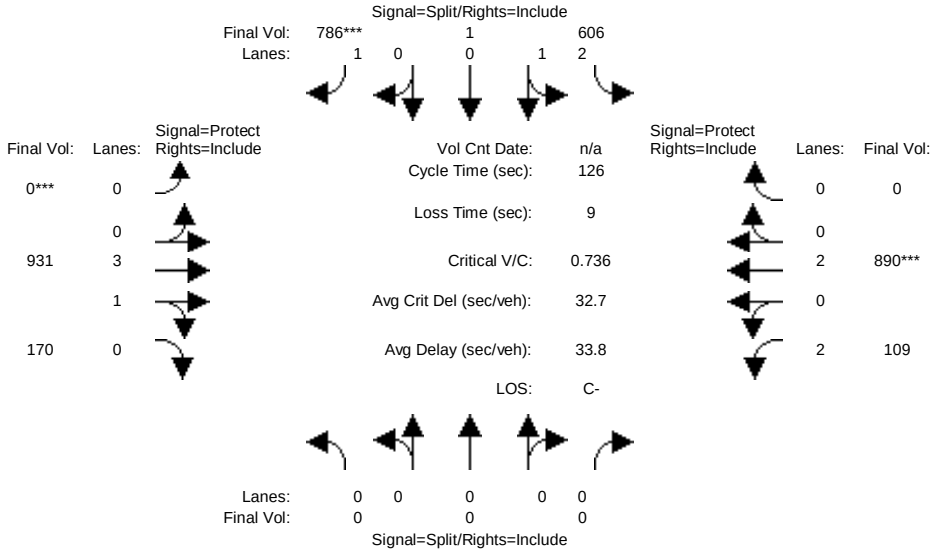
Traffix Output

Traffix Output

Baseline Existing Conditions

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #1: Stevens Creek Boulevard/SR 85 Ramps West

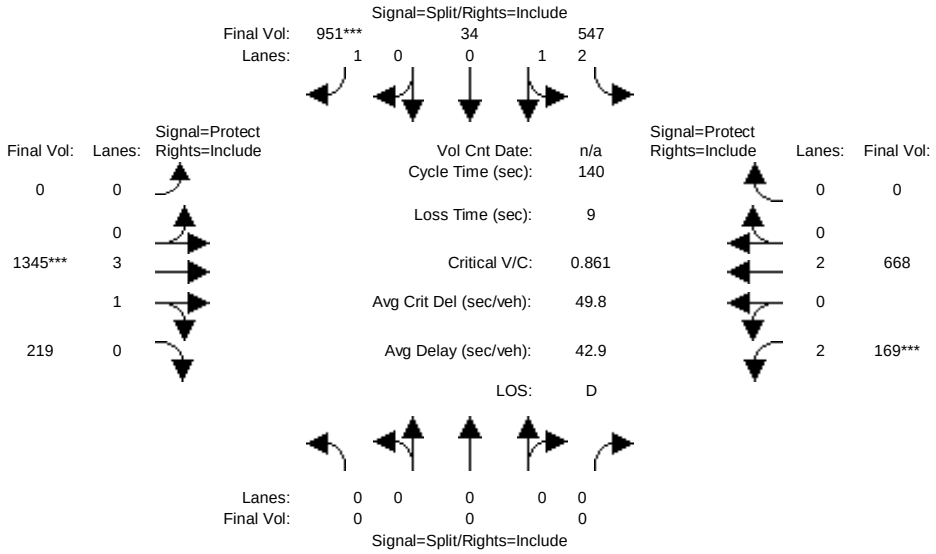


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	606	1	786	0	923	170	109	885	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	606	1	786	0	923	170	109	885	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	606	1	786	0	931	170	109	890	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	606	1	786	0	931	170	109	890	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	606	1	786	0	931	170	109	890	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	0	0	606	1	786	0	931	170	109	890	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	0.87	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	3.36	0.64	2.00	2.00	0.00
Final Sat.:	0	0	0	4942	8	1750	0	6340	1158	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.45	0.00	0.15	0.15	0.03	0.23	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	76.9	76.9	76.9	0.0	29.1	29.1	11.0	40.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.74	0.00	0.64	0.64	0.40	0.74	0.00
Uniform Del:	0.0	0.0	0.0	10.9	10.9	17.4	0.0	43.7	43.7	54.4	38.2	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	4.5	0.0	1.8	1.8	4.2	4.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.1	11.1	21.9	0.0	45.5	45.5	58.6	42.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.1	11.1	21.9	0.0	45.5	45.5	58.6	42.2	0.0
LOS by Move:	A	A	A	B+	B+	C+	A	D	D	E+	D	A
HCM2kAvgQ:	0	0	0	97	97	593	0	260	260	58	386	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #1: Stevens Creek Boulevard/SR 85 Ramps West

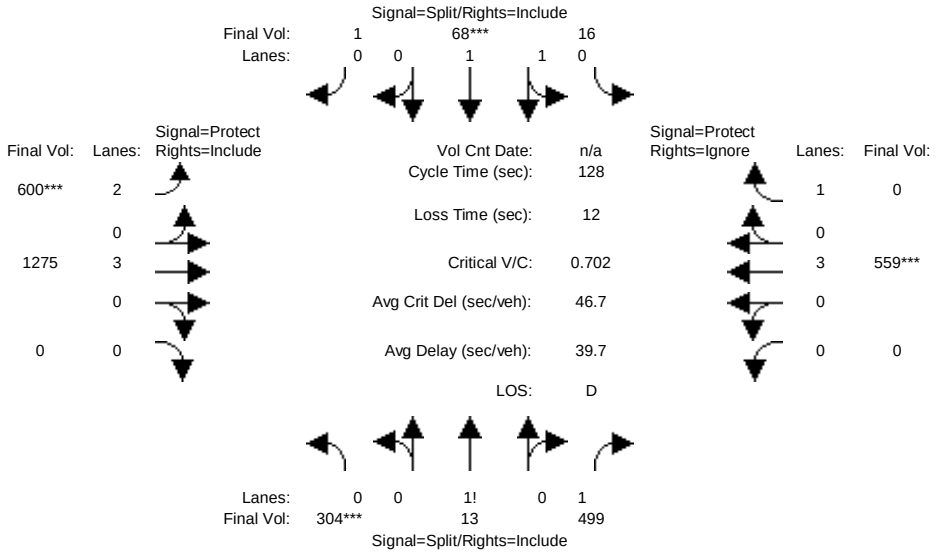


Street Name:	SR 85 Ramps West						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	547	34	951	0	1318	219	169	639	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	547	34	951	0	1318	219	169	639	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	547	34	951	0	1345	219	169	668	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	547	34	951	0	1345	219	169	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	547	34	951	0	1345	219	169	668	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	0	0	547	34	951	0	1345	219	169	668	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	0.86	0.95	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.84	0.16	1.00	0.00	3.42	0.58	2.00	2.00	0.00
Final Sat.:	0	0	0	4658	290	1750	0	6448	1050	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.54	0.00	0.21	0.21	0.05	0.18	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	88.4	88.4	88.4	0.0	33.9	33.9	8.7	42.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.86	0.00	0.86	0.86	0.86	0.58	0.00
Uniform Del:	0.0	0.0	0.0	10.8	10.8	20.9	0.0	50.8	50.8	65.0	41.1	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	8.8	0.0	5.6	5.6	36.0	2.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	10.9	29.7	0.0	56.4	56.4	101.1	43.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	10.9	29.7	0.0	56.4	56.4	101.1	43.2	0.0
LOS by Move:	A	A	A	B+	B+	C	A	E+	E+	F	D	A
HCM2kAvgQ:	0	0	0	96	96	936	0	471	471	127	303	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #2: Stevens Creek Boulevard/SR 85 Ramps East

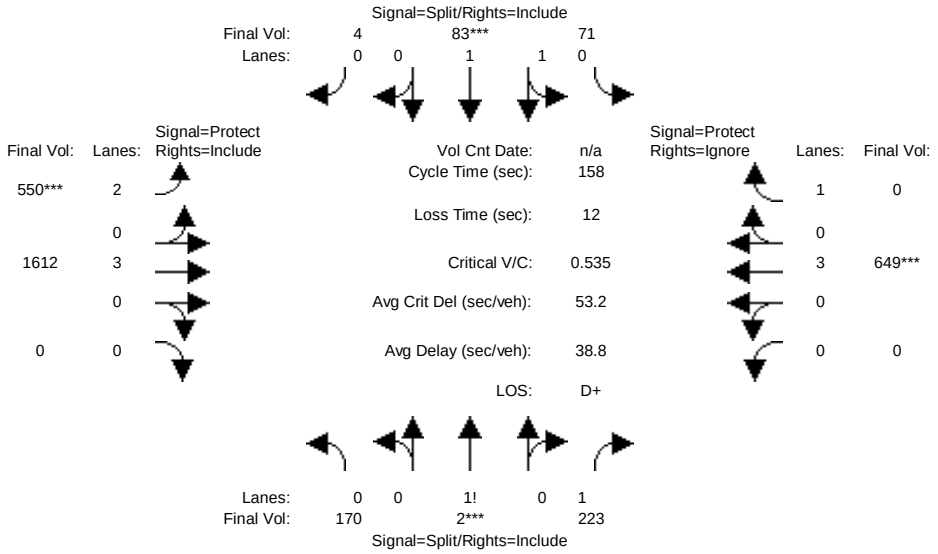


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	13	499	16	68	1	600	1267	0	0	554	501
Growth Adj:	1.00	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	13	499	16	68	1	600	1267	0	0	554	501
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	13	499	16	68	1	600	1275	0	0	559	501
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:	304	13	499	16	68	1	600	1275	0	0	559	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	13	499	16	68	1	600	1275	0	0	559	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:	304	13	499	16	68	1	600	1275	0	0	559	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.54	0.02	1.44	0.38	1.60	0.02	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	939	40	2521	678	2880	42	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.20	0.02	0.02	0.02	0.19	0.22	0.00	0.00	0.10	0.00
Crit Moves:	****				****		****				****	
Green Time:	56.0	56.0	56.0	10.0	10.0	10.0	33.0	50.0	0.0	0.0	17.0	0.0
Volume/Cap:	0.74	0.74	0.45	0.30	0.30	0.30	0.74	0.57	0.00	0.00	0.74	0.00
Uniform Del:	29.9	29.9	25.2	55.7	55.7	55.7	43.6	30.6	0.0	0.0	53.4	0.0
IncremntDel:	4.5	4.5	0.8	2.7	2.7	2.7	6.0	1.1	0.0	0.0	6.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	34.4	34.4	26.0	58.5	58.5	58.5	49.6	31.7	0.0	0.0	59.8	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:	34.4	34.4	26.0	58.5	58.5	58.5	49.6	31.7	0.0	0.0	59.8	0.0
LOS by Move:	C-	C-	C	E+	E+	E+	D	C	A	A	E+	A
HCM2kAvgQ:	519	519	255	48	48	48	337	325	0	0	215	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #2: Stevens Creek Boulevard/SR 85 Ramps East

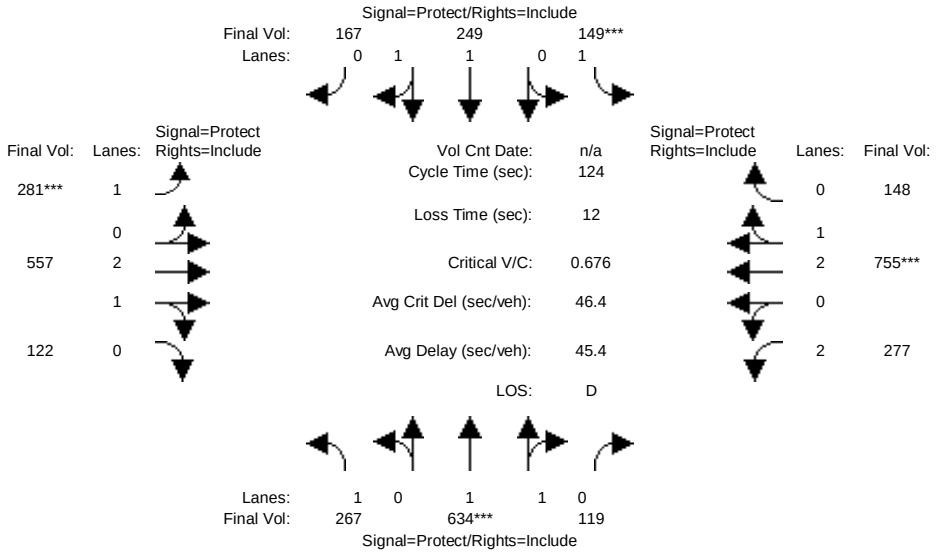


Street Name:	SR 85 Ramps East						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	2	223	71	83	4	550	1585	0	0	620	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	2	223	71	83	4	550	1585	0	0	620	560
Added Vol:	0	0	0	0	0	0	0	27	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	2	223	71	83	4	550	1612	0	0	649	560
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:	170	2	223	71	83	4	550	1612	0	0	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2	223	71	83	4	550	1612	0	0	649	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:	170	2	223	71	83	4	550	1612	0	0	649	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.01	1.39	0.90	1.05	0.05	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1049	12	2438	1618	1891	91	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.09	0.04	0.04	0.04	0.17	0.28	0.00	0.00	0.11	0.00
Crit Moves:		****			****		****				****	
Green Time:	47.8	47.8	47.8	13.0	13.0	13.0	51.6	85.2	0.0	0.0	33.6	0.0
Volume/Cap:	0.53	0.53	0.30	0.53	0.53	0.53	0.53	0.52	0.00	0.00	0.53	0.00
Uniform Del:	45.8	45.8	42.3	69.6	69.6	69.6	43.4	23.4	0.0	0.0	55.2	0.0
IncremntDel:	2.8	2.8	0.6	6.8	6.8	6.8	2.0	0.6	0.0	0.0	1.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	48.6	48.6	42.9	76.4	76.4	76.4	45.4	24.0	0.0	0.0	56.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	48.6	42.9	76.4	76.4	76.4	45.4	24.0	0.0	0.0	56.9	0.0
LOS by Move:	D	D	D	E-	E-	E-	D	C	A	A	E+	A
HCM2kAvgQ:	309	309	157	114	114	114	310	397	0	0	238	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #3: Stevens Creek Boulevard/Stelling Road

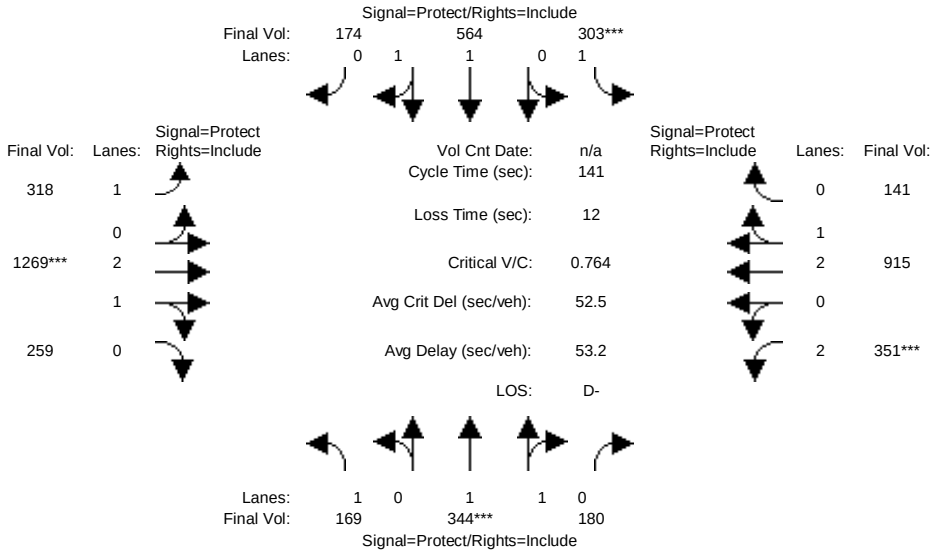


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	634	119	149	249	167	281	541	122	277	745	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	634	119	149	249	167	281	541	122	277	745	148
Added Vol:	0	0	0	0	0	0	0	16	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	634	119	149	249	167	281	557	122	277	755	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	634	119	149	249	167	281	557	122	277	755	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	634	119	149	249	167	281	557	122	277	755	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	634	119	149	249	167	281	557	122	277	755	148
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	0.99	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.68	0.32	1.00	1.18	0.82	1.00	2.44	0.56	2.00	2.49	0.51
Final Sat.:	1750	3115	585	1750	2214	1485	1750	4592	1006	3150	4681	918
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.09	0.11	0.11	0.16	0.12	0.12	0.09	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	30.5	37.3	37.3	15.6	22.5	22.5	29.5	34.2	34.2	24.8	29.6	29.6
Volume/Cap:	0.62	0.68	0.68	0.68	0.62	0.62	0.68	0.44	0.44	0.44	0.68	0.68
Uniform Del:	41.6	38.0	38.0	51.8	46.8	46.8	42.9	37.0	37.0	43.5	42.9	42.9
IncremntDel:	6.6	3.3	3.3	15.4	4.3	4.3	8.5	0.9	0.9	2.2	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	41.3	41.3	67.2	51.1	51.1	51.5	37.9	37.9	45.7	45.6	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:	48.2	41.3	41.3	67.2	51.1	51.1	51.5	37.9	37.9	45.7	45.6	45.6
LOS by Move:	D	D	D	E	D-	D-	D-	D+	D+	D	D	D
HCM2kAvgQ:	260	340	340	177	207	207	286	183	183	145	287	287

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #3: Stevens Creek Boulevard/Stelling Road

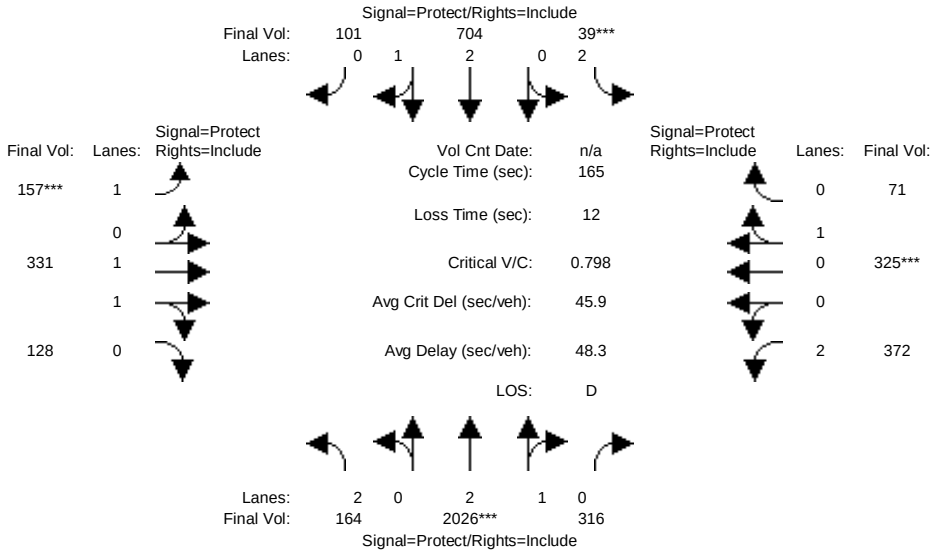


Street Name:	Stelling Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	344	180	303	564	174	318	1215	259	351	857	141
Growth Adj:	1.00	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	344	180	303	564	174	318	1215	259	351	857	141
Added Vol:	0	0	0	0	0	0	0	54	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	344	180	303	564	174	318	1269	259	351	915	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	344	180	303	564	174	318	1269	259	351	915	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	344	180	303	564	174	318	1269	259	351	915	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	344	180	303	564	174	318	1269	259	351	915	141
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	0.98	0.95	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.29	0.71	1.00	1.52	0.48	1.00	2.47	0.53	2.00	2.58	0.42
Final Sat.:	1750	2428	1270	1750	2827	872	1750	4650	949	3150	4851	748
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.17	0.20	0.20	0.18	0.27	0.27	0.11	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	18.9	26.1	26.1	31.9	39.1	39.1	34.8	50.4	50.4	20.6	36.1	36.1
Volume/Cap:	0.72	0.76	0.76	0.76	0.72	0.72	0.74	0.76	0.76	0.76	0.74	0.74
Uniform Del:	58.5	54.5	54.5	51.0	46.0	46.0	48.9	40.1	40.1	57.9	48.1	48.1
IncremntDel:	17.2	7.9	7.9	13.1	4.3	4.3	10.7	2.8	2.8	11.5	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.7	62.4	62.4	64.1	50.3	50.3	59.6	42.9	42.9	69.4	51.5	51.5
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:	75.7	62.4	62.4	64.1	50.3	50.3	59.6	42.9	42.9	69.4	51.5	51.5
LOS by Move:	E-	E	E	E	D	D	E+	D	D	E	D-	D-
HCM2kAvgQ:	224	315	315	368	392	392	372	520	520	261	382	382

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

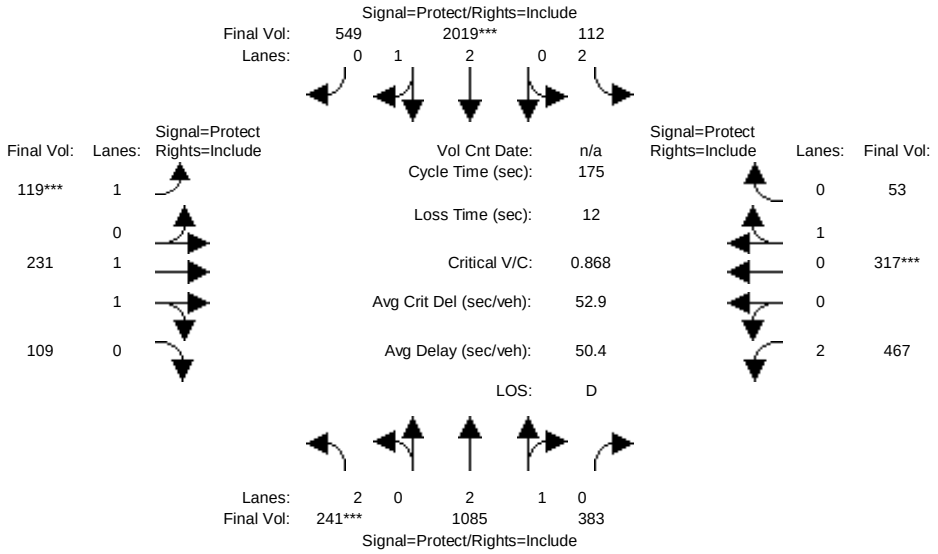


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	2021	316	39	696	101	157	331	120	372	325	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	2021	316	39	696	101	157	331	120	372	325	71
Added Vol:	5	5	0	0	8	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	2026	316	39	704	101	157	331	128	372	325	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	2026	316	39	704	101	157	331	128	372	325	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	2026	316	39	704	101	157	331	128	372	325	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	2026	316	39	704	101	157	331	128	372	325	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.83	0.95	0.95
Lanes:	2.00	2.58	0.42	2.00	2.61	0.39	1.00	1.43	0.57	2.00	0.82	0.18
Final Sat.:	3150	4843	755	3150	4896	702	1750	2667	1032	3150	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.14	0.14	0.09	0.12	0.12	0.12	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	24.2	83.9	83.9	7.0	66.7	66.7	18.0	31.8	31.8	30.3	44.1	44.1
Volume/Cap:	0.36	0.82	0.82	0.29	0.36	0.36	0.82	0.64	0.64	0.64	0.82	0.82
Uniform Del:	63.4	34.3	34.3	76.6	34.2	34.2	71.9	61.4	61.4	62.4	56.8	56.8
IncremntDel:	2.1	2.8	2.8	5.5	0.4	0.4	31.4	4.4	4.4	5.4	14.7	14.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.5	37.1	37.1	82.1	34.6	34.6	103.4	65.8	65.8	67.8	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:	65.5	37.1	37.1	82.1	34.6	34.6	103.4	65.8	65.8	67.8	71.4	71.4
LOS by Move:	E	D+	D+	F	C-	C-	F	E	E	E	E	E
HCM2kAvgQ:	116	868	868	36	231	231	263	290	290	279	538	538

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #4: Sunnyvale Saratoga Road/Remington Drive

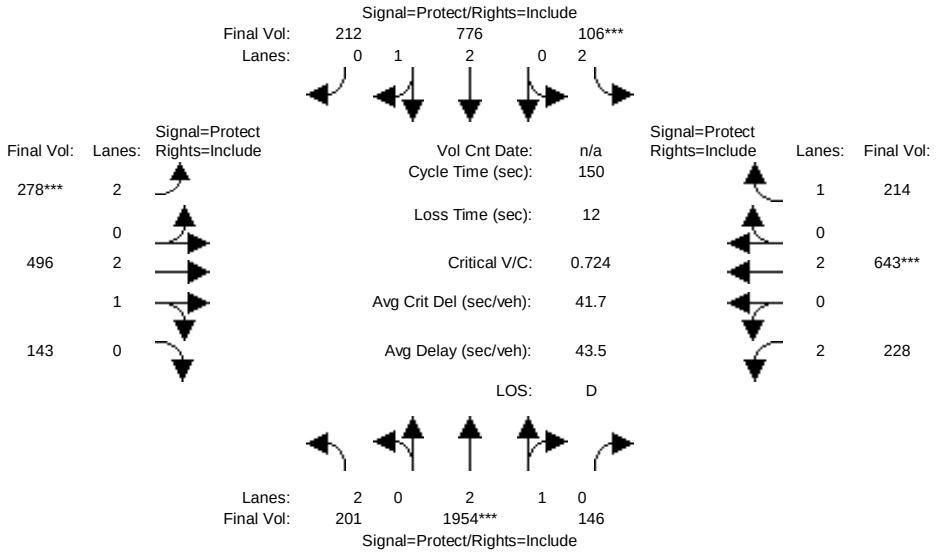


Street Name:	Sunnyvale Saratoga Road						Remington Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	1056	383	112	1992	549	119	231	82	467	317	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1056	383	112	1992	549	119	231	82	467	317	53
Added Vol:	29	29	0	0	27	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	1085	383	112	2019	549	119	231	109	467	317	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	1085	383	112	2019	549	119	231	109	467	317	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1085	383	112	2019	549	119	231	109	467	317	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	1085	383	112	2019	549	119	231	109	467	317	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95
Lanes:	2.00	2.19	0.81	2.00	2.34	0.66	1.00	1.34	0.66	2.00	0.86	0.14
Final Sat.:	3150	4137	1460	3150	4401	1197	1750	2513	1186	3150	1542	258
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.04	0.46	0.46	0.07	0.09	0.09	0.15	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	15.4	93.6	93.6	14.3	92.5	92.5	13.7	21.1	21.1	34.0	41.4	41.4
Volume/Cap:	0.87	0.49	0.49	0.44	0.87	0.87	0.87	0.76	0.76	0.76	0.87	0.87
Uniform Del:	78.8	25.7	25.7	76.5	36.0	36.0	79.8	74.5	74.5	66.7	64.2	64.2
IncremntDel:	28.8	0.6	0.6	5.3	3.8	3.8	47.9	11.7	11.7	8.7	20.7	20.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.6	26.2	26.2	81.8	39.7	39.7	127.7	86.2	86.2	75.4	84.8	84.8
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:	107.6	26.2	26.2	81.8	39.7	39.7	127.7	86.2	86.2	75.4	84.8	84.8
LOS by Move:	F	C	C	F	D	D	F	F	F	E-	F	F
HCM2kAvgQ:	252	406	406	96	1049	1049	230	265	265	389	561	561

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

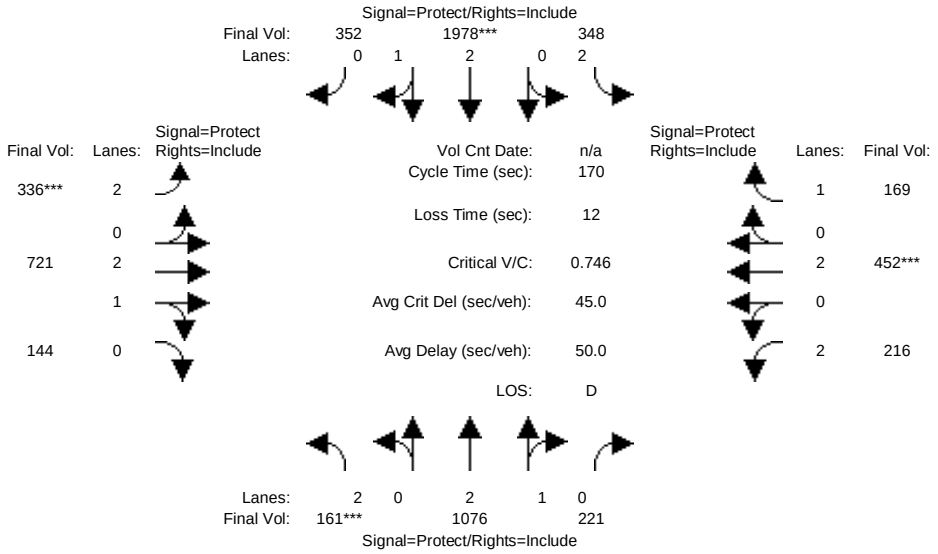


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	201	1944	146	106	760	212	278	496	143	228	643	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1944	146	106	760	212	278	496	143	228	643	214
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1954	146	106	776	212	278	496	143	228	643	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1954	146	106	776	212	278	496	143	228	643	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1954	146	106	776	212	278	496	143	228	643	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1954	146	106	776	212	278	496	143	228	643	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.78	0.22	2.00	2.33	0.67	2.00	2.30	0.70	2.00	2.00	1.00
Final Sat.:	3150	5210	389	3150	4397	1201	3150	4345	1253	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.03	0.18	0.18	0.09	0.11	0.11	0.07	0.17	0.12
Crit Moves:		****			****			****			****	
Green Time:	22.5	77.7	77.7	7.0	62.2	62.2	18.3	32.6	32.6	20.7	35.0	35.0
Volume/Cap:	0.43	0.72	0.72	0.72	0.43	0.43	0.72	0.52	0.52	0.52	0.72	0.52
Uniform Del:	57.9	27.9	27.9	70.5	31.2	31.2	63.4	51.8	51.8	60.1	53.0	50.2
IncremntDel:	2.8	1.6	1.6	26.2	0.6	0.6	11.3	1.6	1.6	4.5	5.1	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	29.5	29.5	96.7	31.8	31.8	74.7	53.5	53.5	64.6	58.1	54.9
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:	60.7	29.5	29.5	96.7	31.8	31.8	74.7	53.5	53.5	64.6	58.1	54.9
LOS by Move:	E	C	C	F	C	C	E	D-	D-	E	E+	D-
HCM2kAvgQ:	133	634	634	108	267	267	220	226	226	159	366	238

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #5: Sunnyvale Saratoga Road/Fremont Avenue

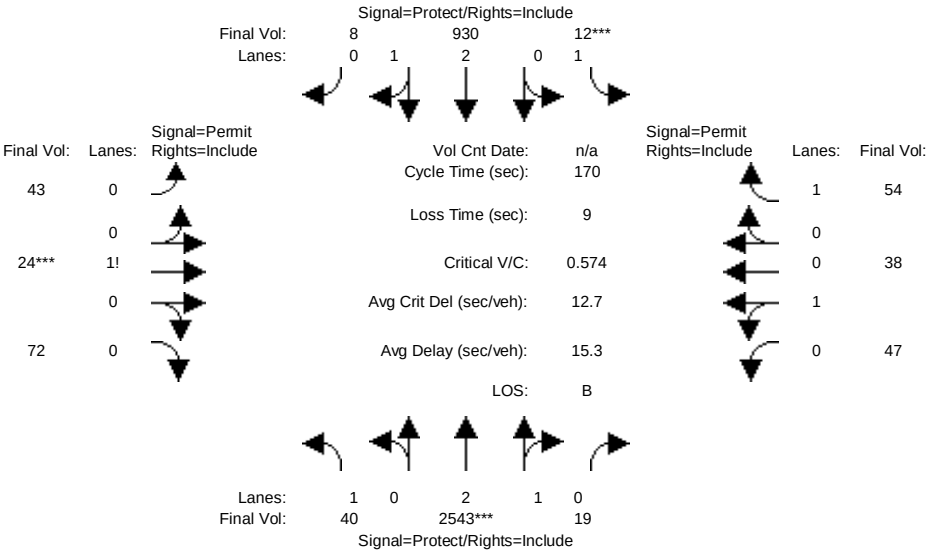


Street Name:	Sunnyvale Saratoga Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	1018	221	348	1924	352	336	721	144	216	452	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:	161	1018	221	348	1924	352	336	721	144	216	452	169
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1076	221	348	1978	352	336	721	144	216	452	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:	161	1076	221	348	1978	352	336	721	144	216	452	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1076	221	348	1978	352	336	721	144	216	452	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:	161	1076	221	348	1978	352	336	721	144	216	452	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	2.47	0.53	2.00	2.53	0.47	2.00	2.48	0.52	2.00	2.00	1.00
Final Sat.:	3150	4645	954	3150	4753	846	3150	4667	932	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.11	0.42	0.42	0.11	0.15	0.15	0.07	0.12	0.10
Crit Moves:	****				****		****				****	
Green Time:	11.7	72.1	72.1	34.4	94.9	94.9	24.3	35.6	35.6	15.8	27.1	27.1
Volume/Cap:	0.75	0.55	0.55	0.55	0.75	0.75	0.75	0.74	0.74	0.74	0.75	0.61
Uniform Del:	77.7	36.7	36.7	60.8	28.4	28.4	69.9	62.8	62.8	75.1	68.1	66.5
IncremntDel:	20.7	0.9	0.9	3.3	1.7	1.7	10.7	4.2	4.2	15.3	8.1	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.4	37.6	37.6	64.1	30.1	30.1	80.6	67.0	67.0	90.3	76.3	75.8
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:	98.4	37.6	37.6	64.1	30.1	30.1	80.6	67.0	67.0	90.3	76.3	75.8
LOS by Move:	F	D+	D+	E	C	C	F	E	E	F	E-	E-
HCM2kAvgQ:	162	419	419	251	774	774	287	383	383	201	313	237

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

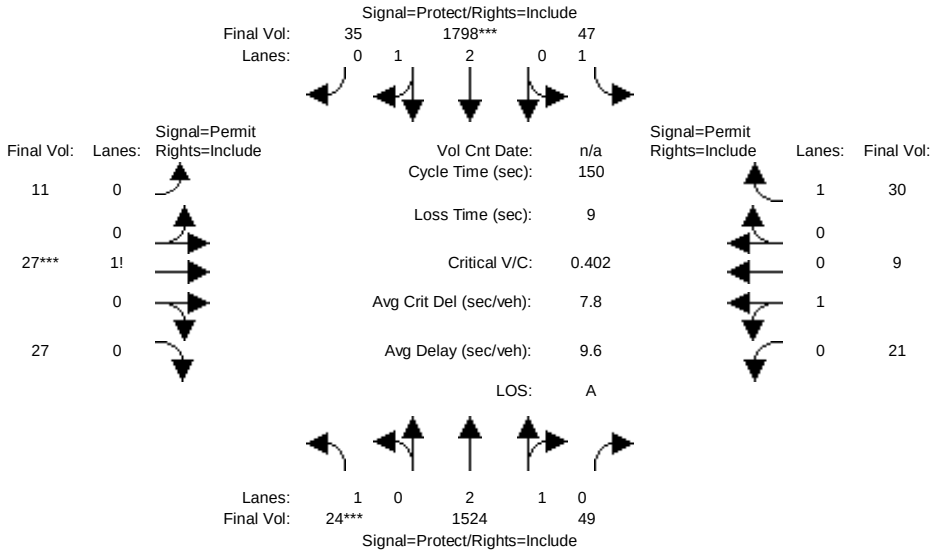


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	2533	19	12	914	8	43	24	72	47	38	54
Growth Adj:	1.00	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	2533	19	12	914	8	43	24	72	47	38	54
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	2543	19	12	930	8	43	24	72	47	38	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	2543	19	12	930	8	43	24	72	47	38	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2543	19	12	930	8	43	24	72	47	38	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	2543	19	12	930	8	43	24	72	47	38	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.31	0.17	0.52	0.55	0.45	1.00
Final Sat.:	1750	5558	42	1750	5552	48	541	302	906	995	805	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.01	0.17	0.17	0.08	0.08	0.08	0.05	0.05	0.03
Crit Moves:		****		****				****				
Green Time:	27.3	131	131.2	7.0	111	110.9	22.8	22.8	22.8	22.8	22.8	22.8
Volume/Cap:	0.14	0.59	0.59	0.17	0.26	0.26	0.59	0.59	0.59	0.35	0.35	0.23
Uniform Del:	61.3	8.2	8.2	78.7	12.3	12.3	69.2	69.2	69.2	66.9	66.9	65.8
IncremntDel:	1.1	0.6	0.6	4.9	0.2	0.2	10.6	10.6	10.6	4.0	4.0	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.4	8.8	8.8	83.6	12.5	12.5	79.8	79.8	79.8	70.9	70.9	68.1
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:	62.4	8.8	8.8	83.6	12.5	12.5	79.8	79.8	79.8	70.9	70.9	68.1
LOS by Move:	E	A	A	F	B	B	E-	E-	E-	E	E	E
HCM2kAvgQ:	48	467	467	20	165	165	201	201	201	110	110	69

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #6: Sunnyvale Saratoga Road/Cheyenne Drive

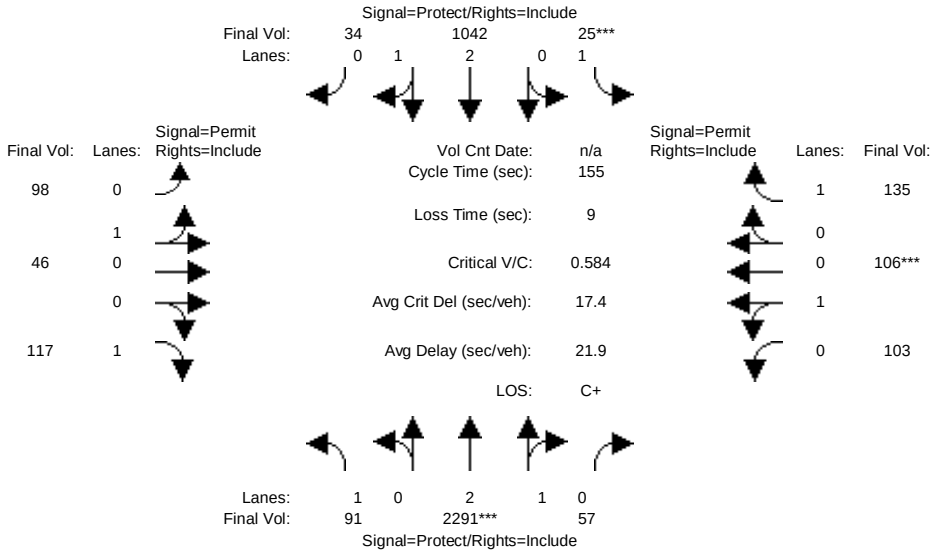


Street Name:	Sunnyvale Saratoga Road						Cheyenne Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1466	49	47	1744	35	11	27	27	21	9	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1466	49	47	1744	35	11	27	27	21	9	30
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1524	49	47	1798	35	11	27	27	21	9	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1524	49	47	1798	35	11	27	27	21	9	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1524	49	47	1798	35	11	27	27	21	9	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1524	49	47	1798	35	11	27	27	21	9	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.90	0.10	1.00	2.94	0.06	0.17	0.42	0.41	0.70	0.30	1.00
Final Sat.:	1750	5425	174	1750	5493	107	296	727	727	1260	540	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.33	0.33	0.04	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	109	109.2	18.1	120	120.3	13.7	13.7	13.7	13.7	13.7	13.7
Volume/Cap:	0.29	0.39	0.39	0.22	0.41	0.41	0.41	0.41	0.41	0.18	0.18	0.19
Uniform Del:	69.1	7.7	7.7	59.6	4.4	4.4	64.4	64.4	64.4	63.0	63.0	63.0
IncremntDel:	8.9	0.3	0.3	2.4	0.3	0.3	7.6	7.6	7.6	2.4	2.4	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.0	8.0	8.0	62.0	4.6	4.6	71.9	71.9	71.9	65.5	65.5	65.6
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:	78.0	8.0	8.0	62.0	4.6	4.6	71.9	71.9	71.9	65.5	65.5	65.6
LOS by Move:	E-	A	A	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	36	226	226	55	208	208	86	86	86	36	36	37

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

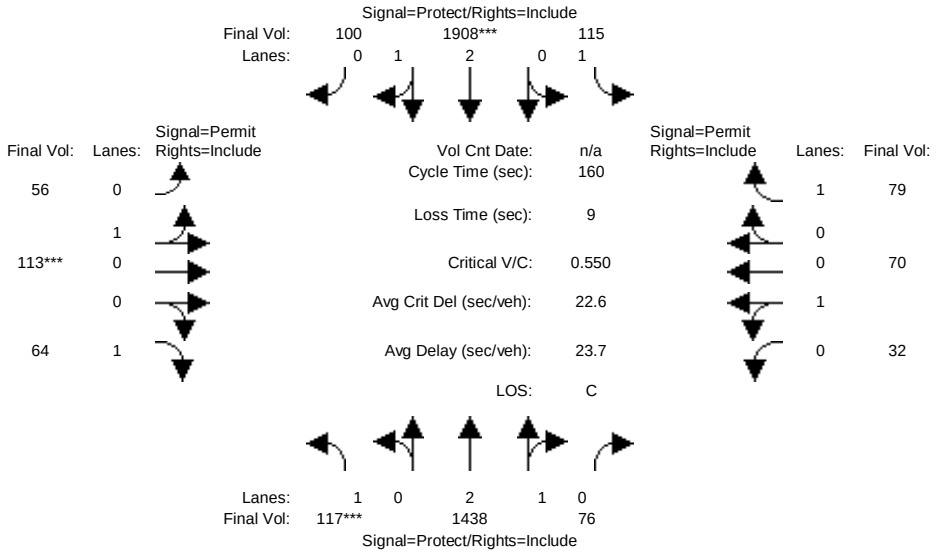


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	2281	57	25	1026	34	98	46	117	103	106	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:	91	2281	57	25	1026	34	98	46	117	103	106	135
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2291	57	25	1042	34	98	46	117	103	106	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	2291	57	25	1042	34	98	46	117	103	106	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	2291	57	25	1042	34	98	46	117	103	106	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	2291	57	25	1042	34	98	46	117	103	106	135
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	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	2.90	0.10	0.68	0.32	1.00	0.49	0.51	1.00
Final Sat.:	1750	5464	136	1750	5423	177	1225	575	1750	887	913	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.19	0.19	0.08	0.08	0.07	0.12	0.12	0.08
Crit Moves:		****		****							****	
Green Time:	24.7	109	108.9	7.0	91.2	91.2	30.1	30.1	30.1	30.1	30.1	30.1
Volume/Cap:	0.33	0.60	0.60	0.32	0.33	0.33	0.41	0.41	0.34	0.60	0.60	0.40
Uniform Del:	57.8	11.8	11.8	71.7	16.3	16.3	54.7	54.7	53.9	56.9	56.9	54.5
IncremntDel:	3.1	0.7	0.7	10.2	0.3	0.3	3.5	3.5	2.7	7.3	7.3	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.9	12.5	12.5	81.9	16.5	16.5	58.2	58.2	56.6	64.2	64.2	57.9
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:	60.9	12.5	12.5	81.9	16.5	16.5	58.2	58.2	56.6	64.2	64.2	57.9
LOS by Move:	E	B	B	F	B	B	E+	E+	E+	E	E	E+
HCM2kAvgQ:	106	476	476	39	212	212	160	160	131	251	251	154

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #7: Sunnyvale Saratoga Road/Alberta Avenue

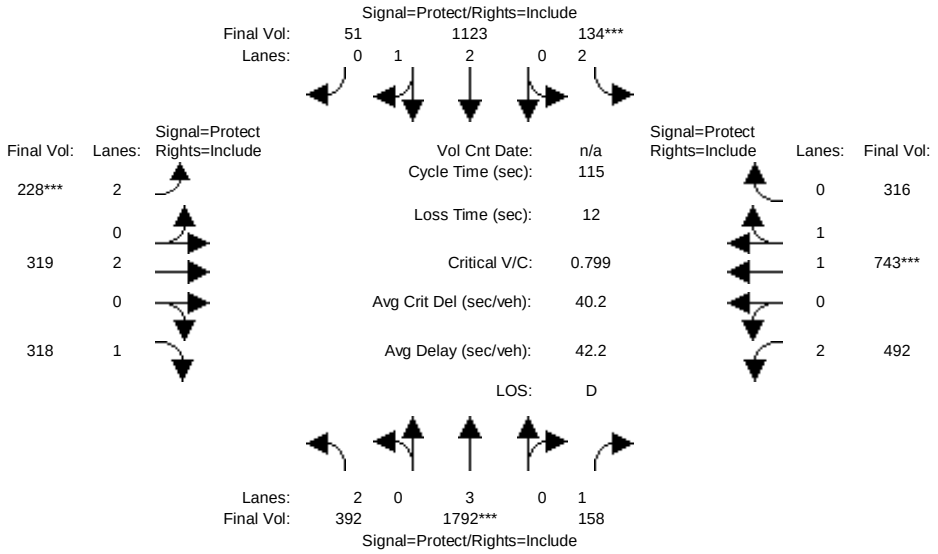


Street Name:	Sunnyvale Saratoga Road						Alberta Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	1380	76	115	1854	100	56	113	64	32	70	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1380	76	115	1854	100	56	113	64	32	70	79
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1438	76	115	1908	100	56	113	64	32	70	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1438	76	115	1908	100	56	113	64	32	70	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1438	76	115	1908	100	56	113	64	32	70	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1438	76	115	1908	100	56	113	64	32	70	79
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	0.95	0.95	0.92
Lanes:	1.00	2.84	0.16	1.00	2.85	0.15	0.33	0.67	1.00	0.31	0.69	1.00
Final Sat.:	1750	5319	281	1750	5321	279	596	1204	1750	565	1235	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.07	0.36	0.36	0.09	0.09	0.04	0.06	0.06	0.05
Crit Moves:	****				****			****				
Green Time:	19.4	99.5	99.5	24.2	104	104.3	27.3	27.3	27.3	27.3	27.3	27.3
Volume/Cap:	0.55	0.43	0.43	0.43	0.55	0.55	0.55	0.55	0.21	0.33	0.33	0.26
Uniform Del:	66.2	15.7	15.7	61.7	15.1	15.1	60.7	60.7	57.1	58.3	58.3	57.6
IncremntDel:	9.9	0.4	0.4	5.1	0.6	0.6	6.9	6.9	1.6	2.9	2.9	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.0	16.1	16.1	66.8	15.7	15.7	67.7	67.7	58.8	61.2	61.2	59.8
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:	76.0	16.1	16.1	66.8	15.7	15.7	67.7	67.7	58.8	61.2	61.2	59.8
LOS by Move:	E-	B	B	E	B	B	E	E	E+	E	E	E+
HCM2kAvgQ:	161	315	315	145	441	441	210	210	73	117	117	92

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #8: De Anza Boulevard/Homestead Road

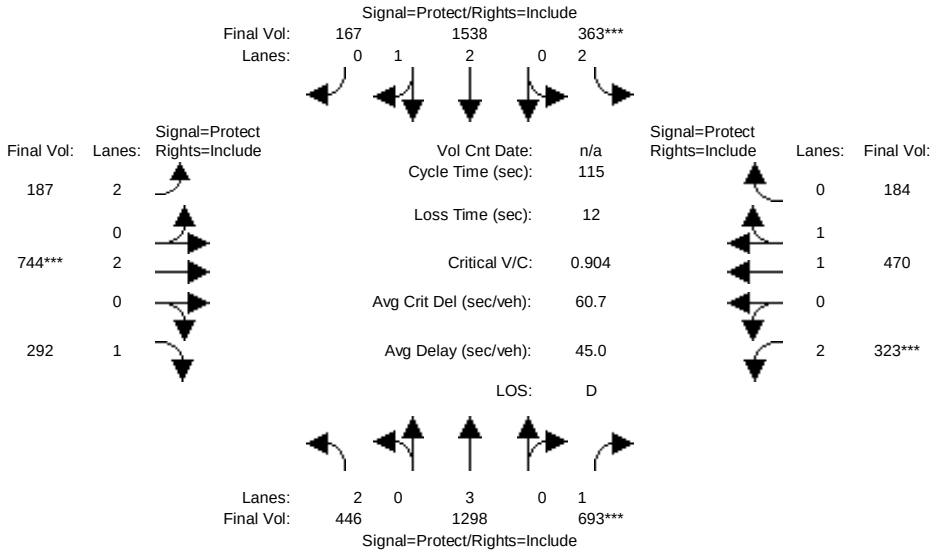


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	1782	158	134	1107	51	228	315	310	492	741	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	1782	158	134	1107	51	228	315	310	492	741	316
Added Vol:	5	10	0	0	16	0	0	4	8	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1792	158	134	1123	51	228	319	318	492	743	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1792	158	134	1123	51	228	319	318	492	743	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1792	158	134	1123	51	228	319	318	492	743	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	392	1792	158	134	1123	51	228	319	318	492	743	316
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	0.98	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.00	1.00	2.00	1.39	0.61
Final Sat.:	3150	5700	1750	3150	5356	243	3150	3800	1750	3150	2595	1104
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.09	0.04	0.21	0.21	0.07	0.08	0.18	0.16	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	19.3	44.8	44.8	7.0	32.5	32.5	10.3	27.5	27.5	23.6	40.8	40.8
Volume/Cap:	0.74	0.81	0.23	0.70	0.74	0.74	0.81	0.35	0.76	0.76	0.81	0.81
Uniform Del:	45.5	31.2	23.5	53.0	37.4	37.4	51.4	36.3	40.7	43.0	33.5	33.5
IncremntDel:	9.0	3.2	0.8	19.1	3.2	3.2	21.3	1.1	12.2	8.2	5.4	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.5	34.5	24.3	72.1	40.6	40.6	72.7	37.4	52.9	51.2	38.9	38.9
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:	54.5	34.5	24.3	72.1	40.6	40.6	72.7	37.4	52.9	51.2	38.9	38.9
LOS by Move:	D-	C-	C	E	D	D	E	D+	D-	D-	D+	D+
HCM2kAvgQ:	238	512	99	105	351	351	172	119	323	288	479	479

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #8: De Anza Boulevard/Homestead Road

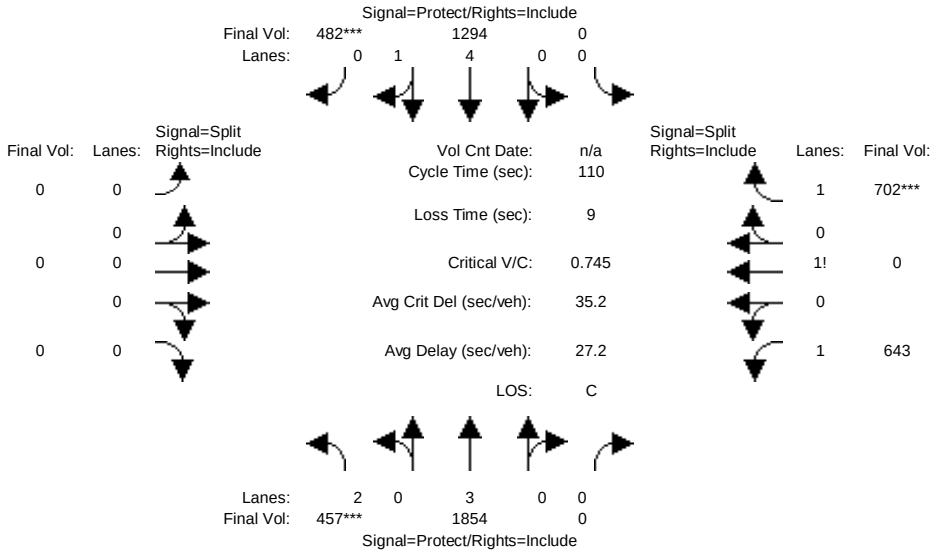


Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	1240	693	363	1484	167	187	731	265	323	455	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	1240	693	363	1484	167	187	731	265	323	455	184
Added Vol:	29	58	0	0	54	0	0	13	27	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	1298	693	363	1538	167	187	744	292	323	470	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1298	693	363	1538	167	187	744	292	323	470	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1298	693	363	1538	167	187	744	292	323	470	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	1298	693	363	1538	167	187	744	292	323	470	184
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	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.70	0.30	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	3150	5700	1750	3150	5051	548	3150	3800	1750	3150	2658	1041
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.40	0.12	0.30	0.30	0.06	0.20	0.17	0.10	0.18	0.18
Crit Moves:			****	****				****		****		
Green Time:	20.6	50.4	50.4	14.7	44.4	44.4	9.7	24.9	24.9	13.0	28.2	28.2
Volume/Cap:	0.79	0.52	0.90	0.90	0.79	0.79	0.70	0.90	0.77	0.90	0.72	0.72
Uniform Del:	45.1	23.5	30.1	49.5	31.2	31.2	51.2	43.9	42.4	50.4	39.8	39.8
IncremntDel:	10.7	0.8	16.1	26.2	3.0	3.0	14.4	15.2	14.0	28.5	4.9	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.8	24.3	46.1	75.7	34.2	34.2	65.6	59.1	56.4	78.9	44.7	44.7
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:	55.8	24.3	46.1	75.7	34.2	34.2	65.6	59.1	56.4	78.9	44.7	44.7
LOS by Move:	E+	C	D	E-	C-	C-	E	E+	E+	E-	D	D
HCM2kAvgQ:	276	278	707	272	488	488	133	409	306	249	302	302

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #9: De Anza Boulevard/I-280 Ramps North

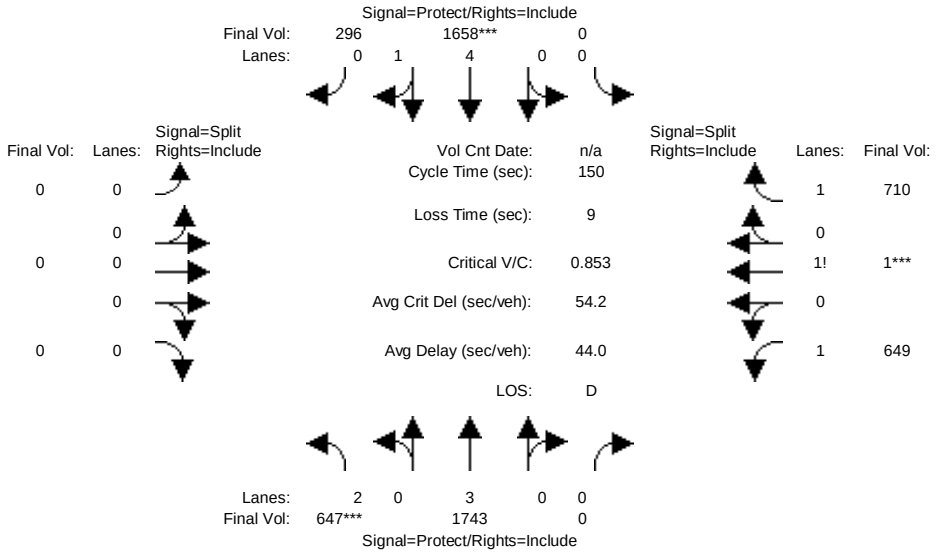


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	457	1840	0	0	1270	482	0	0	0	643	0	702
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1840	0	0	1270	482	0	0	0	643	0	702
Added Vol:	0	14	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1854	0	0	1294	482	0	0	0	643	0	702
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	1854	0	0	1294	482	0	0	0	643	0	702
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1854	0	0	1294	482	0	0	0	643	0	702
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	1854	0	0	1294	482	0	0	0	643	0	702
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.48	0.00	1.52
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2587	0	2663
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.00	0.00	0.17	0.28	0.00	0.00	0.00	0.25	0.00	0.26
Crit Moves:	****					****						****
Green Time:	21.4	62.1	0.0	0.0	40.7	40.7	0.0	0.0	0.0	38.9	0.0	38.9
Volume/Cap:	0.75	0.58	0.00	0.00	0.46	0.75	0.00	0.00	0.00	0.70	0.00	0.75
Uniform Del:	41.7	15.5	0.0	0.0	26.3	30.2	0.0	0.0	0.0	30.6	0.0	31.2
IncremntDel:	8.0	0.8	0.0	0.0	0.4	2.2	0.0	0.0	0.0	2.2	0.0	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	49.7	16.2	0.0	0.0	26.7	32.3	0.0	0.0	0.0	32.8	0.0	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:	49.7	16.2	0.0	0.0	26.7	32.3	0.0	0.0	0.0	32.8	0.0	34.0
LOS by Move:	D	B	A	A	C	C-	A	A	A	C-	A	C-
HCM2kAvgQ:	223	330	0	0	209	413	0	0	0	365	0	401

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #9: De Anza Boulevard/I-280 Ramps North

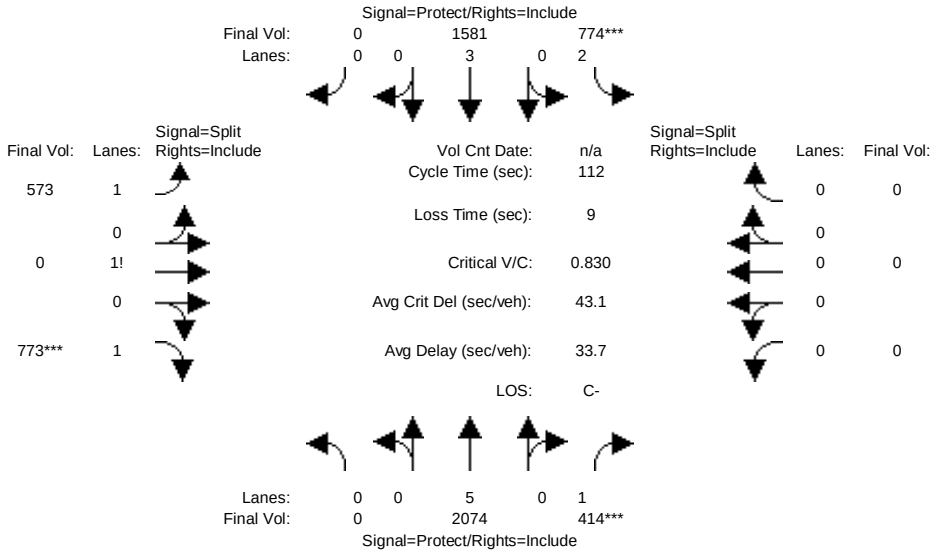


Street Name:	De Anza Boulevard						I-280 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	647	1656	0	0	1578	296	0	0	0	649	1	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	647	1656	0	0	1578	296	0	0	0	649	1	710
Added Vol:	0	87	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	1743	0	0	1658	296	0	0	0	649	1	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	647	1743	0	0	1658	296	0	0	0	649	1	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	1743	0	0	1658	296	0	0	0	649	1	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	647	1743	0	0	1658	296	0	0	0	649	1	710
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	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.21	0.79	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3150	5700	0	0	7973	1423	0	0	0	2584	3	2663
Capacity Analysis Module:												
Vol/Sat:	0.21	0.31	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.25	0.39	0.27
Crit Moves:	****				****						****	
Green Time:	36.1	72.7	0.0	0.0	36.5	36.5	0.0	0.0	0.0	68.3	68.3	68.3
Volume/Cap:	0.85	0.63	0.00	0.00	0.85	0.85	0.00	0.00	0.00	0.55	0.85	0.59
Uniform Del:	54.4	28.7	0.0	0.0	54.2	54.2	0.0	0.0	0.0	29.7	36.4	30.3
IncremntDel:	11.7	1.1	0.0	0.0	4.3	4.3	0.0	0.0	0.0	0.9	6.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	66.2	29.8	0.0	0.0	58.5	58.5	0.0	0.0	0.0	30.6	42.4	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:	66.2	29.8	0.0	0.0	58.5	58.5	0.0	0.0	0.0	30.6	42.4	31.4
LOS by Move:	E	C	A	A	E+	E+	A	A	A	C	D	C
HCM2kAvgQ:	479	508	0	0	492	492	0	0	0	391	799	426

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #10: De Anza Boulevard/I-280 Ramps South

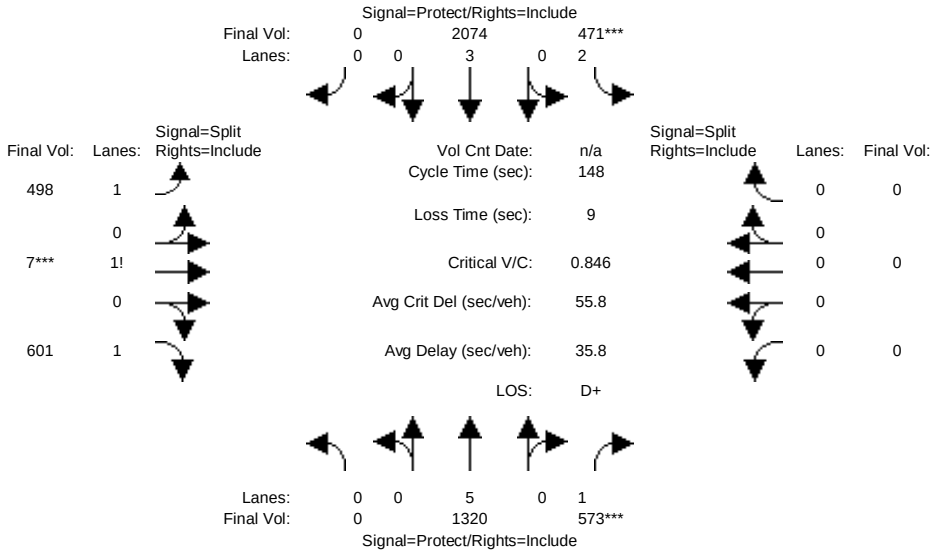


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2060	414	774	1557	0	573	0	773	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	2060	414	774	1557	0	573	0	773	0	0	0
Added Vol:	0	14	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2074	414	774	1581	0	573	0	773	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	2074	414	774	1581	0	573	0	773	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2074	414	774	1581	0	573	0	773	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	2074	414	774	1581	0	573	0	773	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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.43	0.00	1.57	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2495	0	2755	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.25	0.28	0.00	0.23	0.00	0.28	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.9	31.9	33.2	65.1	0.0	37.9	0.0	37.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.83	0.83	0.48	0.00	0.68	0.00	0.83	0.00	0.00	0.00
Uniform Del:	0.0	36.6	37.5	36.8	13.6	0.0	31.8	0.0	34.1	0.0	0.0	0.0
IncremntDel:	0.0	2.1	14.7	8.5	0.5	0.0	1.9	0.0	5.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	38.7	52.2	45.2	14.1	0.0	33.7	0.0	39.2	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	38.7	52.2	45.2	14.1	0.0	33.7	0.0	39.2	0.0	0.0	0.0
LOS by Move:	A	D+	D-	D	B	A	C-	A	D	A	A	A
HCM2kAvgQ:	0	364	420	415	266	0	341	0	477	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #10: De Anza Boulevard/I-280 Ramps South

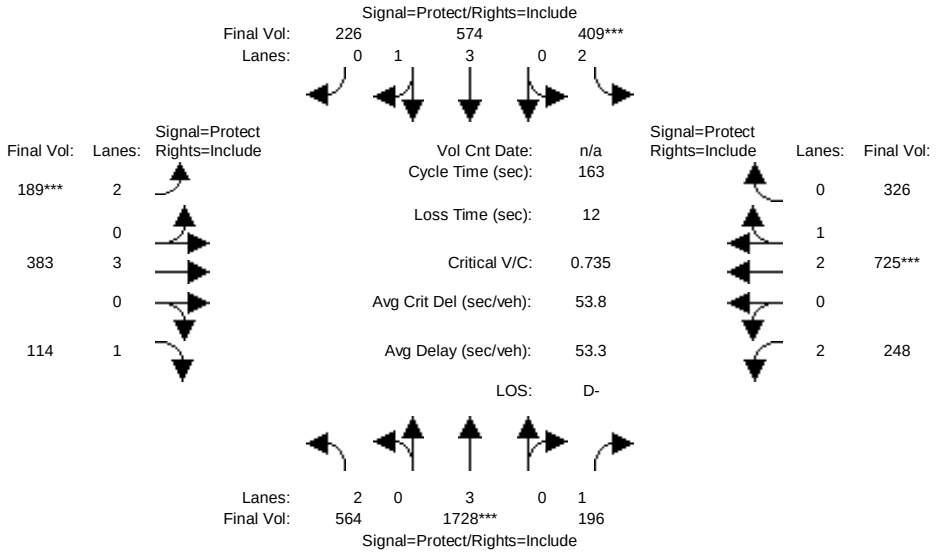


Street Name:	De Anza Boulevard						I-280 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	7	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1233	573	471	1994	0	498	7	601	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	1233	573	471	1994	0	498	7	601	0	0	0
Added Vol:	0	87	0	0	80	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1320	573	471	2074	0	498	7	601	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	1320	573	471	2074	0	498	7	601	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1320	573	471	2074	0	498	7	601	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	1320	573	471	2074	0	498	7	601	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	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.45	0.01	1.54	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2533	22	2695	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.33	0.15	0.36	0.00	0.20	0.32	0.22	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	57.3	57.3	26.1	83.4	0.0	55.6	55.6	55.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.85	0.85	0.65	0.00	0.52	0.85	0.59	0.00	0.00	0.00
Uniform Del:	0.0	32.3	41.4	59.0	22.2	0.0	35.9	42.3	37.1	0.0	0.0	0.0
IncremntDel:	0.0	0.3	12.4	14.7	1.0	0.0	0.9	6.9	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	53.8	73.7	23.2	0.0	36.8	49.2	38.5	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	32.6	53.8	73.7	23.2	0.0	36.8	49.2	38.5	0.0	0.0	0.0
LOS by Move:	A	C-	D-	E	C	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	207	689	317	518	0	325	674	385	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

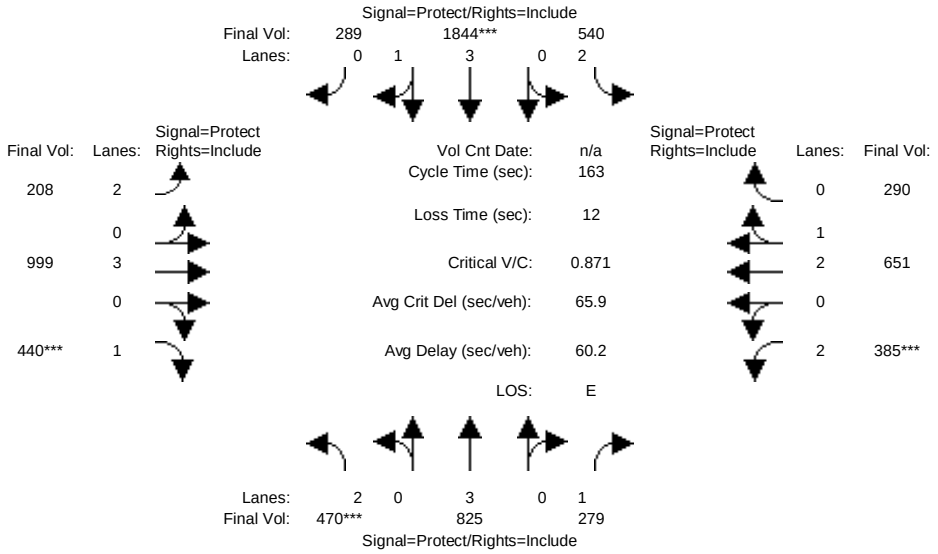


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	564	1728	192	378	574	226	189	359	114	246	711	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	564	1728	192	378	574	226	189	359	114	246	711	307
Added Vol:	0	0	4	31	0	0	0	24	0	2	14	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	1728	196	409	574	226	189	383	114	248	725	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	1728	196	409	574	226	189	383	114	248	725	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1728	196	409	574	226	189	383	114	248	725	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	1728	196	409	574	226	189	383	114	248	725	326
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	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.04	0.96
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3861	1736
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.11	0.13	0.10	0.13	0.06	0.07	0.07	0.08	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	55.8	67.2	67.2	28.8	40.2	40.2	13.3	25.3	25.3	29.7	41.7	41.7
Volume/Cap:	0.52	0.73	0.27	0.73	0.41	0.52	0.73	0.43	0.42	0.43	0.73	0.73
Uniform Del:	42.9	40.4	31.7	63.5	51.4	53.1	73.1	62.3	62.2	59.2	55.6	55.6
IncremntDel:	1.8	2.1	0.9	8.4	0.6	1.3	17.0	1.5	4.7	2.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	42.5	32.6	71.9	52.0	54.4	90.1	63.9	66.9	61.6	59.0	59.0
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:	44.8	42.5	32.6	71.9	52.0	54.4	90.1	63.9	66.9	61.6	59.0	59.0
LOS by Move:	D	D	C-	E	D-	D-	F	E	E	E	E+	E+
HCM2kAvgQ:	335	613	169	322	198	267	176	149	144	169	430	430

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #11: De Anza Boulevard/Stevens Creek Boulevard

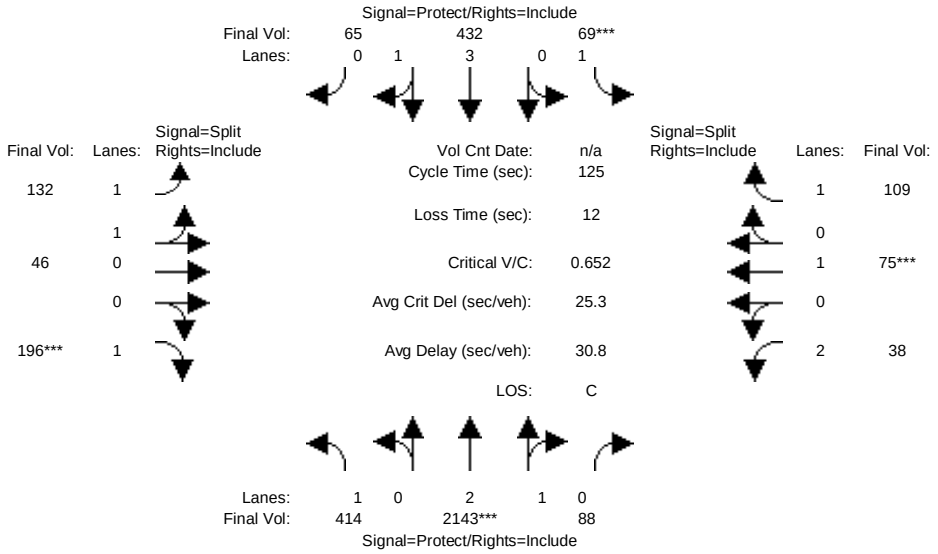


Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	470	825	266	433	1844	289	208	919	440	370	564	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	825	266	433	1844	289	208	919	440	370	564	174
Added Vol:	0	0	13	107	0	0	0	80	0	15	87	116
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	825	279	540	1844	289	208	999	440	385	651	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	825	279	540	1844	289	208	999	440	385	651	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	825	279	540	1844	289	208	999	440	385	651	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	825	279	540	1844	289	208	999	440	385	651	290
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	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.44	0.56	2.00	3.00	1.00	2.00	2.04	0.96
Final Sat.:	3150	5700	1750	3150	6482	1016	3150	5700	1750	3150	3872	1725
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.16	0.17	0.28	0.28	0.07	0.18	0.25	0.12	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	27.9	39.1	39.1	42.0	53.2	53.2	19.7	47.0	47.0	22.9	50.2	50.2
Volume/Cap:	0.87	0.60	0.66	0.66	0.87	0.87	0.55	0.61	0.87	0.87	0.55	0.55
Uniform Del:	65.8	55.1	56.0	54.2	51.7	51.7	67.4	50.0	55.1	68.6	46.9	46.9
IncremntDel:	17.4	2.0	8.1	4.3	4.6	4.6	5.5	1.7	18.4	20.4	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.2	57.1	64.1	58.5	56.3	56.3	73.0	51.7	73.5	89.1	48.2	48.2
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:	83.2	57.1	64.1	58.5	56.3	56.3	73.0	51.7	73.5	89.1	48.2	48.2
LOS by Move:	F	E+	E	E+	E+	E+	E	D-	E	F	D	D
HCM2kAvgQ:	410	312	355	376	692	692	161	362	626	349	330	330

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #12: De Anza Boulevard/McClellan Road

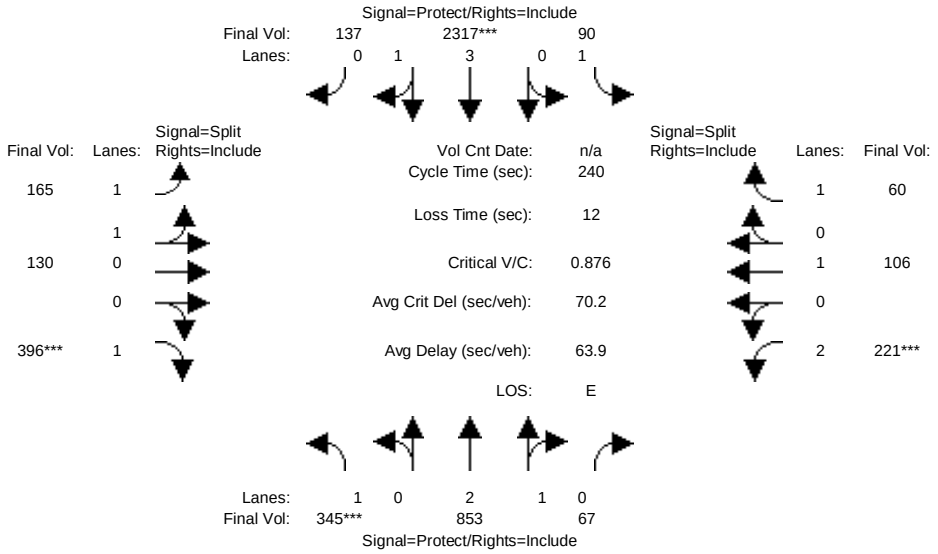


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	2139	88	69	430	65	132	46	196	38	75	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:	414	2139	88	69	430	65	132	46	196	38	75	109
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	2143	88	69	432	65	132	46	196	38	75	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	2143	88	69	432	65	132	46	196	38	75	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2143	88	69	432	65	132	46	196	38	75	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	2143	88	69	432	65	132	46	196	38	75	109
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	0.99	0.95	0.93	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	3.46	0.54	1.49	0.51	1.00	2.00	1.00	1.00
Final Sat.:	1750	5379	221	1750	6517	981	2632	917	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.40	0.40	0.04	0.07	0.07	0.05	0.05	0.11	0.01	0.04	0.06
Crit Moves:		****		****					****		****	
Green Time:	60.1	73.2	73.2	7.2	20.3	20.3	20.6	20.6	20.6	11.9	11.9	11.9
Volume/Cap:	0.49	0.68	0.68	0.68	0.41	0.41	0.30	0.30	0.68	0.13	0.41	0.65
Uniform Del:	22.0	17.8	17.8	57.7	46.9	46.9	45.9	45.9	49.1	51.8	53.2	54.5
IncremntDel:	2.1	1.2	1.2	31.0	1.0	1.0	1.3	1.3	12.2	0.9	6.8	18.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.1	19.0	19.0	88.8	47.9	47.9	47.3	47.3	61.3	52.6	60.0	72.6
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:	24.1	19.0	19.0	88.8	47.9	47.9	47.3	47.3	61.3	52.6	60.0	72.6
LOS by Move:	C	B-	B-	F	D	D	D	D	E	D-	E	E
HCM2kAvgQ:	289	503	503	103	115	115	84	84	220	22	78	138

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #12: De Anza Boulevard/McClellan Road

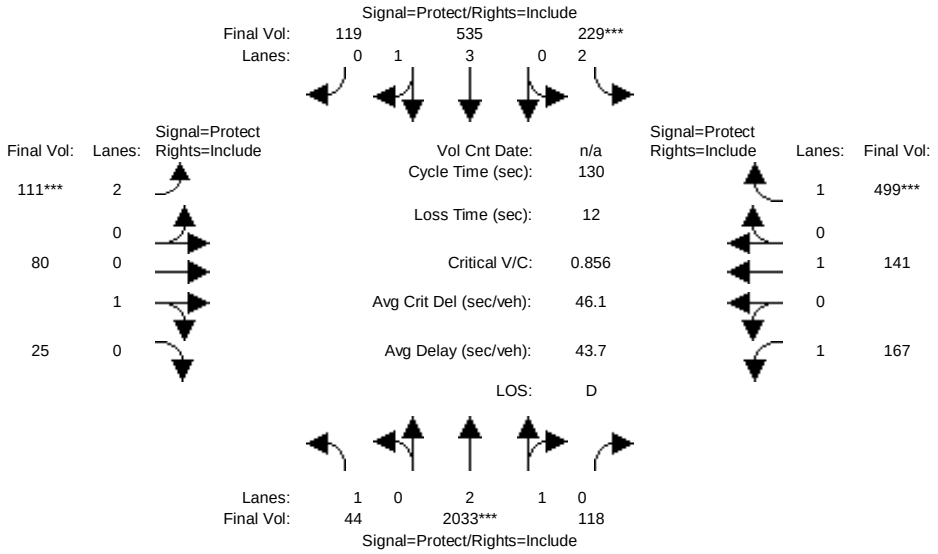


Street Name:	De Anza Boulevard						McClellan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	345	840	67	90	2302	137	165	130	396	221	106	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	840	67	90	2302	137	165	130	396	221	106	60
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	853	67	90	2317	137	165	130	396	221	106	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	853	67	90	2317	137	165	130	396	221	106	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	853	67	90	2317	137	165	130	396	221	106	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	853	67	90	2317	137	165	130	396	221	106	60
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	0.99	0.95	0.92	0.95	0.92	0.83	1.00	0.92
Lanes:	1.00	2.77	0.23	1.00	3.77	0.23	1.13	0.87	1.00	2.00	1.00	1.00
Final Sat.:	1750	5192	408	1750	7081	419	1985	1564	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.16	0.05	0.33	0.33	0.08	0.08	0.23	0.07	0.06	0.03
Crit Moves:	****				****				****	****		
Green Time:	54.0	109	109.4	34.2	89.6	89.6	62.0	62.0	62.0	19.2	19.2	19.2
Volume/Cap:	0.88	0.36	0.36	0.36	0.88	0.88	0.32	0.32	0.88	0.88	0.70	0.43
Uniform Del:	71.1	33.7	33.7	73.6	55.4	55.4	57.0	57.0	67.6	86.5	85.1	83.2
IncremntDel:	22.9	0.4	0.4	4.0	4.2	4.2	0.9	0.9	20.6	32.1	23.2	9.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.0	34.1	34.1	77.6	59.7	59.7	57.9	57.9	88.1	118.5	108	92.5
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:	94.0	34.1	34.1	77.6	59.7	59.7	57.9	57.9	88.1	118.5	108	92.5
LOS by Move:	F	C-	C-	E-	E+	E+	E+	E+	F	F	F	F
HCM2kAvgQ:	584	282	282	130	886	886	180	180	655	251	180	99

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #13: De Anza Boulevard/Bollinger Road

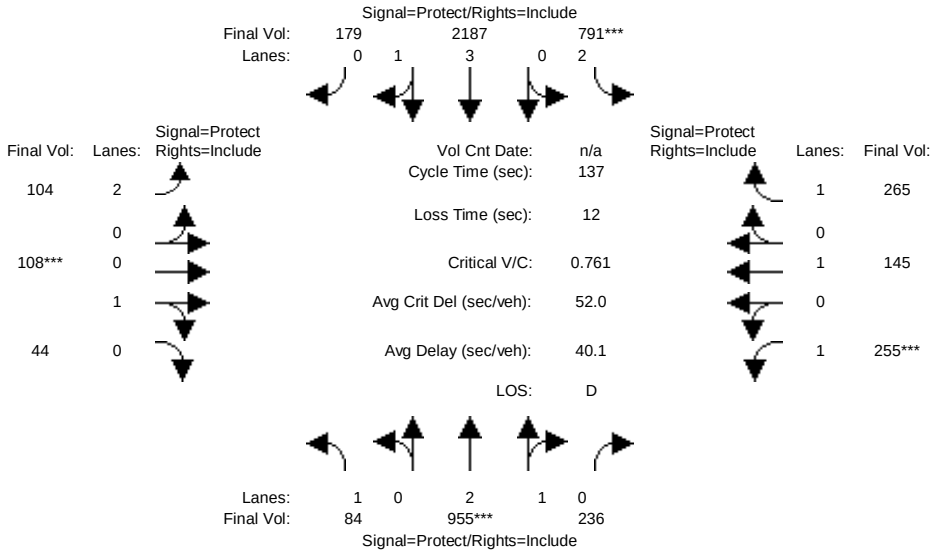


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	2029	118	229	533	119	111	80	25	167	141	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2029	118	229	533	119	111	80	25	167	141	499
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2033	118	229	535	119	111	80	25	167	141	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2033	118	229	535	119	111	80	25	167	141	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2033	118	229	535	119	111	80	25	167	141	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2033	118	229	535	119	111	80	25	167	141	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	2.00	3.24	0.76	2.00	0.76	0.24	1.00	1.00	1.00
Final Sat.:	1750	5292	307	3150	6133	1364	3150	1371	429	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.07	0.09	0.09	0.04	0.06	0.06	0.10	0.07	0.29
Crit Moves:		****		****			****					****
Green Time:	26.1	57.5	57.5	10.9	42.3	42.3	7.0	22.2	22.2	27.5	42.7	42.7
Volume/Cap:	0.13	0.87	0.87	0.87	0.27	0.27	0.65	0.34	0.34	0.45	0.23	0.87
Uniform Del:	42.6	32.9	32.9	58.9	32.4	32.4	60.3	47.5	47.5	44.7	31.7	41.0
IncremntDel:	0.7	4.5	4.5	30.0	0.3	0.3	18.0	3.0	3.0	3.9	0.8	16.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.3	37.3	37.3	88.9	32.7	32.7	78.3	50.5	50.5	48.6	32.5	57.3
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	37.3	37.3	88.9	32.7	32.7	78.3	50.5	50.5	48.6	32.5	57.3
LOS by Move:	D	D+	D+	F	C-	C-	E-	D	D	D	C-	E+
HCM2kAvgQ:	39	719	719	200	120	120	95	101	101	163	100	574

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #13: De Anza Boulevard/Bollinger Road

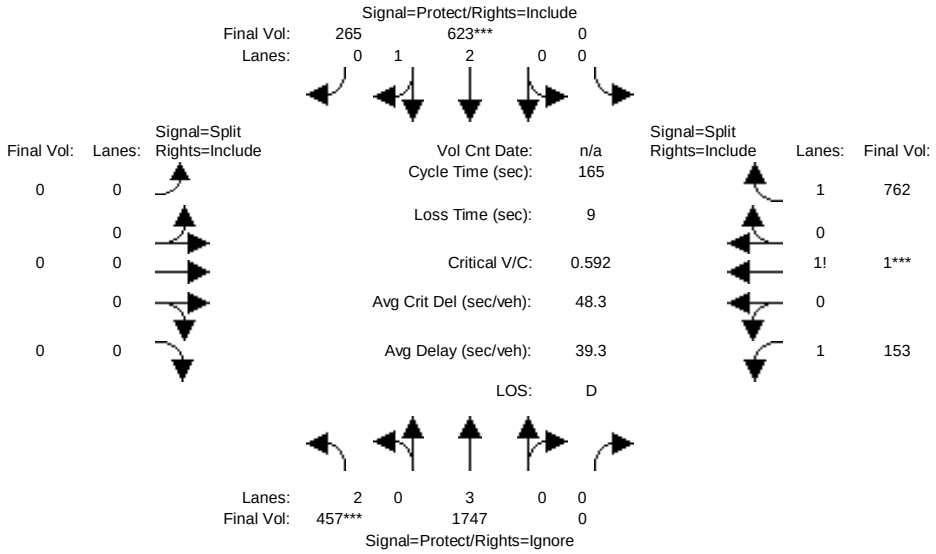


Street Name:	De Anza Boulevard						Bollinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	942	236	791	2172	179	104	108	44	255	145	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	942	236	791	2172	179	104	108	44	255	145	265
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	955	236	791	2187	179	104	108	44	255	145	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	955	236	791	2187	179	104	108	44	255	145	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	955	236	791	2187	179	104	108	44	255	145	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	955	236	791	2187	179	104	108	44	255	145	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.38	0.62	2.00	3.68	0.32	2.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	4489	1109	3150	6932	567	3150	1279	521	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.25	0.32	0.32	0.03	0.08	0.08	0.15	0.08	0.15
Crit Moves:		****		****				****		****		
Green Time:	11.6	38.3	38.3	45.2	71.9	71.9	10.5	15.2	15.2	26.2	31.0	31.0
Volume/Cap:	0.56	0.76	0.76	0.76	0.60	0.60	0.43	0.76	0.76	0.76	0.34	0.67
Uniform Del:	60.2	45.1	45.1	41.0	22.6	22.6	60.4	59.1	59.1	52.4	44.4	48.3
IncremntDel:	14.6	3.5	3.5	5.2	0.7	0.7	5.6	23.5	23.5	15.0	2.1	8.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.9	48.7	48.7	46.3	23.3	23.3	66.0	82.6	82.6	67.4	46.5	57.0
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:	74.9	48.7	48.7	46.3	23.3	23.3	66.0	82.6	82.6	67.4	46.5	57.0
LOS by Move:	E	D	D	D	C	C	E	F	F	E	D	E+
HCM2kAvgQ:	112	420	420	475	433	433	75	206	206	314	128	295

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #14: De Anza Boulevard/SR 85 Ramps North

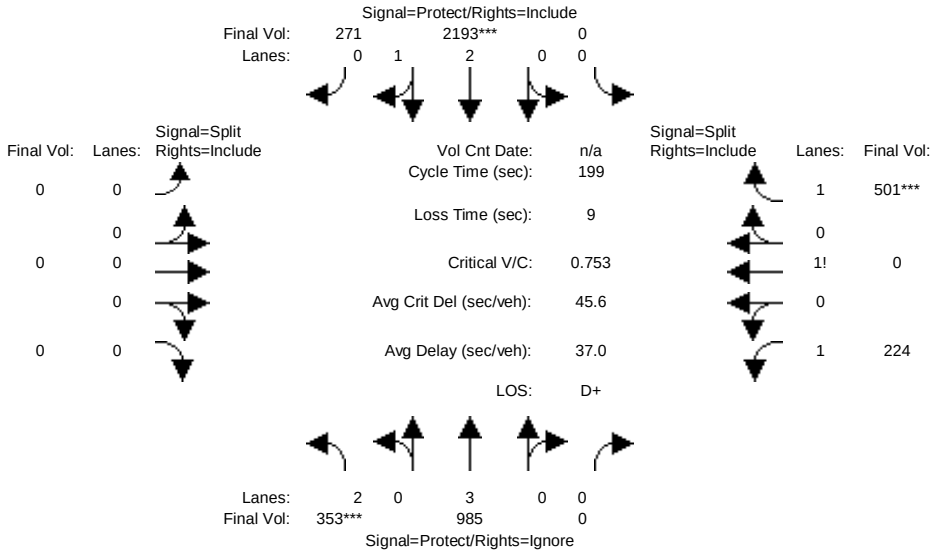


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	457	1743	0	0	621	265	0	0	0	153	1	762
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	1743	0	0	621	265	0	0	0	153	1	762
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	1747	0	0	623	265	0	0	0	153	1	762
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:	457	1747	0	0	623	265	0	0	0	153	1	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	1747	0	0	623	265	0	0	0	153	1	762
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:	457	1747	0	0	623	265	0	0	0	153	1	762
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	0.92	0.95	0.95
Lanes:	2.00	3.00	0.00	0.00	2.07	0.93	0.00	0.00	0.00	1.17	0.01	1.82
Final Sat.:	3150	5700	0	0	3927	1670	0	0	0	2049	4	3289
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.07	0.26	0.23
Crit Moves:	****				****						****	
Green Time:	40.4	84.7	0.0	0.0	44.2	44.2	0.0	0.0	0.0	71.3	71.3	71.3
Volume/Cap:	0.59	0.60	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.17	0.59	0.54
Uniform Del:	55.0	28.2	0.0	0.0	52.5	52.5	0.0	0.0	0.0	28.7	35.7	34.6
IncremntDel:	3.3	0.9	0.0	0.0	1.7	1.7	0.0	0.0	0.0	0.1	1.7	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	58.3	29.1	0.0	0.0	54.3	54.3	0.0	0.0	0.0	28.8	37.4	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:	58.3	29.1	0.0	0.0	54.3	54.3	0.0	0.0	0.0	28.8	37.4	35.8
LOS by Move:	E+	C	A	A	D-	D-	A	A	A	C	D+	D+
HCM2kAvgQ:	304	511	0	0	335	335	0	0	0	105	460	401

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #14: De Anza Boulevard/SR 85 Ramps North

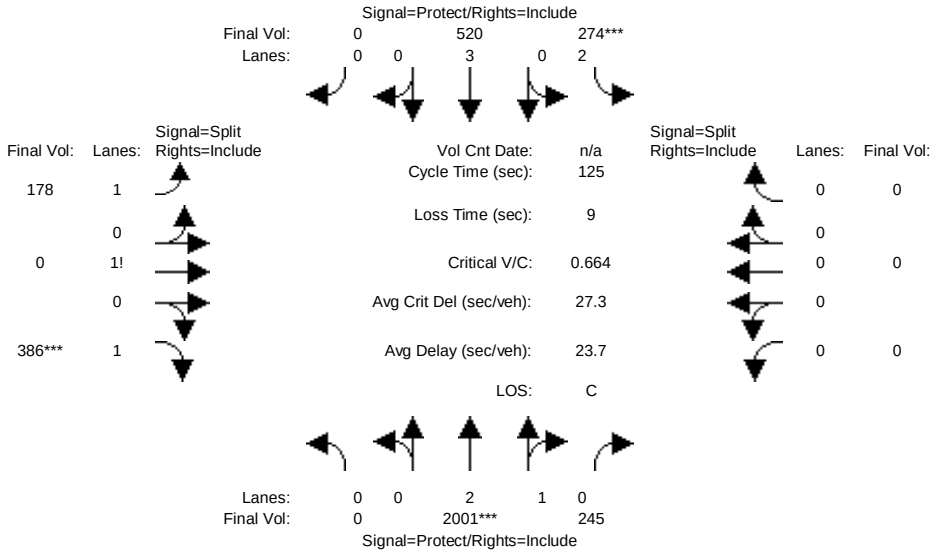


Street Name:	De Anza Boulevard						SR 85 Ramps North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	353	972	0	0	2178	271	0	0	0	224	0	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	972	0	0	2178	271	0	0	0	224	0	501
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	985	0	0	2193	271	0	0	0	224	0	501
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:	353	985	0	0	2193	271	0	0	0	224	0	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	985	0	0	2193	271	0	0	0	224	0	501
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:	353	985	0	0	2193	271	0	0	0	224	0	501
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	0.92	1.00	0.95
Lanes:	2.00	3.00	0.00	0.00	2.66	0.34	0.00	0.00	0.00	1.32	0.00	1.68
Final Sat.:	3150	5700	0	0	4983	616	0	0	0	2301	0	3033
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.10	0.00	0.17
Crit Moves:	****				****							****
Green Time:	29.6	146	0.0	0.0	116	116.3	0.0	0.0	0.0	43.7	0.0	43.7
Volume/Cap:	0.75	0.24	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.44	0.00	0.75
Uniform Del:	77.5	8.2	0.0	0.0	29.3	29.3	0.0	0.0	0.0	64.1	0.0	69.3
IncremntDel:	10.7	0.1	0.0	0.0	1.7	1.7	0.0	0.0	0.0	0.9	0.0	5.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	88.2	8.3	0.0	0.0	31.0	31.0	0.0	0.0	0.0	65.0	0.0	74.8
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:	88.2	8.3	0.0	0.0	31.0	31.0	0.0	0.0	0.0	65.0	0.0	74.8
LOS by Move:	F	A	A	A	C	C	A	A	A	E	A	E
HCM2kAvgQ:	305	153	0	0	889	889	0	0	0	230	0	451

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #15: De Anza Boulevard/SR 85 Ramps South

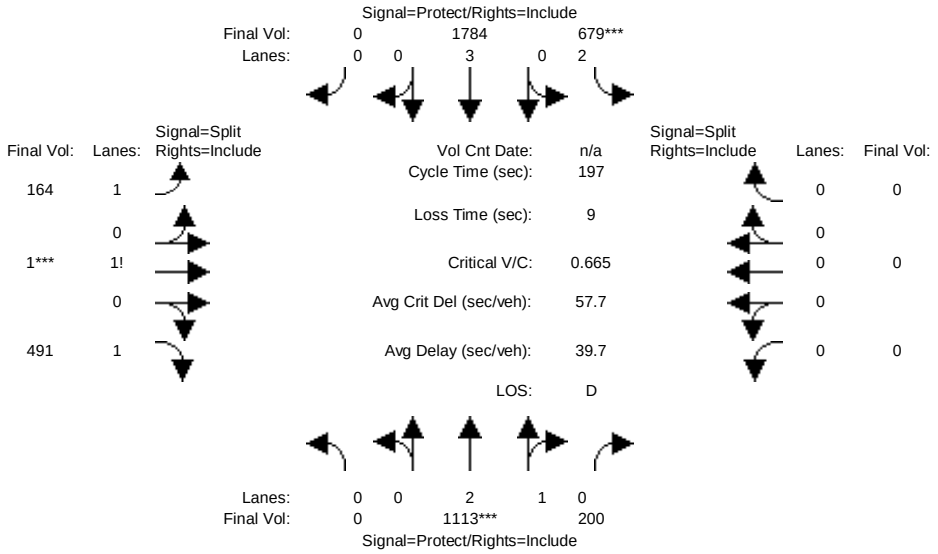


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1997	245	274	518	0	178	0	386	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	1997	245	274	518	0	178	0	386	0	0	0
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2001	245	274	520	0	178	0	386	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	2001	245	274	520	0	178	0	386	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2001	245	274	520	0	178	0	386	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	2001	245	274	520	0	178	0	386	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.66	0.34	2.00	3.00	0.00	1.32	0.00	1.68	0.00	0.00	0.00
Final Sat.:	0	4988	611	3150	5700	0	2313	0	3021	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.09	0.09	0.00	0.08	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	75.6	75.6	16.4	91.9	0.0	24.1	0.0	24.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.66	0.66	0.12	0.00	0.40	0.00	0.66	0.00	0.00	0.00
Uniform Del:	0.0	16.3	16.3	51.7	4.8	0.0	44.1	0.0	46.7	0.0	0.0	0.0
IncremntDel:	0.0	1.0	1.0	8.2	0.1	0.0	0.8	0.0	4.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.4	17.4	59.9	4.9	0.0	45.0	0.0	50.8	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	17.4	17.4	59.9	4.9	0.0	45.0	0.0	50.8	0.0	0.0	0.0
LOS by Move:	A	B	B	E+	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	484	484	156	49	0	127	0	239	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #15: De Anza Boulevard/SR 85 Ramps South

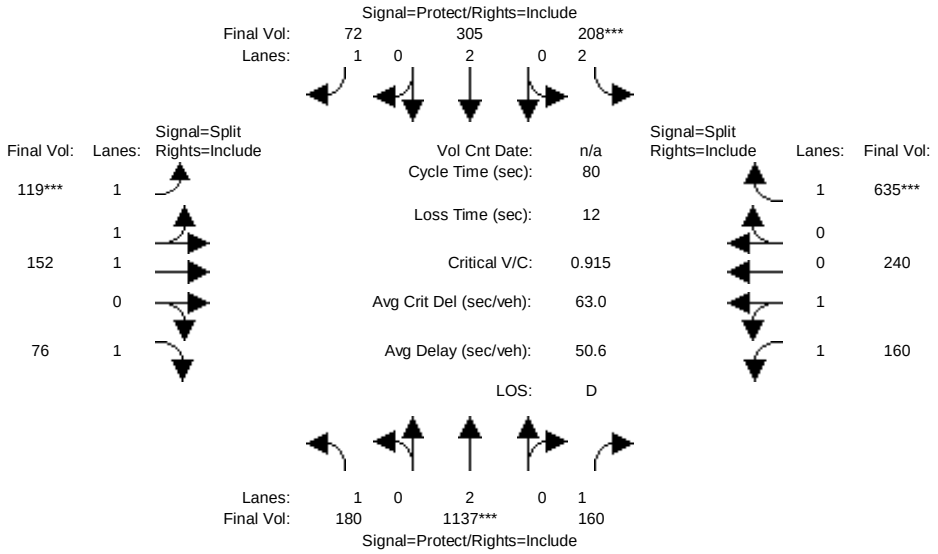


Street Name:	De Anza Boulevard						SR 85 Ramps South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1100	200	679	1769	0	164	1	491	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	1100	200	679	1769	0	164	1	491	0	0	0
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1113	200	679	1784	0	164	1	491	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	200	679	1784	0	164	1	491	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	200	679	1784	0	164	1	491	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	1113	200	679	1784	0	164	1	491	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.53	0.47	2.00	3.00	0.00	1.25	0.01	1.74	0.00	0.00	0.00
Final Sat.:	0	4746	853	3150	5700	0	2196	5	3136	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.22	0.31	0.00	0.07	0.18	0.16	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	69.4	69.4	63.8	133	0.0	54.4	54.4	54.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.67	0.67	0.46	0.00	0.27	0.67	0.57	0.00	0.00	0.00
Uniform Del:	0.0	52.0	52.0	55.4	14.5	0.0	53.8	61.0	59.0	0.0	0.0	0.0
IncremntDel:	0.0	1.8	1.8	3.4	0.4	0.0	0.3	3.5	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	53.8	53.8	58.8	14.9	0.0	54.1	64.5	61.0	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	53.8	53.8	58.8	14.9	0.0	54.1	64.5	61.0	0.0	0.0	0.0
LOS by Move:	A	D-	D-	E+	B	A	D-	E	E	A	A	A
HCM2kAvgQ:	0	544	544	503	398	0	156	454	368	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #16: Saratoga Sunnyvale Road/Prospect Road

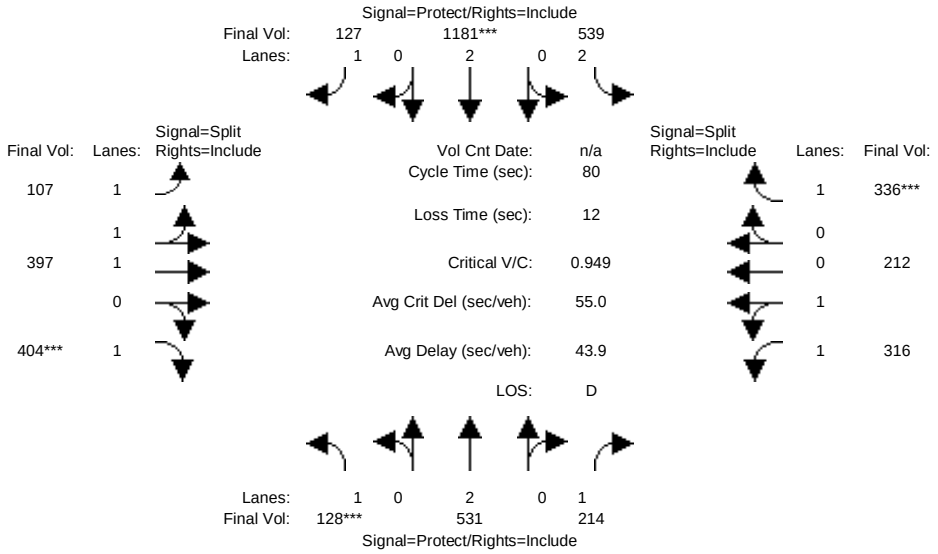


Street Name:	Saratoga Sunnyvale Road						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1133	160	208	303	72	119	148	76	160	238	635
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1133	160	208	303	72	119	148	76	160	238	635
Added Vol:	0	4	0	0	2	0	0	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1137	160	208	305	72	119	152	76	160	240	635
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1137	160	208	305	72	119	152	76	160	240	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1137	160	208	305	72	119	152	76	160	240	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1137	160	208	305	72	119	152	76	160	240	635
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	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.36	1.64	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	2391	3055	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.09	0.07	0.08	0.04	0.05	0.05	0.04	0.09	0.13	0.36
Crit Moves:		****		****			****					****
Green Time:	13.6	23.0	23.0	7.0	16.5	16.5	10.0	10.0	10.0	28.0	28.0	28.0
Volume/Cap:	0.61	1.04	0.32	0.75	0.39	0.20	0.40	0.40	0.35	0.26	0.36	1.04
Uniform Del:	30.7	28.5	22.3	35.7	27.4	26.3	32.2	32.2	32.0	18.6	19.4	26.0
IncremntDel:	8.9	37.7	1.7	17.4	1.5	1.2	1.7	1.7	4.3	0.4	0.9	46.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.7	66.2	24.0	53.0	28.9	27.5	34.0	34.0	36.3	19.1	20.3	72.8
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:	39.7	66.2	24.0	53.0	28.9	27.5	34.0	34.0	36.3	19.1	20.3	72.8
LOS by Move:	D	E	C	D-	C	C	C-	C-	D+	B-	C+	E
HCM2kAvgQ:	136	562	87	122	89	42	64	64	55	78	113	658

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #16: Saratoga Sunnyvale Road/Prospect Road

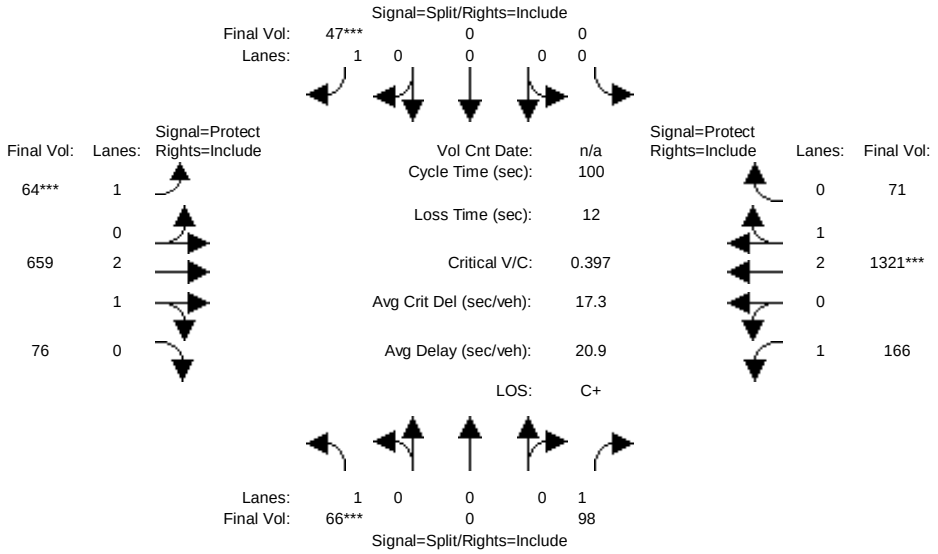


Street Name:	Saratoga Sunnyvale Road						Prospect Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	518	214	539	1166	127	107	384	404	316	197	336
Growth Adj:	1.00	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	518	214	539	1166	127	107	384	404	316	197	336
Added Vol:	0	13	0	0	15	0	0	13	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	531	214	539	1181	127	107	397	404	316	212	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	531	214	539	1181	127	107	397	404	316	212	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	531	214	539	1181	127	107	397	404	316	212	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	531	214	539	1181	127	107	397	404	316	212	336
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	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.21	0.79	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3800	1750	2124	1425	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.12	0.17	0.31	0.07	0.06	0.10	0.23	0.15	0.15	0.19
Crit Moves:	****				****				****			****
Green Time:	7.0	14.8	14.8	18.1	25.8	25.8	19.2	19.2	19.2	16.0	16.0	16.0
Volume/Cap:	0.84	0.76	0.66	0.76	0.96	0.22	0.25	0.44	0.96	0.75	0.75	0.96
Uniform Del:	35.9	30.9	30.3	28.9	26.6	19.8	24.6	25.8	30.0	30.1	30.1	31.7
IncremntDel:	39.1	7.5	10.3	7.4	18.1	0.9	0.3	1.2	35.4	7.0	7.0	39.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.1	38.4	40.6	36.3	44.7	20.7	24.9	27.0	65.4	37.1	37.1	71.2
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:	75.1	38.4	40.6	36.3	44.7	20.7	24.9	27.0	65.4	37.1	37.1	71.2
LOS by Move:	E-	D+	D	D+	D	C+	C	C	E	D+	D+	E
HCM2kAvgQ:	146	203	164	234	504	63	61	112	401	209	209	349

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #17: Stevens Creek Boulevard/Torre Avenue

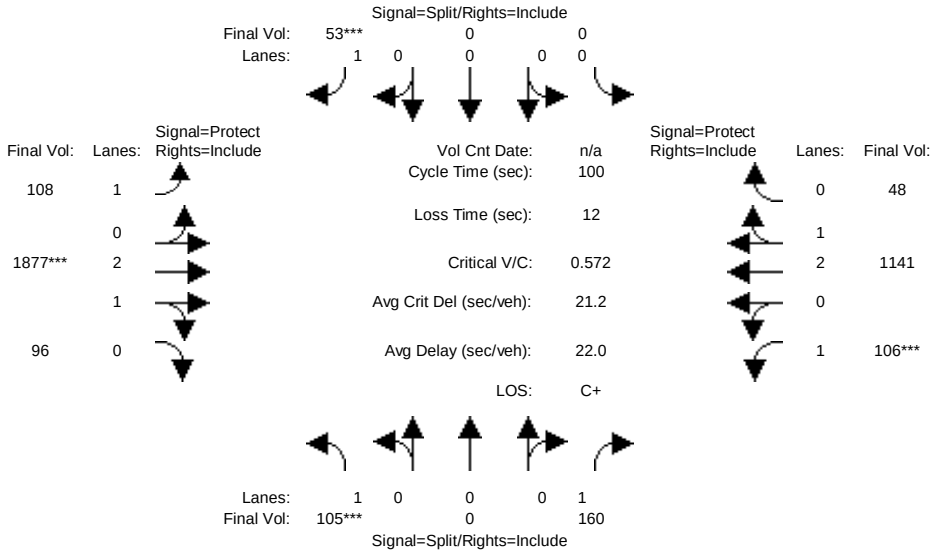


Street Name:	Torre Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	0	98	0	0	47	64	598	76	166	1284	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	0	98	0	0	47	64	598	76	166	1284	71
Added Vol:	0	0	0	0	0	0	0	61	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	0	98	0	0	47	64	659	76	166	1321	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	98	0	0	47	64	659	76	166	1321	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	98	0	0	47	64	659	76	166	1321	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	98	0	0	47	64	659	76	166	1321	71
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.68	0.32	1.00	2.84	0.16
Final Sat.:	1750	0	1750	0	0	1750	1750	5020	579	1750	5314	286
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.03	0.04	0.13	0.13	0.09	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	14.1	0.0	14.1	0.0	0.0	10.0	8.2	37.1	37.1	26.8	55.7	55.7
Volume/Cap:	0.27	0.00	0.40	0.00	0.00	0.27	0.45	0.35	0.35	0.35	0.45	0.45
Uniform Del:	38.3	0.0	39.1	0.0	0.0	41.6	43.7	22.8	22.8	29.6	13.1	13.1
IncremntDel:	2.6	0.0	4.7	0.0	0.0	3.7	9.7	0.5	0.5	2.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.0	0.0	43.8	0.0	0.0	45.4	53.5	23.2	23.2	31.7	13.5	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:	41.0	0.0	43.8	0.0	0.0	45.4	53.5	23.2	23.2	31.7	13.5	13.5
LOS by Move:	D	A	D	A	A	D	D-	C	C	C	B	B
HCM2kAvgQ:	53	0	83	0	0	42	65	139	139	115	213	213

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #17: Stevens Creek Boulevard/Torre Avenue

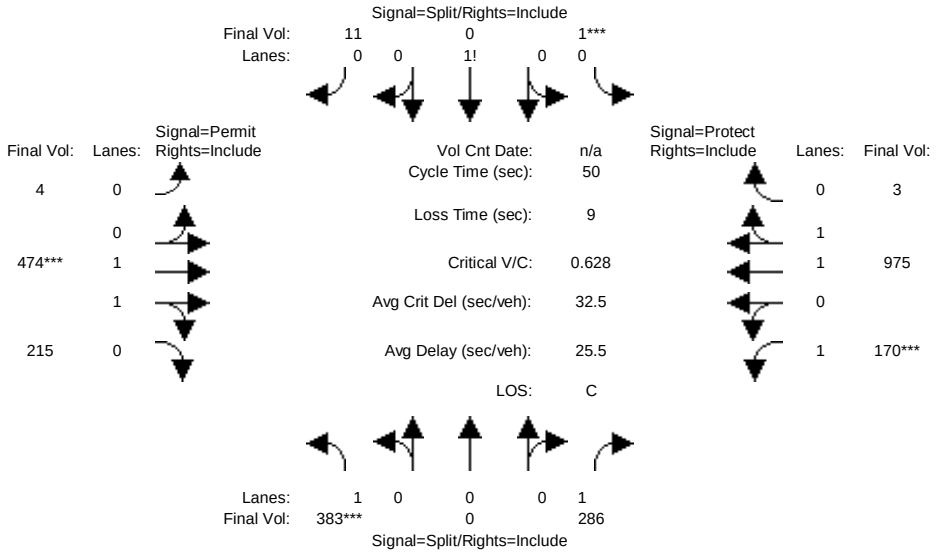


Street Name:	Torre Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	0	160	0	0	53	108	1669	96	106	916	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	160	0	0	53	108	1669	96	106	916	48
Added Vol:	0	0	0	0	0	0	0	208	0	0	225	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	160	0	0	53	108	1877	96	106	1141	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	160	0	0	53	108	1877	96	106	1141	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	160	0	0	53	108	1877	96	106	1141	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	160	0	0	53	108	1877	96	106	1141	48
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	2.85	0.15	1.00	2.87	0.13
Final Sat.:	1750	0	1750	0	0	1750	1750	5327	272	1750	5374	226
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.03	0.06	0.35	0.35	0.06	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	14.1	0.0	14.1	0.0	0.0	10.0	15.8	54.5	54.5	9.4	48.0	48.0
Volume/Cap:	0.42	0.00	0.65	0.00	0.00	0.30	0.39	0.65	0.65	0.65	0.44	0.44
Uniform Del:	39.2	0.0	40.6	0.0	0.0	41.8	37.8	16.0	16.0	43.7	17.1	17.1
IncremntDel:	5.3	0.0	12.4	0.0	0.0	4.4	4.1	1.1	1.1	18.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	0.0	52.9	0.0	0.0	46.2	41.8	17.1	17.1	61.8	17.7	17.7
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:	44.5	0.0	52.9	0.0	0.0	46.2	41.8	17.1	17.1	61.8	17.7	17.7
LOS by Move:	D	A	D-	A	A	D	D	B	B	E	B	B
HCM2kAvgQ:	90	0	154	0	0	48	89	371	371	115	204	204

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #18: Homestead Road/Blaney Avenue

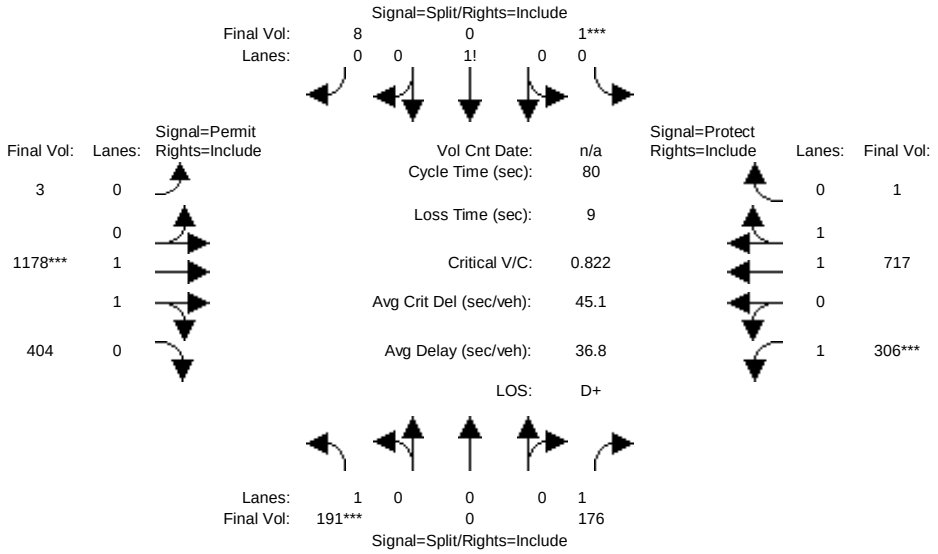


Street Name:	Homestead Road						Blaney Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	377	0	282	1	0	11	4	474	205	164	975	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	0	282	1	0	11	4	474	205	164	975	3
Added Vol:	6	0	4	0	0	0	0	0	10	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	0	286	1	0	11	4	474	215	170	975	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	0	286	1	0	11	4	474	215	170	975	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	0	286	1	0	11	4	474	215	170	975	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	0	286	1	0	11	4	474	215	170	975	3
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	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.08	0.00	0.92	0.01	1.37	0.62	1.00	1.99	0.01
Final Sat.:	1750	0	1750	146	0	1604	21	2462	1117	1750	3689	11
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.16	0.01	0.00	0.01	0.19	0.19	0.19	0.10	0.26	0.26
Crit Moves:	****			****				****		****		
Green Time:	12.8	0.0	12.8	10.0	0.0	10.0	11.2	11.2	11.2	7.0	18.2	18.2
Volume/Cap:	0.86	0.00	0.64	0.03	0.00	0.03	0.86	0.86	0.86	0.69	0.72	0.72
Uniform Del:	17.7	0.0	16.6	16.1	0.0	16.1	18.6	18.6	18.6	20.5	13.7	13.7
IncremntDel:	18.7	0.0	6.9	0.2	0.0	0.2	11.3	11.3	11.3	15.0	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.4	0.0	23.4	16.3	0.0	16.3	30.0	30.0	30.0	35.5	17.1	17.1
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:	36.4	0.0	23.4	16.3	0.0	16.3	30.0	30.0	30.0	35.5	17.1	17.1
LOS by Move:	D+	A	C	B	A	B	C	C	C	D+	B	B
HCM2kAvgQ:	240	0	137	5	0	5	221	221	221	109	210	210

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #18: Homestead Road/Blaney Avenue

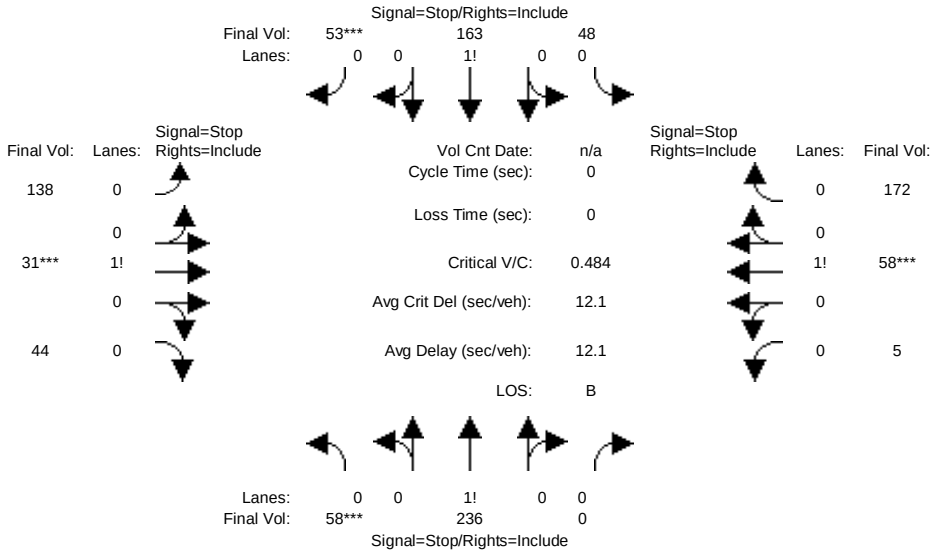


Street Name:	Homestead Road						Blaney Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	0	154	1	0	8	3	1178	370	286	717	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	0	154	1	0	8	3	1178	370	286	717	1
Added Vol:	36	0	22	0	0	0	0	0	34	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	176	1	0	8	3	1178	404	306	717	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	0	176	1	0	8	3	1178	404	306	717	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	176	1	0	8	3	1178	404	306	717	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	0	176	1	0	8	3	1178	404	306	717	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.11	0.00	0.89	0.01	1.48	0.51	1.00	1.99	0.01
Final Sat.:	1750	0	1750	194	0	1556	7	2676	918	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.10	0.01	0.00	0.01	0.44	0.44	0.44	0.17	0.19	0.19
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	36.5	36.5	36.5	14.5	51.0	51.0
Volume/Cap:	0.87	0.00	0.80	0.04	0.00	0.04	0.96	0.96	0.96	0.96	0.30	0.30
Uniform Del:	34.4	0.0	34.0	30.8	0.0	30.8	21.1	21.1	21.1	32.5	6.5	6.5
IncremntDel:	35.1	0.0	26.1	0.4	0.0	0.4	15.3	15.3	15.3	42.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.5	0.0	60.2	31.1	0.0	31.1	36.4	36.4	36.4	74.9	6.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	0.0	60.2	31.1	0.0	31.1	36.4	36.4	36.4	74.9	6.9	6.9
LOS by Move:	E	A	E	C	A	C	D+	D+	D+	E	A	A
HCM2kAvgQ:	202	0	173	6	0	6	664	664	664	326	103	103

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V82 AM

Intersection #19: Blaney Avenue/Merritt Drive



Street Name:	Blaney Avenue						Merritt Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	58	226	0	48	147	53	138	31	44	5	58	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	226	0	48	147	53	138	31	44	5	58	172
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	236	0	48	163	53	138	31	44	5	58	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	236	0	48	163	53	138	31	44	5	58	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	236	0	48	163	53	138	31	44	5	58	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	236	0	48	163	53	138	31	44	5	58	172
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	0.00	0.18	0.62	0.20	0.65	0.14	0.21	0.02	0.25	0.73
Final Sat.:	120	488	0	111	377	122	369	83	118	13	152	451
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	xxxx	0.43	0.43	0.43	0.37	0.37	0.37	0.38	0.38	0.38
Crit Moves:	****					****		****			****	
Delay/Veh:	13.1	13.1	0.0	12.2	12.2	12.2	11.7	11.7	11.7	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	0.0	12.2	12.2	12.2	11.7	11.7	11.7	11.1	11.1	11.1
LOS by Move:	B	B	*	B	B	B	B	B	B	B	B	B
ApproachDel:	13.1			12.2			11.7			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			12.2			11.7			11.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	19.3	19.3	19.3	15.6	15.6	15.6	11.8	11.8	11.8	12.0	12.0	12.0

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #19 Blaney Avenue/Merritt Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0	0 1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	58	236	0	48	163	53	138	31	44	5	58	172

Major Street Volume: 558
Minor Approach Volume: 235
Minor Approach Volume Threshold: 375

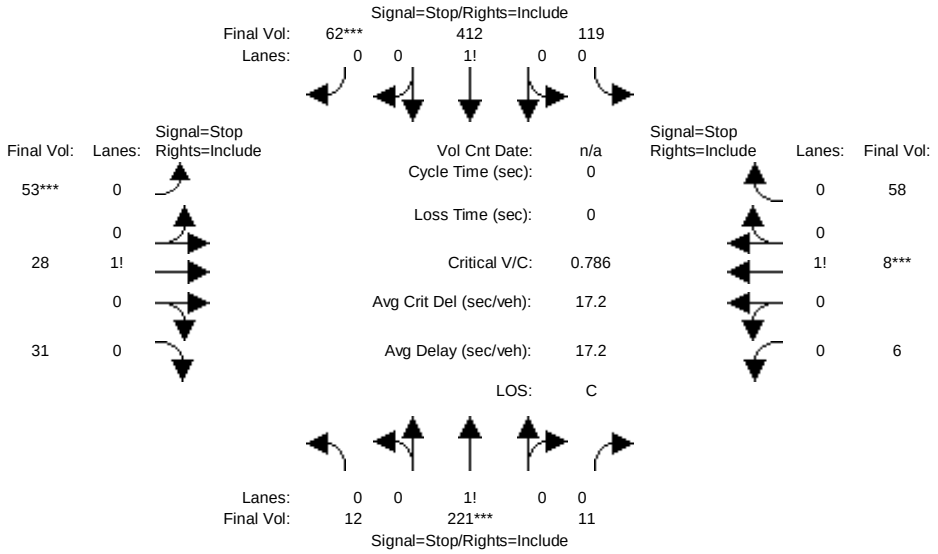
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V82 PM

Intersection #19: Blaney Avenue/Merritt Drive



Street Name:	Blaney Avenue						Merritt Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	163	11	119	358	62	53	28	31	6	8	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	163	11	119	358	62	53	28	31	6	8	58
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	221	11	119	412	62	53	28	31	6	8	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	221	11	119	412	62	53	28	31	6	8	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	221	11	119	412	62	53	28	31	6	8	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	221	11	119	412	62	53	28	31	6	8	58
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.91	0.04	0.20	0.70	0.10	0.47	0.25	0.28	0.08	0.11	0.81
Final Sat.:	33	611	30	151	524	79	264	139	154	48	64	464
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.79	0.79	0.79	0.20	0.20	0.20	0.13	0.13	0.13
Crit Moves:		****				****	****				****	
Delay/Veh:	10.8	10.8	10.8	22.1	22.1	22.1	10.2	10.2	10.2	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	22.1	22.1	22.1	10.2	10.2	10.2	9.2	9.2	9.2
LOS by Move:	B	B	B	C	C	C	B	B	B	A	A	A
ApproachDel:		10.8			22.1			10.2			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			22.1			10.2			9.2	
LOS by Appr:		B			C			B			A	
AllWayAvgQ:	12.5	12.5	12.5	75.2	75.2	75.2	5.0	5.0	5.0	2.8	2.8	2.8

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #19 Blaney Avenue/Merritt Drive

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	12	221	11	119	412	62	53	28	31	6	8	58

Major Street Volume: 837
Minor Approach Volume: 112
Minor Approach Volume Threshold: 267

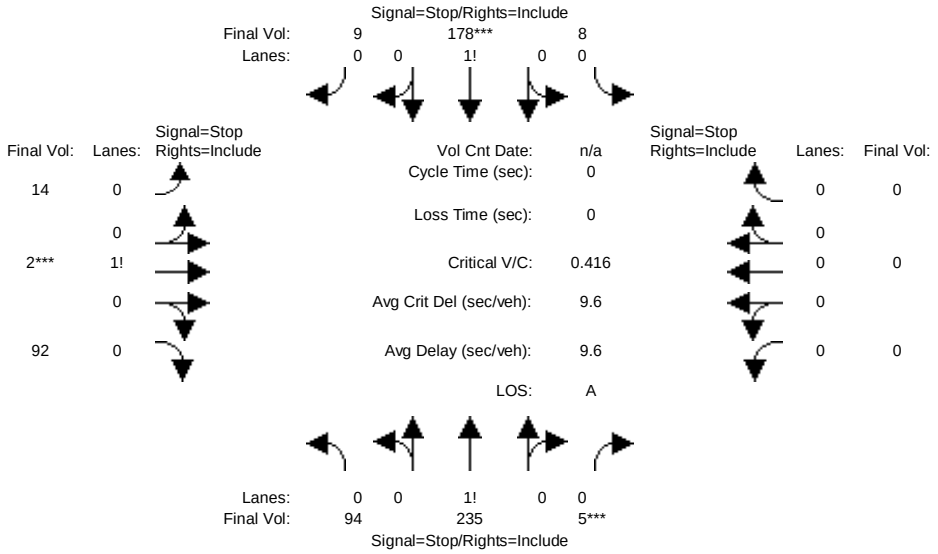
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V82 AM

Intersection #20: Blaney Avenue/Forest Avenue



Street Name:	Blaney Avenue						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	94	225	5	8	162	9	14	2	92	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:	94	225	5	8	162	9	14	2	92	0	0	0
Added Vol:	0	10	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	235	5	8	178	9	14	2	92	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:	94	235	5	8	178	9	14	2	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	235	5	8	178	9	14	2	92	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:	94	235	5	8	178	9	14	2	92	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.71	0.01	0.04	0.91	0.05	0.13	0.02	0.85	0.00	0.00	0.00
Final Sat.:	226	565	12	32	714	36	95	14	623	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.25	0.25	0.25	0.15	0.15	0.15	xxxx	xxxx	xxxx
Crit Moves:			****		****			****				
Delay/Veh:	10.4	10.4	10.4	8.9	8.9	8.9	8.2	8.2	8.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	8.9	8.9	8.9	8.2	8.2	8.2	0.0	0.0	0.0
LOS by Move:	B	B	B	A	A	A	A	A	A	*	*	*
ApproachDel:		10.4			8.9			8.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		10.4			8.9			8.2			xxxxxx	
LOS by Appr:		B			A			A			*	
AllWayAvgQ:	16.7	16.7	16.7	7.7	7.7	7.7	3.6	3.6	3.6	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #20 Blaney Avenue/Forest Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 0	0	0
Initial Vol:	94	235	5	8	178	9	14	2	92	0	0	0

Major Street Volume: 529
Minor Approach Volume: 108
Minor Approach Volume Threshold: 389

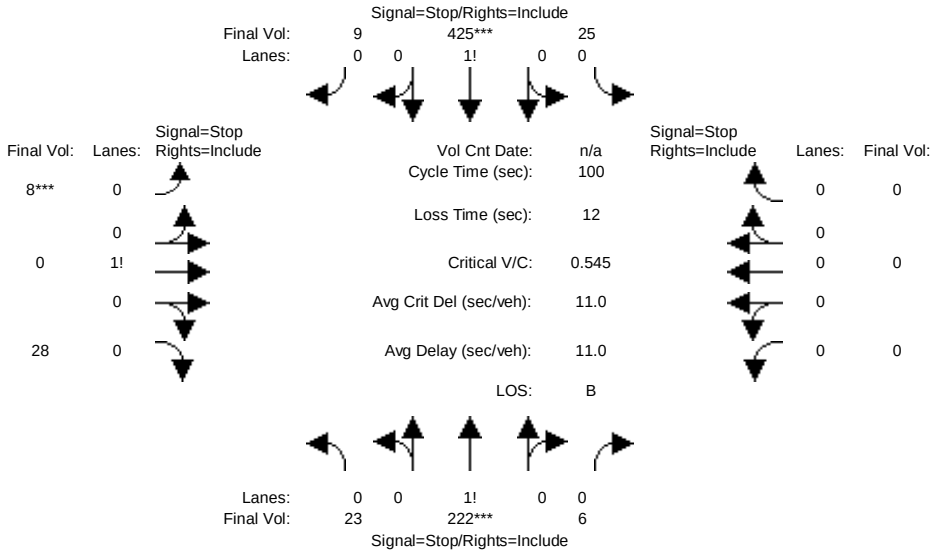
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex V82 PM

Intersection #20: Blaney Avenue/Forest Avenue



Street Name:	Blaney Avenue						Forest Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	164	6	25	371	9	8	0	28	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:	23	164	6	25	371	9	8	0	28	0	0	0
Added Vol:	0	58	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	222	6	25	425	9	8	0	28	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:	23	222	6	25	425	9	8	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	222	6	25	425	9	8	0	28	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:	23	222	6	25	425	9	8	0	28	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.89	0.02	0.05	0.93	0.02	0.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	73	705	19	46	779	17	146	0	511	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.55	0.55	0.55	0.05	xxxx	0.05	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.4	9.4	9.4	12.1	12.1	12.1	8.1	0.0	8.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	12.1	12.1	12.1	8.1	0.0	8.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	B	A	*	A	*	*	*
ApproachDel:		9.4			12.1			8.1			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.4			12.1			8.1			xxxxxx	
LOS by Appr:		A			B			A			*	
AllWayAvgQ:	10.9	10.9	10.9	28.5	28.5	28.5	1.1	1.1	1.1	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #20 Blaney Avenue/Forest Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0		0 0 1!	0		0 0 1!	0		0 0	0	0
Initial Vol:	23	222	6	25	425	9	8	0	28	0	0	0

Major Street Volume: 710
Minor Approach Volume: 36
Minor Approach Volume Threshold: 311

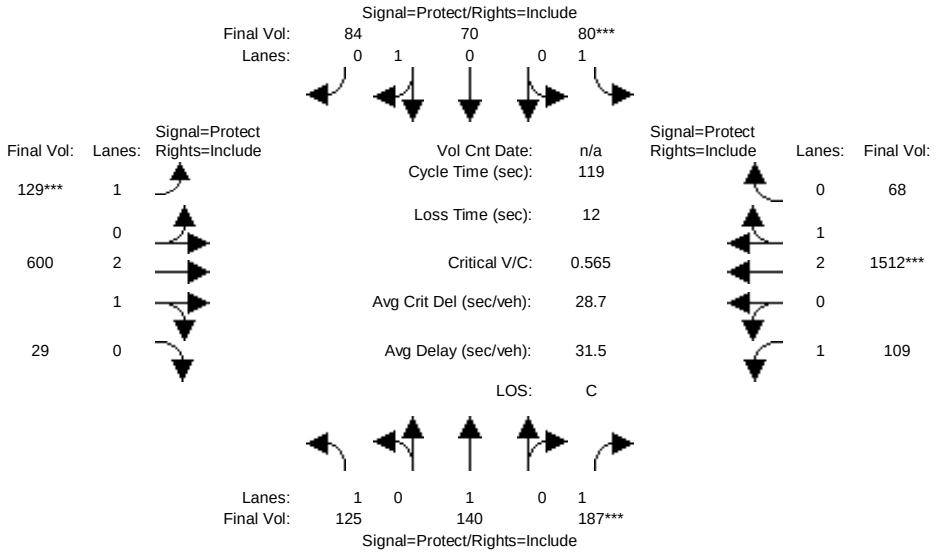
SIGNAL WARRANT DISCLAIMER

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

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #21: Stevens Creek Boulevard/Blaney Avenue

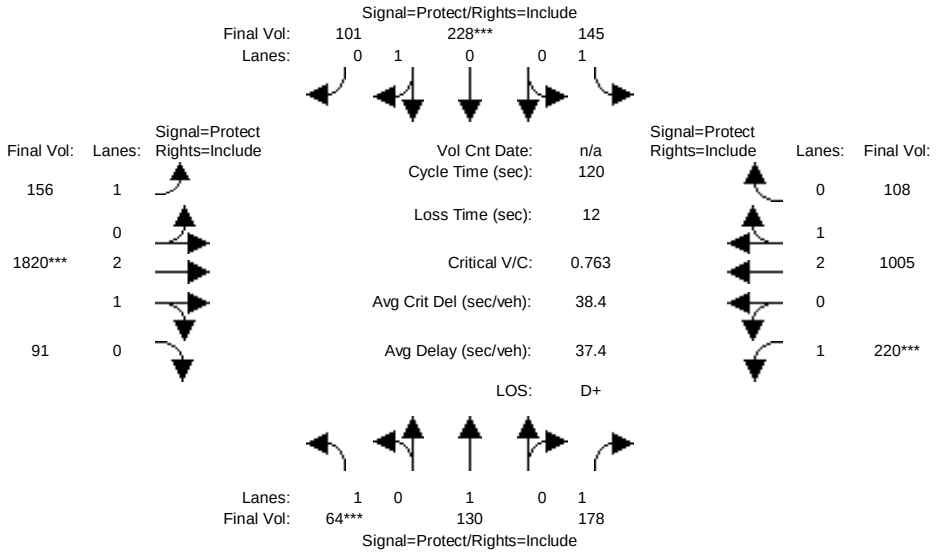


Street Name:	Blaney Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	140	179	64	70	84	129	537	29	104	1473	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	140	179	64	70	84	129	537	29	104	1473	58
Added Vol:	0	0	8	16	0	0	0	63	0	5	39	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	140	187	80	70	84	129	600	29	109	1512	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	140	187	80	70	84	129	600	29	109	1512	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	140	187	80	70	84	129	600	29	109	1512	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	140	187	80	70	84	129	600	29	109	1512	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.86	0.14	1.00	2.87	0.13
Final Sat.:	1750	1900	1750	1750	818	982	1750	5341	258	1750	5359	241
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.11	0.05	0.09	0.09	0.07	0.11	0.11	0.06	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	14.6	22.5	22.5	9.6	17.5	17.5	15.5	48.2	48.2	26.7	59.4	59.4
Volume/Cap:	0.58	0.39	0.57	0.57	0.58	0.58	0.57	0.28	0.28	0.28	0.57	0.57
Uniform Del:	49.3	42.3	43.8	52.7	47.3	47.3	48.6	23.7	23.7	38.2	20.8	20.8
IncremntDel:	11.0	3.2	6.8	15.4	9.0	9.0	9.8	0.3	0.3	1.7	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	45.4	50.7	68.0	56.4	56.4	58.4	24.0	24.0	39.9	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:	60.3	45.4	50.7	68.0	56.4	56.4	58.4	24.0	24.0	39.9	21.6	21.6
LOS by Move:	E	D	D	E	E+	E+	E+	C	C	D	C+	C+
HCM2kAvgQ:	137	117	183	98	157	157	139	128	128	90	341	341

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #21: Stevens Creek Boulevard/Blaney Avenue

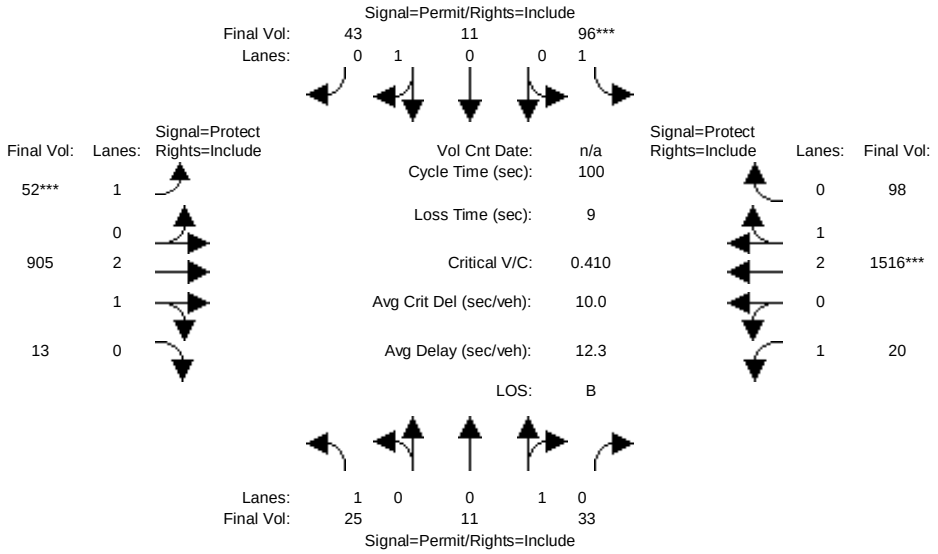


Street Name:	Blaney Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	130	151	91	228	101	156	1606	91	191	773	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	130	151	91	228	101	156	1606	91	191	773	50
Added Vol:	0	0	27	54	0	0	0	214	0	29	232	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	130	178	145	228	101	156	1820	91	220	1005	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	130	178	145	228	101	156	1820	91	220	1005	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	130	178	145	228	101	156	1820	91	220	1005	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	130	178	145	228	101	156	1820	91	220	1005	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	1.00	2.85	0.15	1.00	2.70	0.30
Final Sat.:	1750	1900	1750	1750	1247	553	1750	5333	267	1750	5056	543
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.10	0.08	0.18	0.18	0.09	0.34	0.34	0.13	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.5	19.5	15.9	28.4	28.4	22.5	53.0	53.0	19.5	50.1	50.1
Volume/Cap:	0.63	0.42	0.63	0.63	0.77	0.77	0.48	0.77	0.77	0.77	0.48	0.48
Uniform Del:	55.2	45.2	46.8	49.2	42.8	42.8	43.5	28.4	28.4	48.1	25.4	25.4
IncremntDel:	25.7	4.2	10.0	12.1	12.7	12.7	4.9	2.4	2.4	18.2	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.9	49.3	56.8	61.3	55.5	55.5	48.4	30.8	30.8	66.3	26.1	26.1
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:	80.9	49.3	56.8	61.3	55.5	55.5	48.4	30.8	30.8	66.3	26.1	26.1
LOS by Move:	F	D	E+	E	E+	E+	D	C	C	E	C	C
HCM2kAvgQ:	90	115	188	161	340	340	148	533	533	256	251	251

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #22: Stevens Creek Boulevard/Portal Avenue

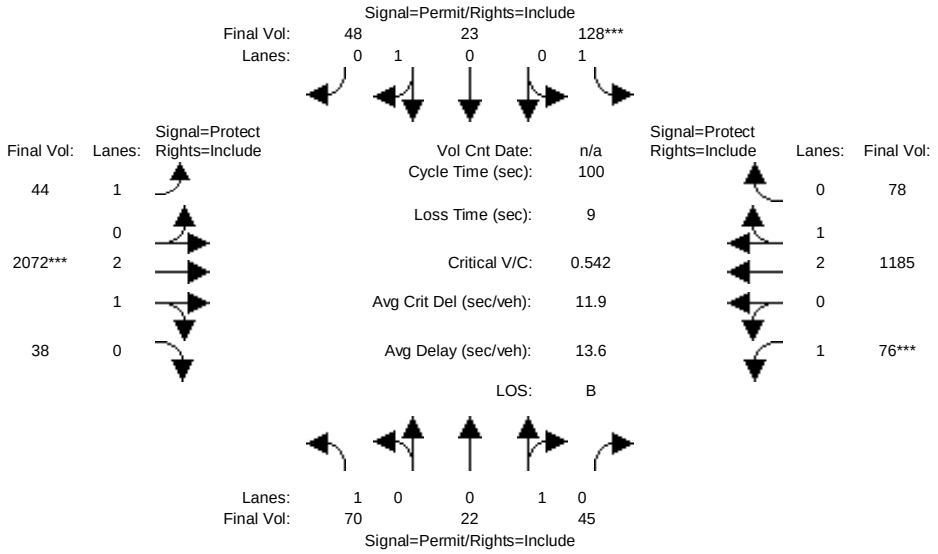


Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	11	33	96	11	43	52	819	13	20	1463	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:	25	11	33	96	11	43	52	819	13	20	1463	98
Added Vol:	0	0	0	0	0	0	0	86	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	11	33	96	11	43	52	905	13	20	1516	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	11	33	96	11	43	52	905	13	20	1516	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	11	33	96	11	43	52	905	13	20	1516	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	11	33	96	11	43	52	905	13	20	1516	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.25	0.75	1.00	0.20	0.80	1.00	2.96	0.04	1.00	2.81	0.19
Final Sat.:	1750	450	1350	1750	367	1433	1750	5521	79	1750	5260	340
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.03	0.03	0.03	0.16	0.16	0.01	0.29	0.29
Crit Moves:				****			****				****	
Green Time:	13.4	13.4	13.4	13.4	13.4	13.4	7.3	54.4	54.4	23.2	70.4	70.4
Volume/Cap:	0.11	0.18	0.18	0.41	0.22	0.22	0.41	0.30	0.30	0.05	0.41	0.41
Uniform Del:	38.0	38.4	38.4	39.7	38.7	38.7	44.3	12.4	12.4	29.8	6.2	6.2
IncremntDel:	0.9	1.7	1.7	5.2	2.1	2.1	9.5	0.3	0.3	0.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.0	40.1	40.1	44.9	40.8	40.8	53.8	12.7	12.7	30.0	6.5	6.5
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:	39.0	40.1	40.1	44.9	40.8	40.8	53.8	12.7	12.7	30.0	6.5	6.5
LOS by Move:	D+	D	D	D	D	D	D-	B	B	C	A	A
HCM2kAvgQ:	20	34	34	83	42	42	54	129	129	13	176	176

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #22: Stevens Creek Boulevard/Portal Avenue

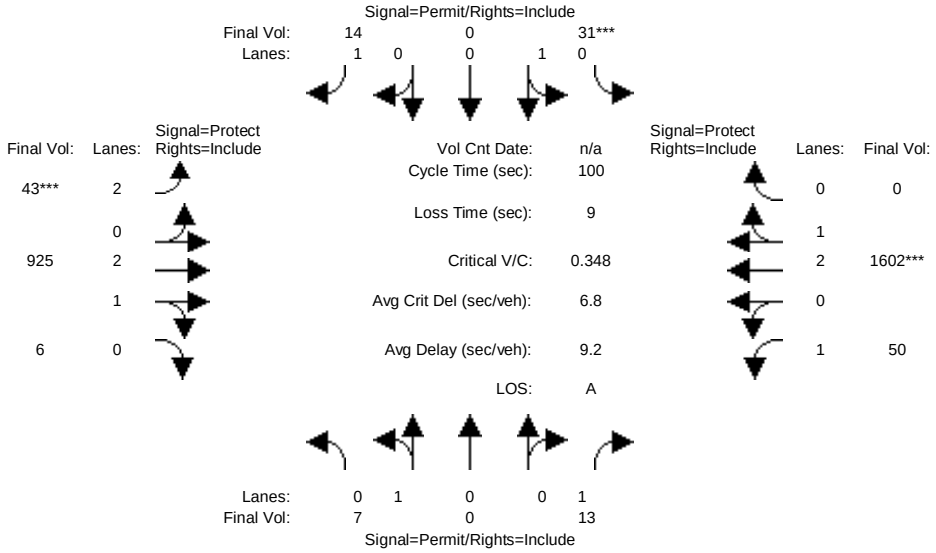


Street Name:	Portal Avenue						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	22	45	128	23	48	44	1777	38	76	866	78
Growth Adj:	1.00	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	22	45	128	23	48	44	1777	38	76	866	78
Added Vol:	0	0	0	0	0	0	0	295	0	0	319	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	22	45	128	23	48	44	2072	38	76	1185	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	22	45	128	23	48	44	2072	38	76	1185	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	22	45	128	23	48	44	2072	38	76	1185	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	22	45	128	23	48	44	2072	38	76	1185	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.33	0.67	1.00	0.32	0.68	1.00	2.94	0.06	1.00	2.81	0.19
Final Sat.:	1750	591	1209	1750	583	1217	1750	5499	101	1750	5254	346
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.04	0.04	0.03	0.38	0.38	0.04	0.23	0.23
Crit Moves:				****				****		****		
Green Time:	13.5	13.5	13.5	13.5	13.5	13.5	18.4	69.5	69.5	8.0	59.2	59.2
Volume/Cap:	0.30	0.28	0.28	0.54	0.29	0.29	0.14	0.54	0.54	0.54	0.38	0.38
Uniform Del:	39.0	38.9	38.9	40.4	39.0	39.0	34.2	7.5	7.5	44.2	10.8	10.8
IncremntDel:	3.2	2.8	2.8	8.7	3.0	3.0	0.9	0.5	0.5	14.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.2	41.7	41.7	49.0	42.0	42.0	35.1	8.0	8.0	58.5	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	41.7	41.7	49.0	42.0	42.0	35.1	8.0	8.0	58.5	11.1	11.1
LOS by Move:	D	D	D	D	D	D	D+	A	A	E+	B+	B+
HCM2kAvgQ:	58	54	54	118	57	57	32	272	272	82	172	172

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #23: Stevens Creek Boulevard/Perimeter Road

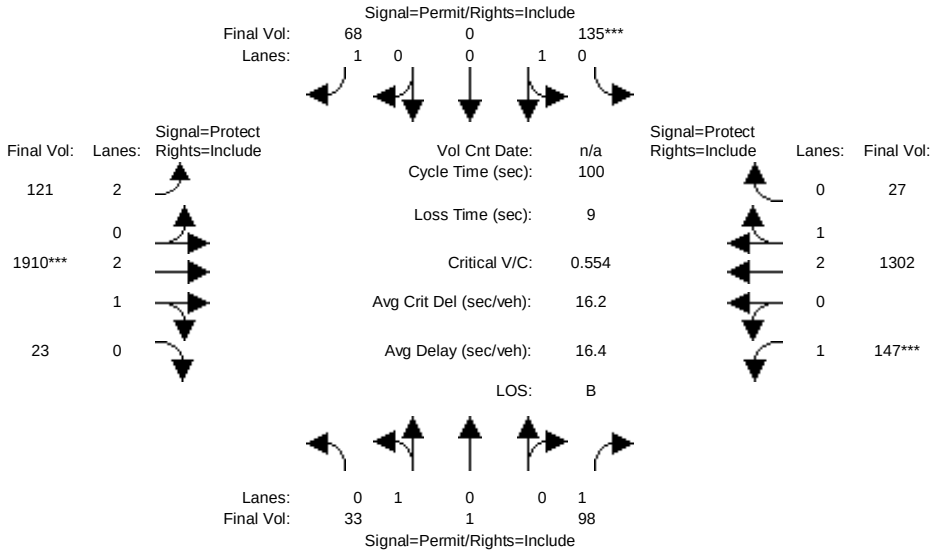


Street Name:	Perimeter Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	13	31	0	14	43	925	6	50	1602	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:	7	0	13	31	0	14	43	925	6	50	1602	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:	7	0	13	31	0	14	43	925	6	50	1602	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:	7	0	13	31	0	14	43	925	6	50	1602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	13	31	0	14	43	925	6	50	1602	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:	7	0	13	31	0	14	43	925	6	50	1602	0
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	0.83	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	2.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1800	0	1750	1800	0	1750	3150	5564	36	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.01	0.01	0.17	0.17	0.03	0.29	0.00
Crit Moves:				****			****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	57.0	57.0	24.0	74.0	0.0
Volume/Cap:	0.04	0.00	0.07	0.17	0.00	0.08	0.20	0.29	0.29	0.12	0.39	0.00
Uniform Del:	40.7	0.0	40.8	41.2	0.0	40.8	43.8	11.1	11.1	29.7	4.7	0.0
IncremntDel:	0.4	0.0	0.8	2.1	0.0	0.9	2.0	0.2	0.2	0.6	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.1	0.0	41.6	43.3	0.0	41.7	45.8	11.3	11.3	30.3	5.0	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	0.0	41.6	43.3	0.0	41.7	45.8	11.3	11.3	30.3	5.0	0.0
LOS by Move:	D	A	D	D	A	D	D	B+	B+	C	A	A
HCM2kAvgQ:	6	0	11	26	0	12	23	123	123	31	149	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #23: Stevens Creek Boulevard/Perimeter Road

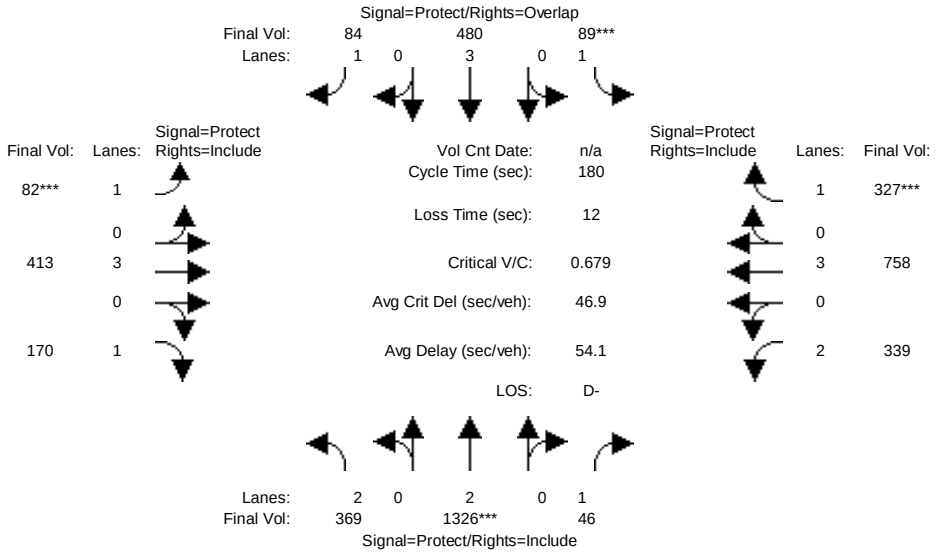


Street Name:	Perimeter Road						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	1	98	135	0	68	121	1910	23	147	1302	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	98	135	0	68	121	1910	23	147	1302	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1	98	135	0	68	121	1910	23	147	1302	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1	98	135	0	68	121	1910	23	147	1302	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1	98	135	0	68	121	1910	23	147	1302	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1	98	135	0	68	121	1910	23	147	1302	27
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	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	1.00	0.00	1.00	2.00	2.96	0.04	1.00	2.94	0.06
Final Sat.:	1747	53	1750	1800	0	1750	3150	5533	67	1750	5486	114
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.08	0.00	0.04	0.04	0.35	0.35	0.08	0.24	0.24
Crit Moves:				****				****		****		
Green Time:	13.5	13.5	13.5	13.5	0.0	13.5	17.6	62.3	62.3	15.2	59.8	59.8
Volume/Cap:	0.14	0.14	0.41	0.55	0.00	0.29	0.22	0.55	0.55	0.55	0.40	0.40
Uniform Del:	38.1	38.1	39.6	40.4	0.0	38.9	35.3	10.9	10.9	39.3	10.6	10.6
IncremntDel:	1.2	1.2	5.3	8.8	0.0	3.0	0.9	0.6	0.6	8.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.3	39.3	44.9	49.2	0.0	41.9	36.2	11.5	11.5	47.4	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	39.3	44.9	49.2	0.0	41.9	36.2	11.5	11.5	47.4	10.9	10.9
LOS by Move:	D	D	D	D	A	D	D+	B+	B+	D	B+	B+
HCM2kAvgQ:	26	26	85	121	0	56	50	293	293	110	176	176

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #24: Wolfe Road/El Camino Real

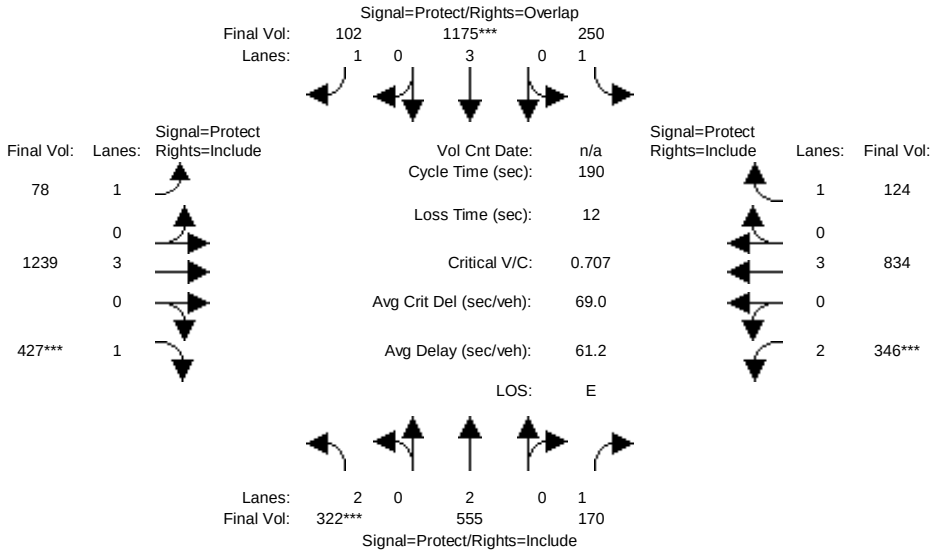


Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	355	1316	46	89	464	84	82	413	146	339	758	327
Growth Adj:	1.00	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	1316	46	89	464	84	82	413	146	339	758	327
Added Vol:	14	10	0	0	16	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	1326	46	89	480	84	82	413	170	339	758	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	1326	46	89	480	84	82	413	170	339	758	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1326	46	89	480	84	82	413	170	339	758	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1326	46	89	480	84	82	413	170	339	758	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.03	0.05	0.08	0.05	0.05	0.07	0.10	0.11	0.13	0.19
Crit Moves:		****		****			****					****
Green Time:	61.7	92.5	92.5	13.5	44.3	56.8	12.4	29.4	29.4	32.6	49.6	49.6
Volume/Cap:	0.34	0.68	0.05	0.68	0.34	0.15	0.68	0.44	0.59	0.59	0.48	0.68
Uniform Del:	44.0	32.6	21.8	81.1	55.8	44.3	81.8	67.9	69.8	67.7	54.5	58.1
IncremntDel:	0.9	1.9	0.1	24.8	0.7	0.6	26.6	1.5	8.8	4.5	1.1	7.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.9	34.6	21.9	105.9	56.5	44.9	108.4	69.5	78.6	72.2	55.6	65.6
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:	44.9	34.6	21.9	105.9	56.5	44.9	108.4	69.5	78.6	72.2	55.6	65.6
LOS by Move:	D	C-	C+	F	E+	D	F	E	E-	E	E+	E
HCM2kAvgQ:	220	669	33	159	177	86	149	174	248	269	287	444

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #24: Wolfe Road/El Camino Real

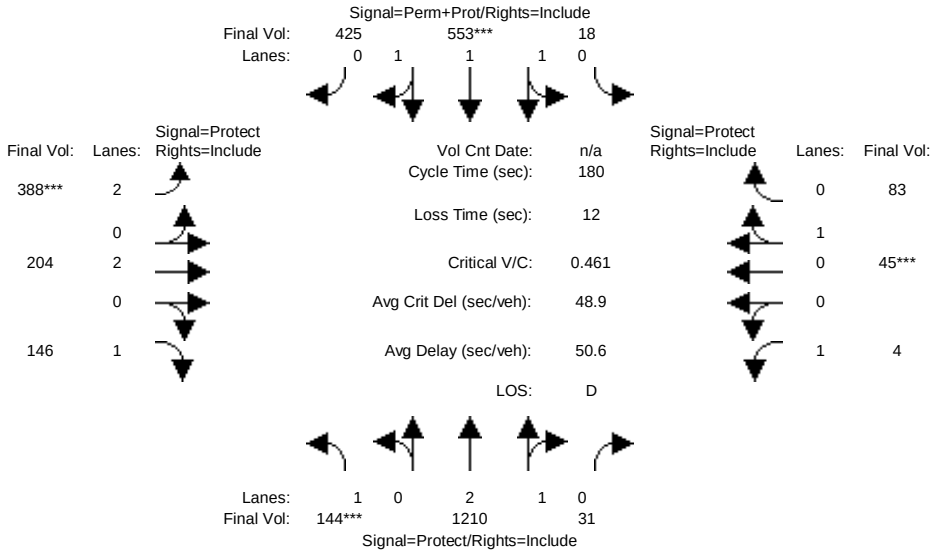


Street Name:	Wolfe Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	235	497	170	250	1121	102	78	1239	347	346	834	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	497	170	250	1121	102	78	1239	347	346	834	124
Added Vol:	87	58	0	0	54	0	0	0	80	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	555	170	250	1175	102	78	1239	427	346	834	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	555	170	250	1175	102	78	1239	427	346	834	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	555	170	250	1175	102	78	1239	427	346	834	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	555	170	250	1175	102	78	1239	427	346	834	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.10	0.14	0.21	0.06	0.04	0.22	0.24	0.11	0.15	0.07
Crit Moves:	****				****				****	****		
Green Time:	27.5	41.9	41.9	41.0	55.4	77.6	22.2	65.6	65.6	29.5	72.9	72.9
Volume/Cap:	0.71	0.66	0.44	0.66	0.71	0.14	0.38	0.63	0.71	0.71	0.38	0.18
Uniform Del:	77.4	67.6	63.9	68.2	60.0	35.3	77.5	52.0	53.9	76.1	42.3	38.8
IncremntDel:	8.9	4.1	3.6	8.8	2.6	0.4	5.3	1.5	6.8	8.3	0.5	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.3	71.7	67.5	77.0	62.6	35.7	82.9	53.6	60.7	84.5	42.8	39.4
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:	86.3	71.7	67.5	77.0	62.6	35.7	82.9	53.6	60.7	84.5	42.8	39.4
LOS by Move:	F	E	E	E-	E	D+	F	D-	E	F	D	D
HCM2kAvgQ:	294	379	229	372	516	96	118	496	585	312	280	123

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #25: Wolfe Road/Fremont Avenue

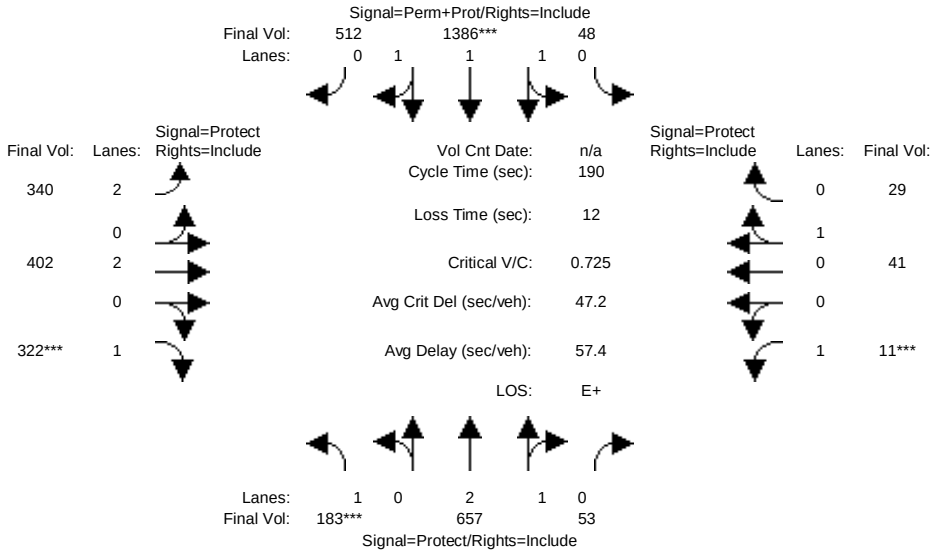


Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	144	1186	31	18	514	425	388	204	146	4	45	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1186	31	18	514	425	388	204	146	4	45	83
Added Vol:	0	24	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1210	31	18	553	425	388	204	146	4	45	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1210	31	18	553	425	388	204	146	4	45	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1210	31	18	553	425	388	204	146	4	45	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1210	31	18	553	425	388	204	146	4	45	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	0.07	1.93	1.00	2.00	2.00	1.00	1.00	0.35	0.65
Final Sat.:	1750	5460	140	117	3599	1800	3150	3800	1750	1750	633	1167
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.00	0.15	0.24	0.12	0.05	0.08	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	28.6	65.4	65.4	48.3	82.1	82.1	36.3	39.1	39.1	18.2	21.0	21.0
Volume/Cap:	0.52	0.61	0.61	0.57	0.34	0.52	0.61	0.25	0.38	0.02	0.61	0.61
Uniform Del:	69.4	46.9	46.9	56.9	31.5	34.9	65.4	58.3	60.2	72.9	75.6	75.6
IncremntDel:	6.7	1.4	1.4	1.4	0.3	1.0	4.3	0.7	2.9	0.2	12.5	12.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.1	48.3	48.3	58.3	31.8	35.9	69.7	59.0	63.1	73.1	88.2	88.2
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:	76.1	48.3	48.3	58.3	31.8	35.9	69.7	59.0	63.1	73.1	88.2	88.2
LOS by Move:	E-	D	D	E+	C	D+	E	E+	E	E	F	F
HCM2kAvgQ:	205	468	468	347	247	426	303	114	185	5	195	195

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #25: Wolfe Road/Fremont Avenue

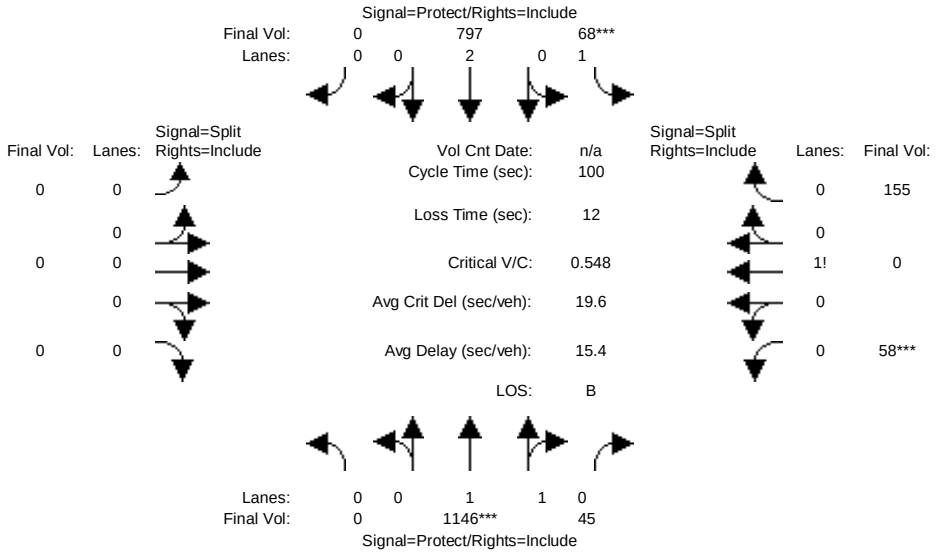


Street Name:	Wolfe Road						Fremont Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	512	53	48	1252	512	340	402	322	11	41	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	512	53	48	1252	512	340	402	322	11	41	29
Added Vol:	0	145	0	0	134	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	657	53	48	1386	512	340	402	322	11	41	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	657	53	48	1386	512	340	402	322	11	41	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	657	53	48	1386	512	340	402	322	11	41	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	657	53	48	1386	512	340	402	322	11	41	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.77	0.23	0.08	2.12	0.80	2.00	2.00	1.00	1.00	0.59	0.41
Final Sat.:	1750	5181	418	136	3917	1447	3150	3800	1750	1750	1054	746
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.00	0.35	0.35	0.11	0.11	0.18	0.01	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	28.2	32.6	32.6	94.0	95.5	95.5	36.5	47.3	47.3	7.0	17.8	17.8
Volume/Cap:	0.70	0.74	0.74	0.71	0.70	0.70	0.56	0.42	0.74	0.17	0.41	0.41
Uniform Del:	76.9	74.6	74.6	37.5	36.4	36.4	69.5	59.9	65.6	88.7	81.2	81.2
IncremntDel:	14.8	5.1	5.1	1.6	1.5	1.5	3.7	1.4	10.7	5.7	7.4	7.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	91.8	79.7	79.7	39.1	37.9	37.9	73.2	61.3	76.3	94.3	88.5	88.5
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:	91.8	79.7	79.7	39.1	37.9	37.9	73.2	61.3	76.3	94.3	88.5	88.5
LOS by Move:	F	E-	E-	D	D+	D+	E	E	E-	F	F	F
HCM2kAvgQ:	299	360	360	752	739	739	275	241	485	20	109	109

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #26: Wolfe Road/Marion Way

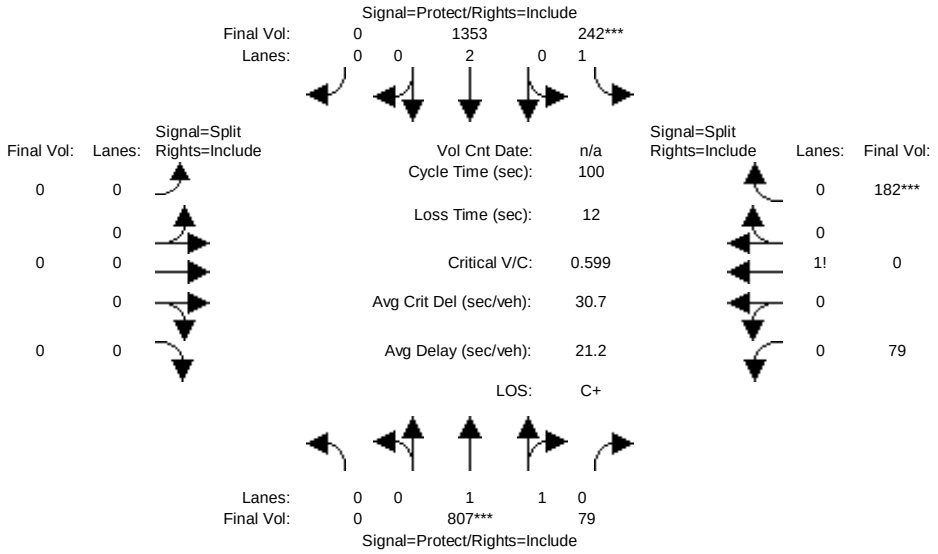


Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1122	40	68	758	0	0	0	0	50	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1122	40	68	758	0	0	0	0	50	0	155
Added Vol:	0	24	5	0	39	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1146	45	68	797	0	0	0	0	58	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1146	45	68	797	0	0	0	0	58	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1146	45	68	797	0	0	0	0	58	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1146	45	68	797	0	0	0	0	58	0	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	0.27	0.00	0.73
Final Sat.:	0	3560	140	1750	3800	0	0	0	0	477	0	1273
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	58.7	58.7	7.1	65.8	0.0	0.0	0.0	0.0	22.2	0.0	22.2
Volume/Cap:	0.00	0.55	0.55	0.55	0.32	0.00	0.00	0.00	0.00	0.55	0.00	0.55
Uniform Del:	0.0	12.6	12.6	44.9	7.4	0.0	0.0	0.0	0.0	34.5	0.0	34.5
IncremntDel:	0.0	1.0	1.0	16.3	0.3	0.0	0.0	0.0	0.0	5.5	0.0	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.6	13.6	61.2	7.7	0.0	0.0	0.0	0.0	39.9	0.0	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.6	13.6	61.2	7.7	0.0	0.0	0.0	0.0	39.9	0.0	39.9
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	288	288	76	131	0	0	0	0	171	0	171

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #26: Wolfe Road/Marion Way

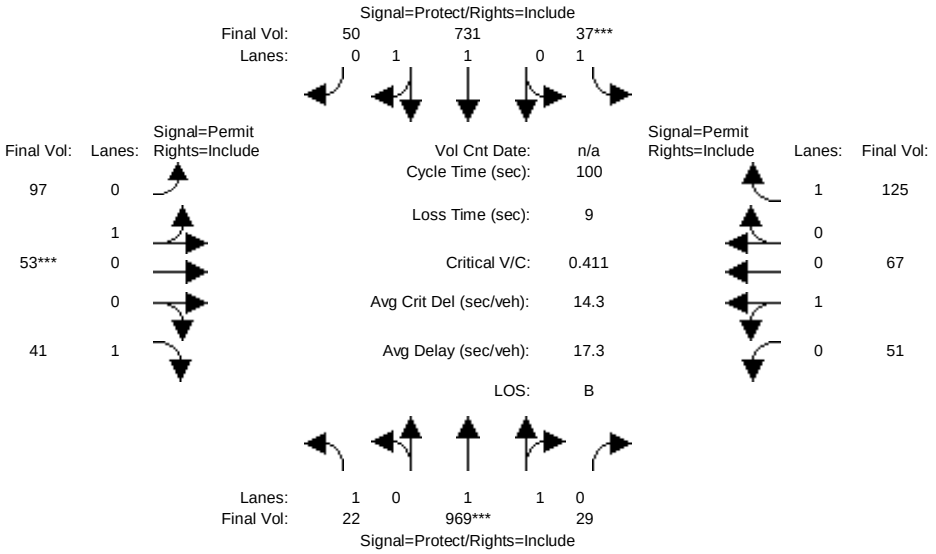


Street Name:	Wolfe Road						Marion Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	662	50	242	1219	0	0	0	0	52	0	182
Growth Adj:	1.00	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	662	50	242	1219	0	0	0	0	52	0	182
Added Vol:	0	145	29	0	134	0	0	0	0	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	807	79	242	1353	0	0	0	0	79	0	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	807	79	242	1353	0	0	0	0	79	0	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	79	242	1353	0	0	0	0	79	0	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	807	79	242	1353	0	0	0	0	79	0	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3370	330	1750	3800	0	0	0	0	530	0	1220
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.14	0.36	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	40.0	40.0	23.1	63.1	0.0	0.0	0.0	0.0	24.9	0.0	24.9
Volume/Cap:	0.00	0.60	0.60	0.60	0.56	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Uniform Del:	0.0	23.7	23.7	34.3	10.6	0.0	0.0	0.0	0.0	33.1	0.0	33.1
IncremntDel:	0.0	1.8	1.8	6.4	1.0	0.0	0.0	0.0	0.0	6.0	0.0	6.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	25.5	25.5	40.7	11.5	0.0	0.0	0.0	0.0	39.1	0.0	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	25.5	40.7	11.5	0.0	0.0	0.0	0.0	39.1	0.0	39.1
LOS by Move:	A	C	C	D	B+	A	A	A	A	D	A	D
HCM2kAvgQ:	0	285	285	198	301	0	0	0	0	209	0	209

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #27: Wolfe Road/Iverness Avenue

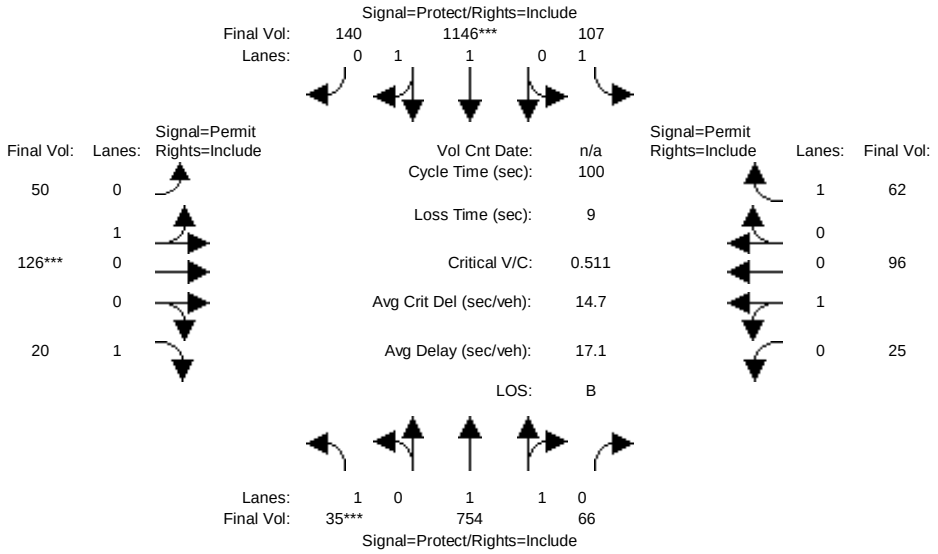


Street Name:	Wolfe Road						Iverness Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	940	29	37	684	50	97	53	41	51	67	125
Growth Adj:	1.00	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	940	29	37	684	50	97	53	41	51	67	125
Added Vol:	0	29	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	969	29	37	731	50	97	53	41	51	67	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	969	29	37	731	50	97	53	41	51	67	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	969	29	37	731	50	97	53	41	51	67	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	969	29	37	731	50	97	53	41	51	67	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.87	0.13	0.65	0.35	1.00	0.43	0.57	1.00
Final Sat.:	1750	3592	108	1750	3463	237	1164	636	1750	778	1022	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.02	0.21	0.21	0.08	0.08	0.02	0.07	0.07	0.07
Crit Moves:		****		****				****				
Green Time:	17.7	64.2	64.2	7.0	53.4	53.4	19.8	19.8	19.8	19.8	19.8	19.8
Volume/Cap:	0.07	0.42	0.42	0.30	0.39	0.39	0.42	0.42	0.12	0.33	0.33	0.36
Uniform Del:	34.3	8.8	8.8	44.2	13.7	13.7	35.1	35.1	32.9	34.4	34.4	34.6
IncremntDel:	0.4	0.5	0.5	6.2	0.6	0.6	3.6	3.6	0.7	2.5	2.5	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	34.7	9.3	9.3	50.4	14.3	14.3	38.7	38.7	33.6	36.9	36.9	37.5
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:	34.7	9.3	9.3	50.4	14.3	14.3	38.7	38.7	33.6	36.9	36.9	37.5
LOS by Move:	C-	A	A	D	B	B	D+	D+	C-	D+	D+	D+
HCM2kAvgQ:	16	193	193	37	181	181	114	114	29	86	86	95

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #27: Wolfe Road/Iverness Avenue

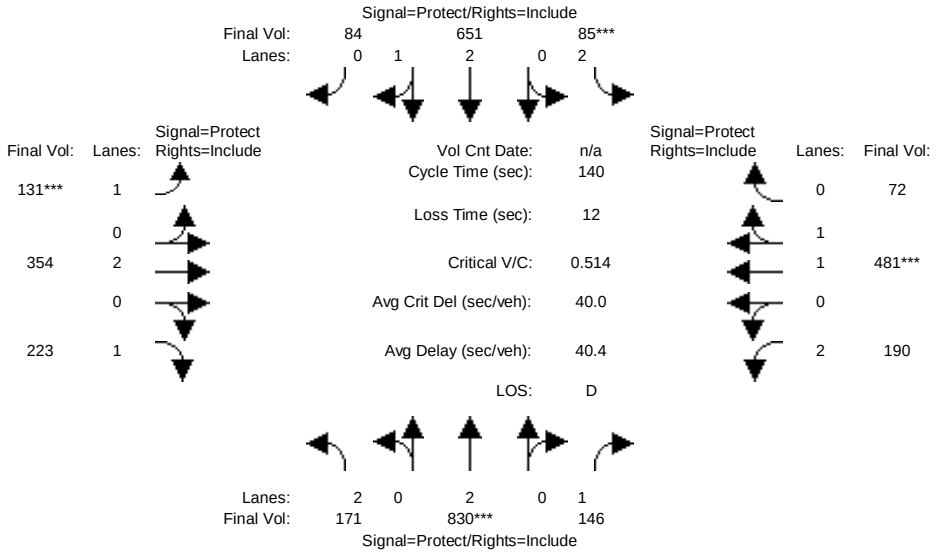


Street Name:	Wolfe Road						Iverness Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	580	66	107	985	140	50	126	20	25	96	62
Growth Adj:	1.00	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	580	66	107	985	140	50	126	20	25	96	62
Added Vol:	0	174	0	0	161	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	754	66	107	1146	140	50	126	20	25	96	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	754	66	107	1146	140	50	126	20	25	96	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	754	66	107	1146	140	50	126	20	25	96	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	754	66	107	1146	140	50	126	20	25	96	62
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	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.78	0.22	0.28	0.72	1.00	0.21	0.79	1.00
Final Sat.:	1750	3402	298	1750	3297	403	511	1289	1750	372	1428	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.06	0.35	0.35	0.10	0.10	0.01	0.07	0.07	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	55.1	55.1	17.4	65.6	65.6	18.4	18.4	18.4	18.4	18.4	18.4
Volume/Cap:	0.29	0.40	0.40	0.35	0.53	0.53	0.53	0.53	0.06	0.36	0.36	0.19
Uniform Del:	44.1	12.9	12.9	36.3	9.1	9.1	36.9	36.9	33.6	35.7	35.7	34.5
IncremntDel:	5.8	0.6	0.6	3.2	0.8	0.8	6.0	6.0	0.4	3.1	3.1	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.9	13.5	13.5	39.5	9.9	9.9	42.8	42.8	34.0	38.7	38.7	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:	49.9	13.5	13.5	39.5	9.9	9.9	42.8	42.8	34.0	38.7	38.7	35.8
LOS by Move:	D	B	B	D	A	A	D	D	C-	D+	D+	D+
HCM2kAvgQ:	35	185	185	84	270	270	143	143	14	92	92	45

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #28: Wolfe Road/Homestead Road

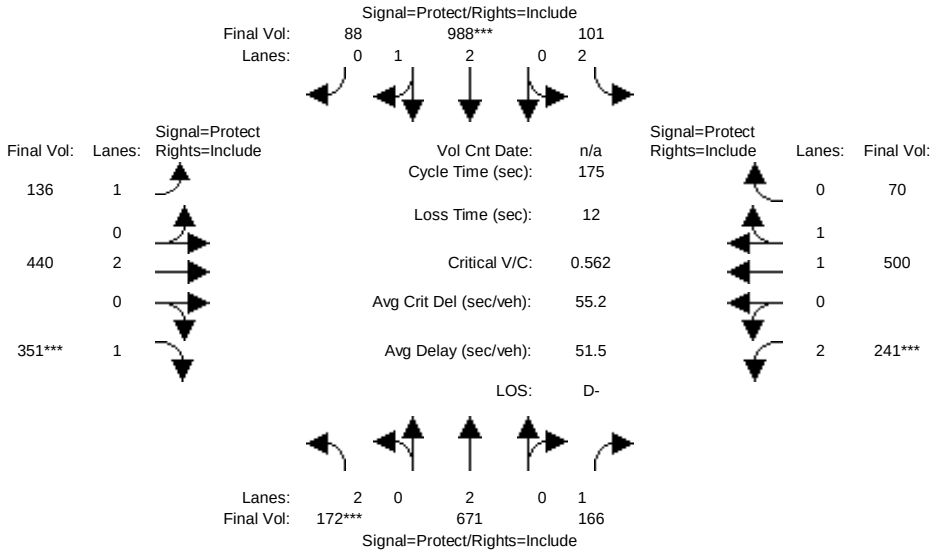


Street Name:	Wolfe Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	171	801	127	85	604	84	131	354	223	135	481	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	801	127	85	604	84	131	354	223	135	481	72
Added Vol:	0	29	19	0	47	0	0	0	0	55	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	830	146	85	651	84	131	354	223	190	481	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	830	146	85	651	84	131	354	223	190	481	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	830	146	85	651	84	131	354	223	190	481	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	830	146	85	651	84	131	354	223	190	481	72
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	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.64	0.36	1.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	3150	3800	1750	3150	4959	640	1750	3800	1750	3150	3218	482
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.08	0.03	0.13	0.13	0.07	0.09	0.13	0.06	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	19.6	59.5	59.5	7.4	47.3	47.3	20.4	41.5	41.5	19.6	40.7	40.7
Volume/Cap:	0.39	0.51	0.20	0.51	0.39	0.39	0.51	0.31	0.43	0.43	0.51	0.51
Uniform Del:	54.8	29.6	25.2	64.6	35.3	35.3	55.2	38.2	39.7	55.1	41.4	41.4
IncremntDel:	2.6	1.2	0.6	10.9	0.6	0.6	7.2	0.7	2.6	3.0	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	30.8	25.8	75.5	35.9	35.9	62.4	38.9	42.3	58.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	30.8	25.8	75.5	35.9	35.9	62.4	38.9	42.3	58.1	43.1	43.1
LOS by Move:	E+	C	C	E-	D+	D+	E	D+	D	E+	D	D
HCM2kAvgQ:	107	323	103	71	200	200	153	145	208	120	256	256

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #28: Wolfe Road/Homestead Road

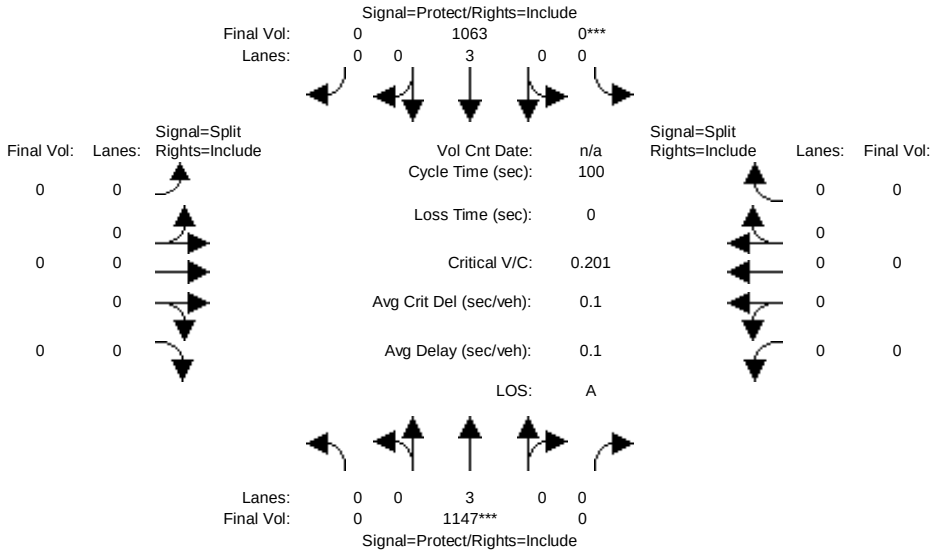


Street Name:	Wolfe Road						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	172	497	50	101	827	88	136	440	351	53	500	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	497	50	101	827	88	136	440	351	53	500	70
Added Vol:	0	174	116	0	161	0	0	0	0	188	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	671	166	101	988	88	136	440	351	241	500	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	671	166	101	988	88	136	440	351	241	500	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	671	166	101	988	88	136	440	351	241	500	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	671	166	101	988	88	136	440	351	241	500	70
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	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.75	0.25	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3150	3800	1750	3150	5141	458	1750	3800	1750	3150	3245	454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.09	0.03	0.19	0.19	0.08	0.12	0.20	0.08	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	17.0	62.6	62.6	14.2	59.8	59.8	28.9	62.4	62.4	23.8	57.3	57.3
Volume/Cap:	0.56	0.49	0.27	0.40	0.56	0.56	0.47	0.32	0.56	0.56	0.47	0.47
Uniform Del:	75.5	43.8	39.9	76.3	46.9	46.9	66.1	41.0	45.3	70.7	46.8	46.8
IncremntDel:	7.3	1.3	1.0	4.5	1.2	1.2	5.4	0.6	3.6	5.3	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.7	45.1	40.9	80.9	48.1	48.1	71.5	41.6	48.9	76.0	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	45.1	40.9	80.9	48.1	48.1	71.5	41.6	48.9	76.0	48.1	48.1
LOS by Move:	F	D	D	F	D	D	E	D	D	E-	D	D
HCM2kAvgQ:	149	342	164	86	393	393	184	206	404	195	305	305

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #29: Wolfe Road/Apple Campus 2 Driveway

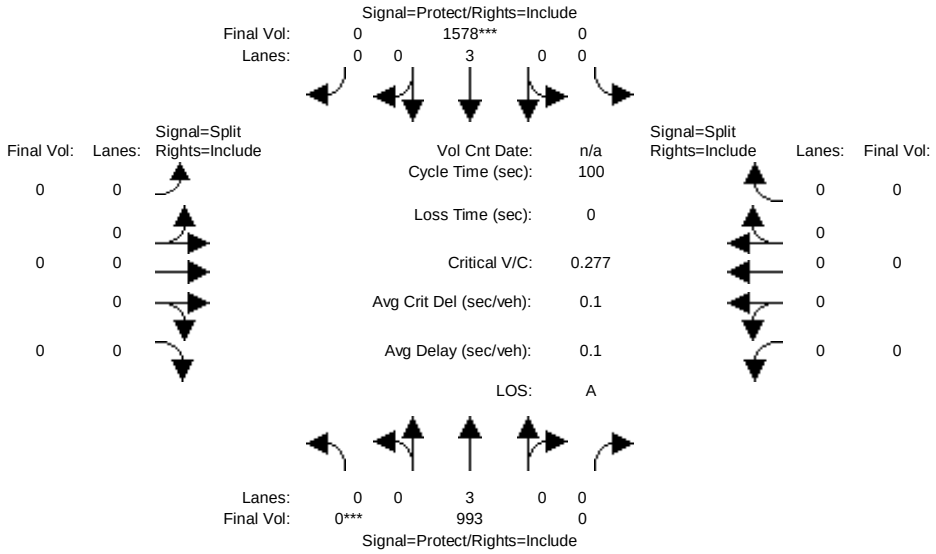


Street Name:	Wolfe Road						Apple Campus 2 Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1099	0	0	961	0	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	1099	0	0	961	0	0	0	0	0	0	0
Added Vol:	0	48	0	0	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1147	0	0	1063	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	1147	0	0	1063	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1147	0	0	1063	0	0	0	0	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	1147	0	0	1063	0	0	0	0	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	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5700	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	100	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform 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
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	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	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	6	0	0	0	0	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #29: Wolfe Road/Apple Campus 2 Driveway

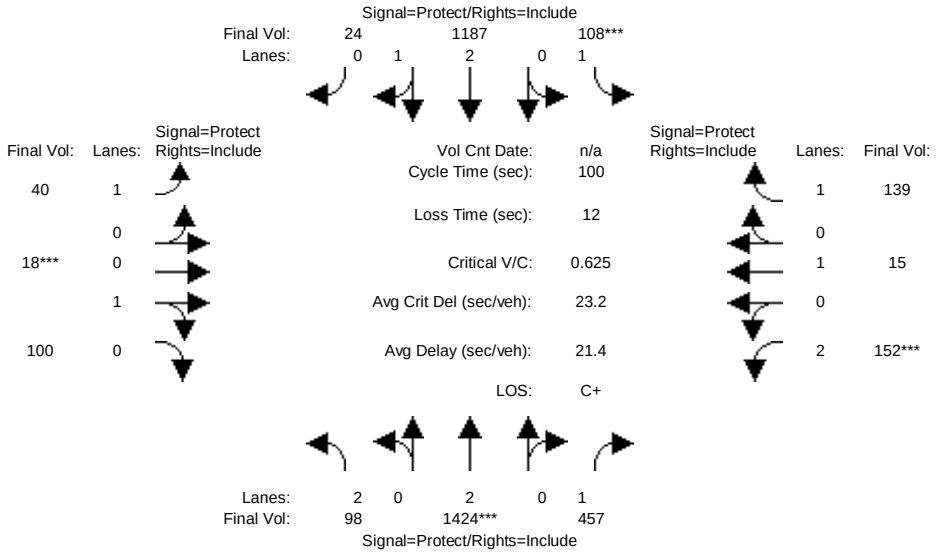


Street Name:	Wolfe Road						Apple Campus 2 Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	703	0	0	1230	0	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	703	0	0	1230	0	0	0	0	0	0	0
Added Vol:	0	290	0	0	348	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	993	0	0	1578	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	993	0	0	1578	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	993	0	0	1578	0	0	0	0	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	993	0	0	1578	0	0	0	0	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	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	0	0	5700	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green Time:	0.0	100	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform 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
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	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	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	10	0	0	0	0	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #30: Wolfe Road/Pruneridge Avenue

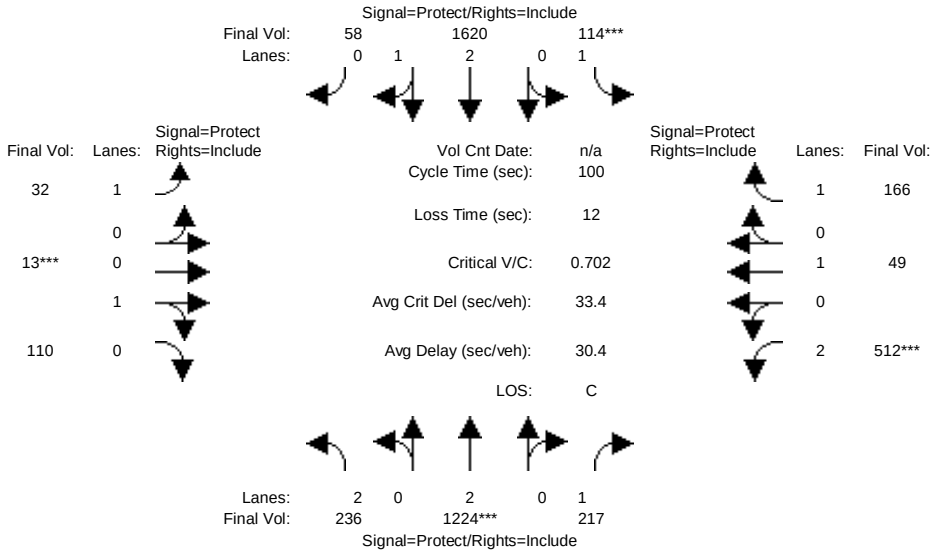


Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	98	1376	457	108	1085	24	40	18	100	152	15	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1376	457	108	1085	24	40	18	100	152	15	139
Added Vol:	0	48	0	0	102	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1424	457	108	1187	24	40	18	100	152	15	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1424	457	108	1187	24	40	18	100	152	15	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1424	457	108	1187	24	40	18	100	152	15	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1424	457	108	1187	24	40	18	100	152	15	139
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	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.94	0.06	1.00	0.15	0.85	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5489	111	1750	275	1525	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.26	0.06	0.22	0.22	0.02	0.07	0.07	0.05	0.01	0.08
Crit Moves:		****		****				****		****		
Green Time:	17.1	59.9	59.9	9.9	52.7	52.7	7.5	10.5	10.5	7.7	10.7	10.7
Volume/Cap:	0.18	0.63	0.44	0.63	0.41	0.41	0.30	0.63	0.63	0.63	0.07	0.74
Uniform Del:	35.5	12.8	10.9	43.3	14.3	14.3	43.8	42.9	42.9	44.7	40.2	43.3
IncremntDel:	0.7	1.3	1.3	15.9	0.4	0.4	5.9	14.6	14.6	11.6	0.7	23.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.2	14.1	12.2	59.2	14.7	14.7	49.7	57.5	57.5	56.3	40.9	66.3
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:	36.2	14.1	12.2	59.2	14.7	14.7	49.7	57.5	57.5	56.3	40.9	66.3
LOS by Move:	D+	B	B	E+	B	B	D	E+	E+	E+	D	E
HCM2kAvgQ:	41	357	206	114	189	189	39	119	119	96	11	156

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #30: Wolfe Road/Pruneridge Avenue

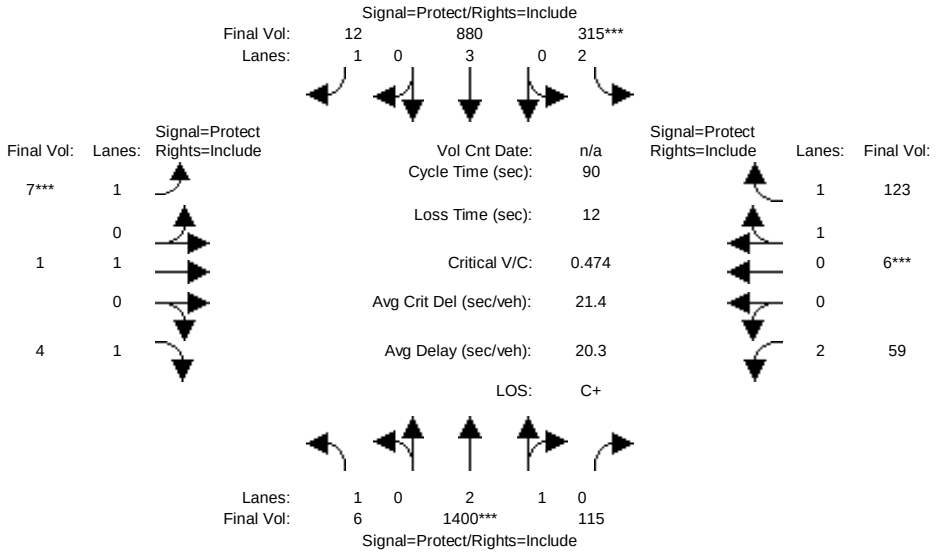


Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	236	934	217	114	1272	58	32	13	110	512	49	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	934	217	114	1272	58	32	13	110	512	49	166
Added Vol:	0	290	0	0	348	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1224	217	114	1620	58	32	13	110	512	49	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1224	217	114	1620	58	32	13	110	512	49	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1224	217	114	1620	58	32	13	110	512	49	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1224	217	114	1620	58	32	13	110	512	49	166
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	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.89	0.11	1.00	0.11	0.89	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	5406	194	1750	190	1610	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.12	0.07	0.30	0.30	0.02	0.07	0.07	0.16	0.03	0.09
Crit Moves:		****		****				****		****		
Green Time:	11.0	45.7	45.7	9.2	44.0	44.0	13.6	10.0	10.0	23.1	19.4	19.4
Volume/Cap:	0.68	0.70	0.27	0.70	0.68	0.68	0.13	0.68	0.68	0.70	0.13	0.49
Uniform Del:	42.8	21.7	16.8	44.1	22.4	22.4	38.0	43.5	43.5	35.3	33.3	35.8
IncremntDel:	10.4	2.4	0.8	22.7	1.6	1.6	1.2	19.0	19.0	5.7	0.7	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.2	24.2	17.7	66.8	24.0	24.0	39.2	62.5	62.5	41.0	34.0	40.8
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:	53.2	24.2	17.7	66.8	24.0	24.0	39.2	62.5	62.5	41.0	34.0	40.8
LOS by Move:	D-	C	B	E	C	C	D	E	E	D	C-	D
HCM2kAvgQ:	139	396	111	130	367	367	25	131	131	250	32	134

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #33: Wolfe Road/Vallco Parkway

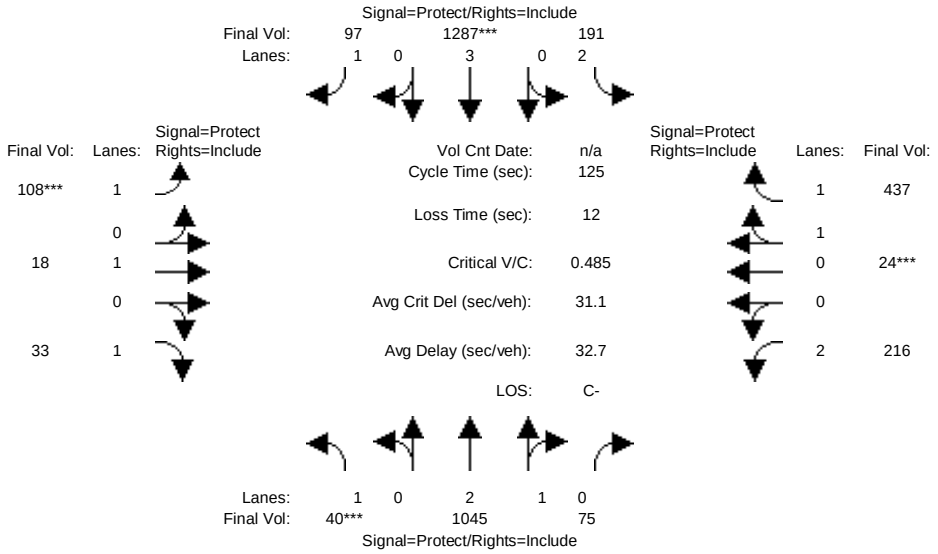


Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	1400	115	315	880	12	7	1	4	59	6	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1400	115	315	880	12	7	1	4	59	6	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1400	115	315	880	12	7	1	4	59	6	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1400	115	315	880	12	7	1	4	59	6	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1400	115	315	880	12	7	1	4	59	6	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1400	115	315	880	12	7	1	4	59	6	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.76	0.24	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.09	1.91
Final Sat.:	1750	5174	425	3150	5700	1750	1750	1900	1750	3150	167	3433
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.10	0.15	0.01	0.00	0.00	0.00	0.02	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	20.4	44.5	44.5	16.5	40.6	40.6	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.02	0.55	0.55	0.55	0.34	0.02	0.05	0.00	0.02	0.24	0.32	0.32
Uniform Del:	27.0	15.7	15.7	33.4	16.1	13.7	38.4	35.6	35.6	39.0	36.9	36.9
IncremntDel:	0.1	0.8	0.8	3.7	0.4	0.0	0.7	0.0	0.2	2.3	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.0	16.5	16.5	37.1	16.4	13.7	39.1	35.6	35.8	41.3	39.0	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:	27.0	16.5	16.5	37.1	16.4	13.7	39.1	35.6	35.8	41.3	39.0	39.0
LOS by Move:	C	B	B	D+	B	B	D	D+	D+	D	D	D
HCM2kAvgQ:	3	247	247	124	132	5	6	1	3	23	44	44

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 PM

Intersection #33: Wolfe Road/Vallco Parkway

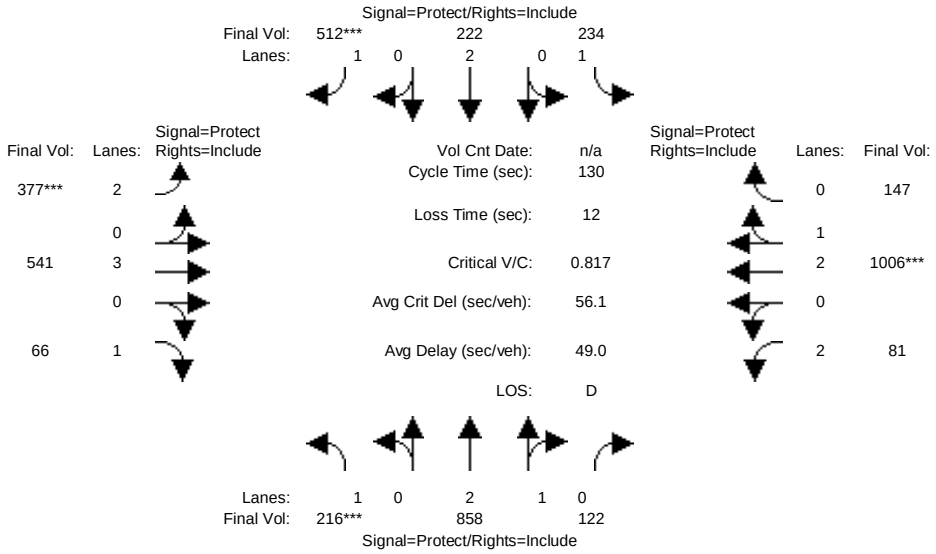


Street Name:	Wolfe Road						Vallco Parkway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1045	75	191	1287	97	108	18	33	216	24	437
Growth Adj:	1.00	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	1045	75	191	1287	97	108	18	33	216	24	437
Added Vol:	0	0	0	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	1045	75	191	1287	97	108	18	33	216	24	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1045	75	191	1287	97	108	18	33	216	24	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1045	75	191	1287	97	108	18	33	216	24	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1045	75	191	1287	97	108	18	33	216	24	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.79	0.21	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.10	1.90
Final Sat.:	1750	5225	375	3150	5700	1750	1750	1900	1750	3150	187	3413
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.06	0.23	0.06	0.06	0.01	0.02	0.07	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	7.0	49.6	49.6	15.0	57.6	57.6	15.7	26.1	26.1	22.3	32.7	32.7
Volume/Cap:	0.41	0.50	0.50	0.50	0.49	0.12	0.49	0.05	0.09	0.38	0.49	0.49
Uniform Del:	57.0	28.5	28.5	51.5	23.5	19.2	50.9	39.5	39.9	45.3	39.1	39.1
IncremntDel:	12.1	0.8	0.8	4.7	0.7	0.3	7.6	0.2	0.5	2.0	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.1	29.3	29.3	56.2	24.1	19.5	58.5	39.7	40.4	47.2	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	29.3	29.3	56.2	24.1	19.5	58.5	39.7	40.4	47.2	40.9	40.9
LOS by Move:	E	C	C	E+	C	B-	E+	D	D	D	D	D
HCM2kAvgQ:	40	272	272	106	289	56	117	14	28	110	198	198

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex V82 AM

Intersection #34: Wolfe Road/Stevens Creek Boulevard



Street Name:	Wolfe Road						Stevens Creek Boulevard					
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:	216	858	122	234	222	512	377	541	66	81	1006	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	858	122	234	222	512	377	541	66	81	1006	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	858	122	234	222	512	377	541	66	81	1006	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	858	122	234	222	512	377	541	66	81	1006	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	858	122	234	222	512	377	541	66	81	1006	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	858	122	234	222	512	377	541	66	81	1006	147
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	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.61	0.39	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.60	0.40
Final Sat.:	1750	4902	697	1750	3800	1750	3150	5700	1750	3150	4885	714
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.13	0.06	0.29	0.12	0.09	0.04	0.03	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	19.6	37.5	37.5	28.7	46.6	46.6	19.0	33.1	33.1	18.8	32.8	32.8
Volume/Cap:	0.82	0.61	0.61	0.61	0.16	0.82	0.82	0.37	0.15	0.18	0.82	0.82
Uniform Del:	53.4	39.9	39.9	45.6	28.4	37.9	53.8	39.9	37.6	48.9	45.8	45.8
IncremntDel:	23.6	1.7	1.7	6.9	0.3	11.3	14.8	0.7	0.7	0.9	5.3	5.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.1	41.6	41.6	52.5	28.7	49.1	68.6	40.7	38.3	49.7	51.1	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:	77.1	41.6	41.6	52.5	28.7	49.1	68.6	40.7	38.3	49.7	51.1	51.1
LOS by Move:	E-	D	D	D-	C	D	E	D	D+	D	D-	D-
HCM2kAvgQ:	281	295	295	234	74	551	249	147	54	44	418	418

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